
Planning and Development Committee

NOTE: Items 4.1 to 4.3 will be considered at 5:30pm and Items 4.4 onwards will begin at 6:30pm as advertised in the Planning Notices

2018/06/18

Time

5:30 PM

Location

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

Members

Councillor George Carlson	Ward 11 (Chair)
Mayor Bonnie Crombie	
Councillor Dave Cook	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

Trish Sarnicki, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5426
trish.sarnicki@mississauga.ca

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 – June 11, 2018 – 1:30 PM & 6:30 PM sessions
4. MATTERS TO BE CONSIDERED
 - 4.1. Sign Variance Application 18-00372 - Ward 9
 - 4.2. **2nd RECOMMENDATION REPORT (ALL WARDS)**
Proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses
File: CD.06-HOR
 - 4.3. **PUBLIC MEETING INFORMATION REPORT (ALL WARDS)**
Proposed Mississauga Official Plan Amendments for Back to Back and Stacked Townhouses City Wide
File: CD.06-HOR
 - 4.4. **PUBLIC MEETING INFORMATION REPORT (WARD 11)**
Application to permit one detached dwelling, 7090 Old Mill Lane
Owner: Credit Valley Conservation Authority
File: OZ 18/004 W11
 - 4.5. **PUBLIC MEETING INFORMATION REPORT (WARD 1)**
Applications to permit a new multi-phase waterfront community comprising a mix of residential, commercial, institutional and open space uses, 70 Mississauga Road South and 181 Lakeshore Road West
Owner: Port Credit West Village Partners Inc.
Files: OZ 17/012 W1; T-M 17004 W1
 - 4.6. **RECOMENDATION REPORT (WARD 2)**
Applications to permit a condominium development consisting of four semi-detached homes and six townhomes; and three freehold detached homes on Garden Road
Owner: 2517015 Ontario Inc (Format Group)
File: OZ 16/014 W2
 - 4.7. **RECOMMENDATION REPORT (WARD 7)**
Applications to permit 144 Back-to-Back Stacked Townhomes
2024 and 2040 Camilla Road
North side of North Service Road, west side of Camilla Road
Owner: Consulate management Ltd.
File OZ 11/015 W7

4.8. **REPORT ON COMMENTS (WARDS 9 AND 10)**

Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning Implementation - Proposed Changes to Mississauga Official Plan and Zoning By-law
File: CD.04.NIN

4.9. **RECOMMENDATION REPORT (WARD 7)**

Applications to permit a 40 storey, 360 unit apartment building with ground floor retail commercial uses, 3480 Hurontario Street, northwest corner of Hurontario Street and Central Parkway West
Owner: CGIV Developments Inc.
File: OZ 17/005 W7

5. ADJOURNMENT

City of Mississauga

Corporate Report



Date: 2018/05/22

To: Chair and Members of Planning and Development Committee

From: Ezio Savini, P. Eng, Chief Building Official

Originator's files:
BL.03-SIG (2018)

Meeting date:
2018/06/18

Subject

Sign Variance Application 18-00372 - Ward 9

Recommendation

That the following Sign Variances **not be granted**:

Sign Variance Application 18-00372 (Ward 9)
Stanley Security
2495 Meadowpine Blvd.

To permit the following:

- (a) One (1) ground sign located in the rear yard of a lot adjacent to a Provincial highway.

Report Highlights

- None

Background

The applicant has requested a variance to the Sign By-law to relocate an existing ground sign located in the rear yard of a lot adjacent to a provincial highway due to the recent expropriation of lands by the Ministry of Transportation to widen Highway 401. Sign By-law 54-2002 strictly prohibits ground signs located adjacent to provincial highways. Staff have contacted the applicant and advised the variance request could not be supported, but are willing to consider a larger fascia sign facing Highway 401 to be consistent with other properties backing on the highway 401. The applicant was not supportive of this alternative and has requested the variance be brought forth to Planning and Development Committee.

Comments

The request for a variance to install the existing ground sign was refused by staff in April 2004 (application 04-24.VAR), because it was deemed to set an undesirable precedent along the corridor. However, City Council did not support staff's recommendation and approved the variance. Since the enactment of the current By-law, only two ground signs have been approved

fronting highway 401, Motel 6 located at 2935 Argentia Rd. and Stanley located at 2495 Meadowpine Blvd. These variances were approved by Planning and Development Committee and Council.

Staff cannot support the requested variance as it does not maintain the intent of the By-law which is to keep the high-speed corridor clear of obtrusive advertising.

Staff has recommended a larger fascia sign on the rear of the building, facing the highway in lieu of a ground sign. This would result in consistency with of the buildings along the highway and comply with the intent of the by-law to reduce obtrusive advertising along a high-speed corridor.

The applicant has rejected this recommendation and has request an appeal to Planning and Development Committee.

Financial Impact

None

Conclusion

That the requested sign variance to permit a ground sign to be located in the rear yard of a lot, adjacent to a Provincial highway, be denied.

Attachments

Appendix 1: Location, Elevations of Proposed Ground Sign



Ezio Savini, P. Eng, Chief Building Official

Prepared by: Darren Bryan, Supervisor Sign Unit



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

May 14, 2018

FILE: 18-00372

RE: Stanley Security
 2495 Meadowpine Blvd – Ward 9

The applicant requests the following variance to Section 16(6) of Sign By-law 0054-2002, as amended.

Section 16(6)	Proposed
No ground sign shall be located in the rear or side yard of a lot in a commercial or industrial zone located adjacent to a Provincial highway.	One (1) ground sign located in the rear yard of a lot adjacent to a Provincial highway.

COMMENTS:

The above noted sign variance application is refused as the relocation of the existing ground sign, from the MTO Highway (401) corridor to the adjacent property from which the sign is intended to serve, is in an inappropriate and illegal location.

Originally, the existing ground sign was refused by Staff in April 2004 (04-24.VAR), because it was deemed to set an undesirable precedent along the corridor. However, City Council rejected Staff's position and approved it. With the exception for this ground sign and the Motel 6 ground sign, both Council approved, Highway 401 corridor remains free of ground signs immediately backing onto the provincial highway (for signs applied for under the current Sign By-law). Staff maintains the intent of the by-law which is to keep the high-speed corridor clear of obtrusive advertising.

Staff also suggested to the applicant one option it may consider; allow for a larger fascia sign on the rear of the said building elevation that faces the corridor. At this location (set approximately 32 metres further back from the current ground sign), a larger fascia sign would still yield significant exposure for the applicant. However, the applicant rejected this proposal.

Note: There are ground signs near Kennedy road that were approved under the previous By-law 38-88.

Permit World Consulting Services Inc.

12 Rock Ave., Unit B, Kitchener, ON, N2M 2P1 T: 519-585-1201 F: 519-208-7008

April 11, 2018

City Hall
Planning & Building Department, Sign Unit
300 City Centre Drive
Mississauga, ON
L5B 3C1

Attn: Darren Bryan

Re: Sign variance application for Stanley Security, 2495 Meadowpine Blvd.

Dear Sir:

Please accept this letter as a formal request for a sign variance to allow the relocation of an existing ground sign in the rear yard of a lot adjacent to a Provincial highway.

The variance is required based on the following section of the sign by-law 54-02:

Sec. 16 (6) where no ground sign shall be located in the rear or side yard of a lot in a commercial or industrial zone located adjacent to a Provincial highway.

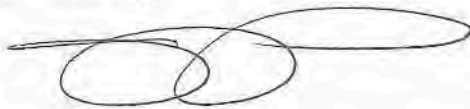
The Ministry of Transportation has expropriated a portion of this property including the land on which the existing sign is installed. This has necessitated the relocation of the existing ground sign onto private property. The existing sign has been in place since 2004 and was approved by variance (SGNBLD 4 -24 VAR).

There will be no changes to the existing sign design or structure and the new location will not alter existing site conditions. Our client's only hope is to maintain the existing conditions that have been in place for the previous 14 years.

Ministry of Transportation notice of expropriation and related documentation is included for your reference.

We are respectfully requesting your support and approval of this variance request. If you require additional information or have any questions, please feel free to contact the undersigned.

Yours sincerely,



Shawna Petzold
Project Manager
support@permitworld.ca

2495 Meadowpine Blvd



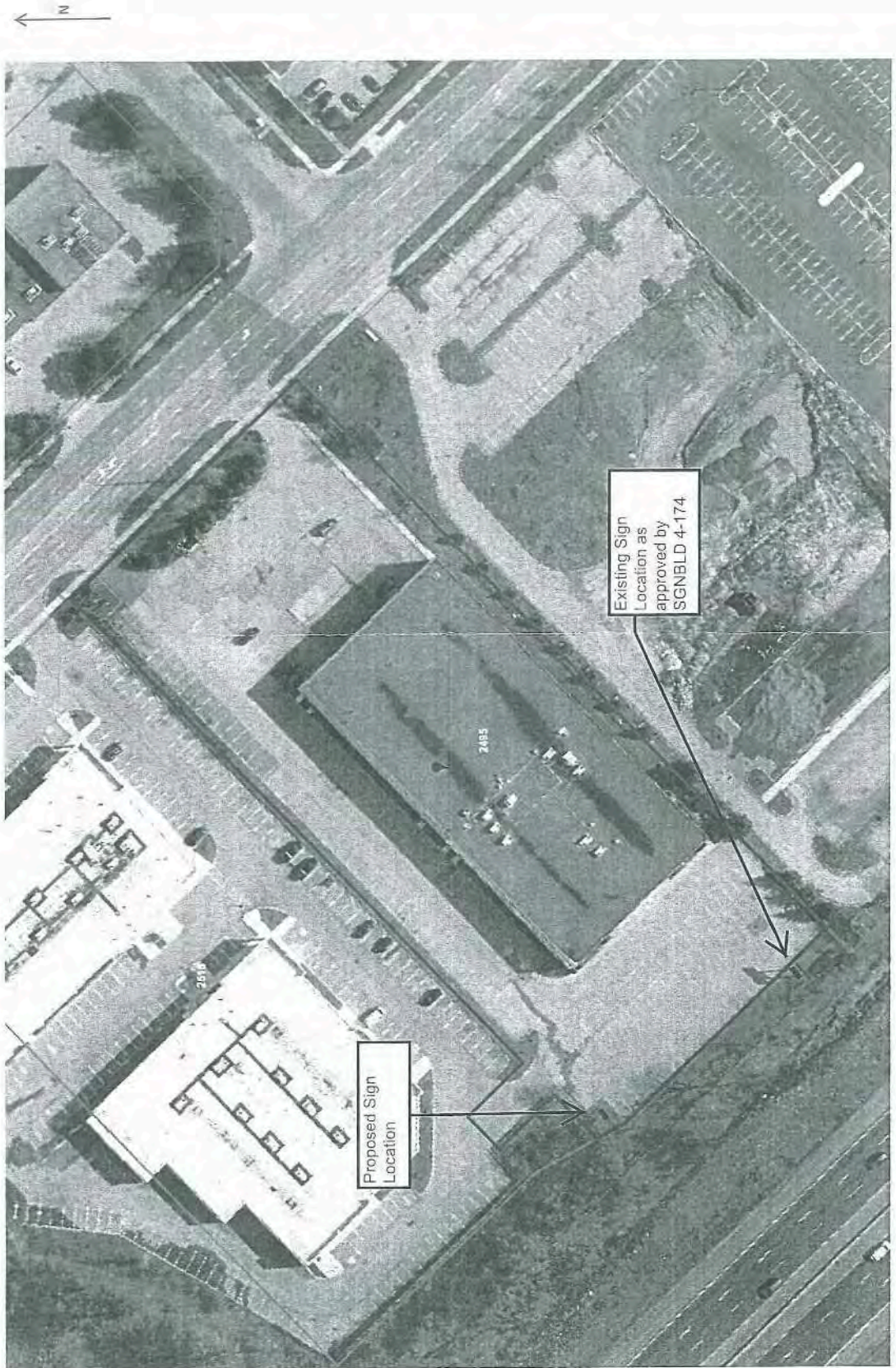
MISSISSAUGA



**Planning and Building
Building**

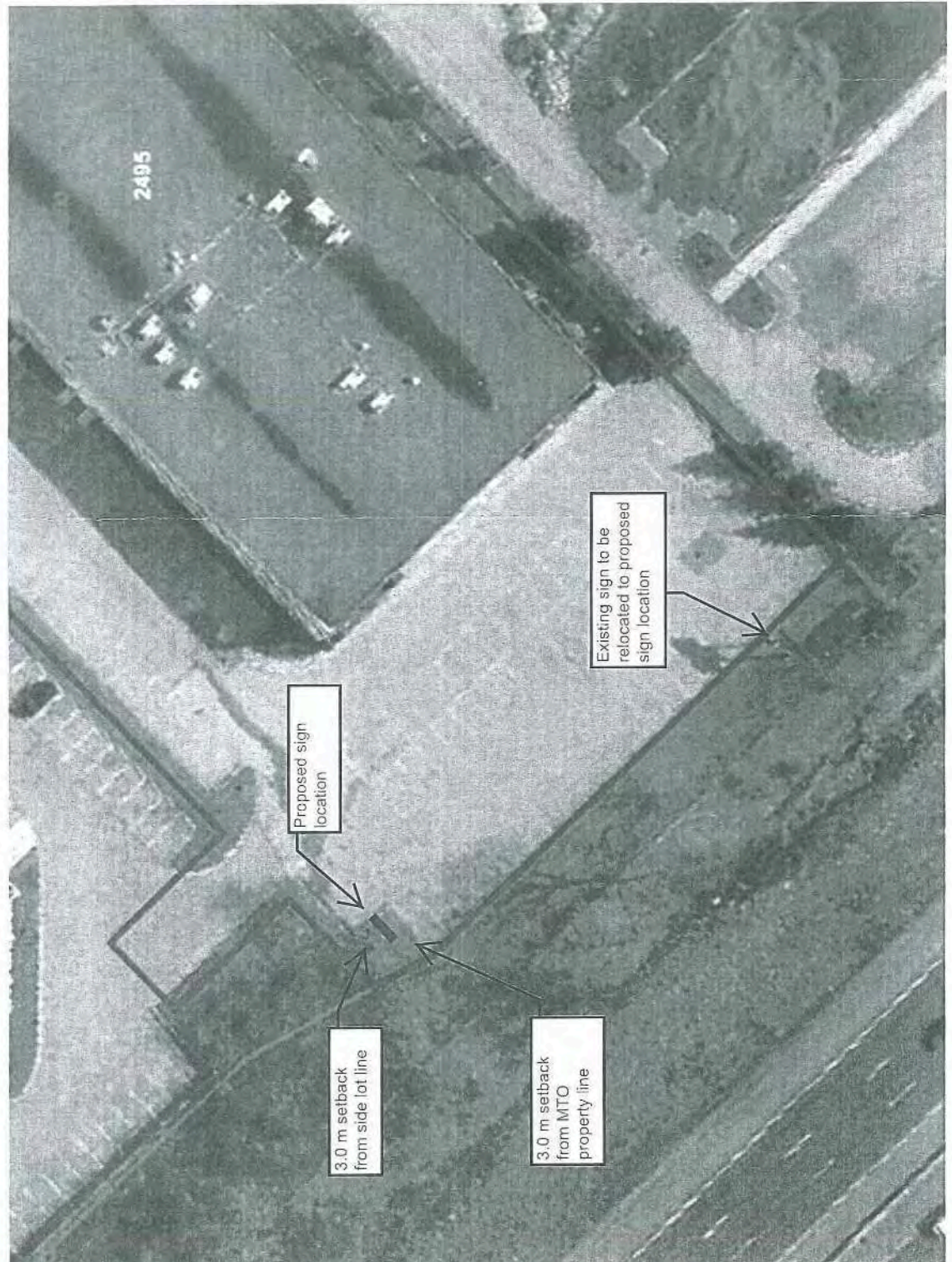
**Stanley Security
#18-00372
2495 Meadowpine Blvd.**

SCALE FOR REDUCED DRAWINGS
0m 50m 100m 200m 300m 400m 500m 1000m



Stanley Security
2495 Meadowpine Blvd.
Mississauga, Ontario

#18-372



REPLACEMENT OF PYLON SIGN

4.72 m
15'-6"

D/F - ILLUMINATED
SIGN BOX
VINYL GRAPHICS
ON 3/16" THK
WHITE ACRYLIC
W/ EX-7 FRAMING

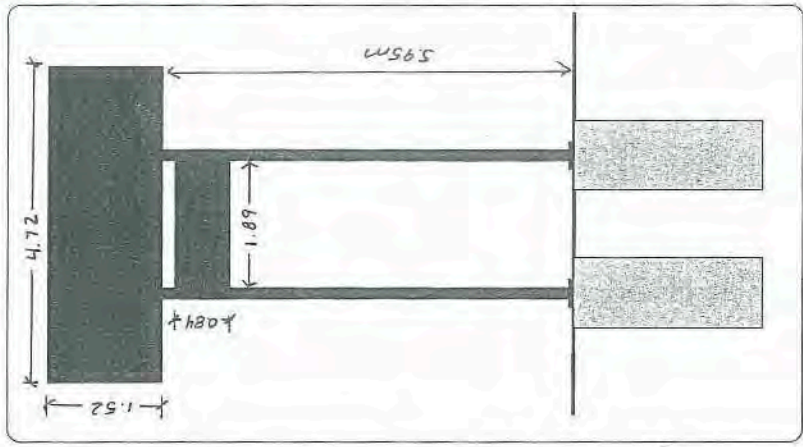


DIGITAL - LED
CLOCK
33" x 74" x 8" DEEP

[2] 8" x 8" x 3/8" THK
STEEL POST



24'-6" O.A.
7.47 m



ALL SHOP DRAWINGS AND CONCRETE BASE/
REBAR SYSTEM DETAILS
TO BE SUBMITTED TO THE CITY OF MISSISSAUGA
FOR FINAL PERMIT APPROVA

KEY PLAN



4.1 - 8

City of Mississauga

Corporate Report



Date: May 24, 2018

To: Chair and Members of Planning and Development Committee

From: Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:
CD.06-HORMeeting date:
2018/06/18

Subject

2nd RECOMMENDATION REPORT (ALL WARDS)

Proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses**File: CD.06-HOR****Bill 139**

Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the Zoning By-law Amendments and Urban Design Guidelines have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the proposed amendments to Zoning By-law 0225-2007 be approved in accordance with Appendix 2 of this report.
3. That the proposed Urban Design Guidelines for Back to Back and Stacked Townhouses be approved in accordance with Appendix 3 of this report.

Report Highlights

- Since the last report to Planning and Development Committee in January this year, two roundtable sessions were held with members of Council and stakeholders from the development industry
- Based on the feedback from the discussions, refinements to the draft Zoning By-law regulations and Urban Design Guidelines are proposed
- The key changes are to private and communal outdoor amenity areas, sidewalks and minimum unit widths

Background

A Recommendation Report (Appendix 1) was presented to the Planning and Development Committee on January 15, 2018 at which time the report was considered. Recommendation PDC-0007-2018 was then adopted by Council on January 24, 2018.

1. That the Report dated December 15, 2017, from the Commissioner of Planning and Building titled "Recommendation Report (All Wards) Proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses" be received for information.
2. That one oral submission made to the Planning and Development Committee at its meeting held on January 15, 2018, be received.
3. That staff be directed to conduct roundtable discussions and invite the Mayor and Members of Council to those discussions with respect to the proposed changes to the Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses, and report back to a future Planning and Development Committee meeting.

Comments

ROUNDTABLE SESSIONS

In accordance with the Planning and Development Committee recommendation, Development and Design Division staff convened two roundtable sessions with members of the development industry.

At both sessions, a staff presentation on the key issues, changes made to the documents since the public engagement and next steps was provided, and all participants were provided an opportunity for additional feedback on the draft Zoning By-law regulations and Urban Design Guidelines. The discussions also focussed on issues related to utility locations, waste collection and Fire Route By-law 1036-81. All attendees were reminded that these matters are not under the jurisdiction of the Planning and Building Department yet can have an impact on site design and landscape buffers if they are not addressed by the developers early in the process. As a result of the roundtable sessions, additional modifications to the proposed zoning regulations and draft Urban Design Guidelines are proposed.

MODIFICATIONS TO DRAFT ZONING BY-LAW REGULATIONS AND URBAN DESIGN GUIDELINES

As set out in the earlier Recommendation Report (Appendix 1), changes made to the proposed Zoning By-law Amendments and Urban Design Guidelines since the public meeting in September 2017, include the following:

- Basement units are no longer prohibited. An additional regulation has been added to ensure the design of below grade amenity areas to ensure light penetration into units. The newly proposed regulation prohibits any first storey projections from exceeding 50% of the depth of a below grade patio
- The minimum setback of a rooftop amenity space from all exterior edges of a building has been reduced to 1.0 m (3.3 ft.) from the previously proposed 1.2 m (3.9 ft.). This change is to allow for an adequately sized rooftop amenity space balanced with the minimum setback requirements of structures for rooftop access
- Clarification is added to the Urban Design Guidelines to reflect that a common amenity area is only required for developments with more than 20 units and that the City is flexible with the type of amenity area provided
- The calculation of building height now excludes a structure used for rooftop access, as long as the structure has a maximum height of 3.0 m (9.8 ft.), maximum floor area of 20.0 m² (215.3 ft²), and is set back a minimum of 3.0 m (9.8 ft.) from the exterior edge of the building
- Clarification is added to the Urban Design Guidelines to indicate that the 45 degree angular plane is measured from all lot lines
- Additional graphics are included in the Urban Design Guidelines to better describe first storey, below grade unit, through-unit and double-wide unit
- The definition of **Amenity Area** is simplified in the Zoning By-law and regulations are added to reflect the City's existing Outdoor Amenity Areas Design Reference Note. These regulations include a minimum 3.0 m (9.8 ft.) setback from an amenity area to a building, structure or any lot line. These changes are intended to clarify that a mews does not count towards the minimum required amenity area. See the following section with respect to additional changes regarding the reduction of required amenity area
- The words "where appropriate" and "where feasible" have been added to various sections of the Urban Design Guidelines

Following the roundtable discussions in March and April 2018, the following additional amendments are proposed to the Zoning By-law Amendments and Urban Design Guidelines:

- Amend the definition of context grade to reword how to measure the points from the corners of the building, and to add/update illustrations for clarity in both the Zoning By-law and the Urban Design Guidelines

- Amend the definition of condominium road to clarify that the road is measured from the inside edges of each curb
- Reduce the required width of a sidewalk not traversed by a driveway from 1.8 m (5.9 ft.) to 1.5 m (4.9 ft.); delete the definitions of sidewalk and walkway as they will no longer be differentiated; delete the regulation for minimum width of a walkway and update the Urban Design Guidelines to note that sidewalks are only required on one side of a condominium road
- Reduce the minimum unit width from 5.0 m (16.4 ft.) to 4.5 m (14.8 ft.) for all stacked townhouses, but maintain it for all units with individual driveways
- Reduce the required amenity area from 5.6 m² (60.3 ft²) (or 10% of the lot area, whichever is greater) to 2.8 m² (30.1 ft²) (or 5% of the lot area, whichever is greater) per dwelling unit, but require that it is to be provided in one central area, and delete the requirement for 50% of the amenity space to be in one contiguous area. This will simplify the required calculations and will serve to clarify that a mews is not an amenity area
- Add a regulation that contiguous private outdoor space be reduced from 6.0 m² (64.6 ft²) to 4.5 m² (48.4 ft²) per dwelling unit when it is provided on a balcony
- Greater clarity has been added to the Urban Design Guidelines to acknowledge that the 1.0 m (3.3 ft.) setback requirement only applies where the rooftop amenity space overlooks existing adjacent low density developments, not where the overlook is internal to the site
- A new comment has been added to Urban Design Guidelines to clarify that a mews will not be considered part of an outdoor amenity area unless it is in excess of the minimum required building separation distance
- The Urban Design Guidelines have been updated to clarify that the 45 degree angular plan is not measured from the front lot line
- The suggested width for below-grade double-wide units has been reduced to 9 m (30 ft.) in the Urban Design Guidelines
- The Urban Design Guidelines have been amended to replace the maximum block length of 41 m (135 ft.) with a maximum of eight linear unit modules per block

Other technical changes to the final regulations of the Zoning By-law may be required once it has been reviewed against all of the general regulations in the By-law, and may involve renumbering or reordering sentences, but these changes will not impact the intent of the

regulations included as Appendix 2 of this report. A copy of the updated Urban Design Guidelines is attached as Appendix 3.

PLANNING COMMENTS

Provincial Policy Statement, 2014 (PPS) and Growth Plan for the Greater Golden Horseshoe 2017 (Growth Plan)

Under the Planning Act, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

Consistency with PPS

Section 1.1.3.4 states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety."

Section 19.4.2 of MOP (Implementation) states that to ensure that the policies of this Plan are being implemented, various controls will be regularly evaluated, including Mississauga Zoning By-law and Urban Design Guidelines.

This policy of Mississauga Official Plan is consistent with the PPS.

The proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses are consistent with the high level policies of the PPS.

Conformity with Growth Plan

Section 2.2.2.4 b) and f) in the Growth Plan directs Municipalities to "identify the appropriate type and scale of development and transition of built form to adjacent areas" which will "be implemented through official plan policies and designations, updated zoning and other supporting documents".

The proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses conform to the Growth Plan.

Region of Peel Official Plan

All of Mississauga is located within the Urban System within the Region of Peel. General Objectives in 5.3.1 and General Policies in Section 5.3.2 directs development and redevelopment to the Urban System to achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

The proposed zoning regulations and guidelines conform to the Peel Region Official Plan.

Financial Impact

Not applicable.

Conclusion

In accordance with subsection 34(17) of the *Planning Act*, Council is given authority to determine if further public notice is required. Since the proposed revisions to the Zoning By-law regulations and draft Urban Design Guidelines are not considered to be major changes, it is recommended that no further public notice be required.

As a result of the roundtable discussions with members of Council and members of the development industry that are involved in many of the City's back to back and stacked townhouse projects, additional refinements were made to the draft Zoning By-law regulations and Urban Design Guidelines.

The proposed Zoning By-law amendments and Urban Design Guidelines should be approved for the following reasons:

1. The Zoning By-law does not have up-to-date provisions for Back to Back and Stacked Townhouses. The proposed regulations will create a framework to better guide site development and layout.
2. The Urban Design Guidelines will provide direction and clarity of the City's expectations for future applications for this form of development.

Attachments

Appendix 1: Recommendation Report dated December 15, 2017

Appendix 2: Zoning By-law Regulations and Definitions, May 2018

Appendix 3: Urban Design Guidelines for Back to Back and Stacked Townhouses,
May 2018



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

Prepared by: Lisa Christie, Planner

City of Mississauga

Corporate Report



Date: December 15, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
CD.06 HOR

Meeting date:
2018/01/15

Subject

RECOMMENDATION REPORT (ALL WARDS)

Proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses

File: CD.06 HOR

Recommendation

That the Report dated December 15, 2017, from the Commissioner of Planning and Building titled "Recommendation Report (All Wards) Proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses", be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the Zoning By-law Amendments and Urban Design Guidelines have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendments is hereby waived.
2. That the proposed amendments to Zoning By-law 0225-2007 be approved in accordance with Appendix 3 of this report.
3. That the proposed Urban Design Guidelines for Back to Back and Stacked Townhouses be approved in accordance with Appendix 4 of this report.

Report Highlights

- A public meeting was held on September 25, 2017 to hear comments regarding the draft Zoning By-law regulations and Urban Design Guidelines for Back to Back and Stacked

Townhouses

- The proposed Zoning By-law Amendments include renaming the existing **RM9 (Horizontal Multiple Dwellings with more than 6 Dwelling Units)** zone and introducing four new Back to Back and Stacked Townhouse zones. The proposed amendments will better represent the different types of Back to Back and Stacked Townhouses and their unique attributes through modified regulations and definitions
- Through the circulation of the proposed Zoning By-law Amendment and Urban Design Guidelines to various agencies and departments, along with the public consultation process, several comments were received, reviewed and proposed modifications recommended, where appropriate

Background

A public meeting was held by the Planning and Development Committee on September 25, 2017, at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0048-2017 was then adopted by Council on October 11, 2017.

1. That the report dated September 1, 2017, from the Commissioner of Planning and Building regarding the proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses under file CD.06.HOR (All Wards), be received for information.
2. That one oral submission to the Planning and Development Committee made on September 25, 2017, be received.

Comments

STAKEHOLDER COMMENTS

Comments received through the various stakeholder engagement sessions or written submissions are included in the table contained in Appendix 2. A response and corresponding action, where appropriate, has been provided for each comment.

MODIFICATIONS TO DRAFT ZONING BY-LAW REGULATIONS AND URBAN DESIGN GUIDELINES

Since the public meeting, the following additional changes have been made to the proposed Zoning By-law Amendments and Urban Design Guidelines:

- Basement units are no longer prohibited. An additional regulation has been added to ensure the design of below grade amenity areas allows for increased light penetration into units. The newly proposed regulation prohibits any first storey projections from exceeding 50% of the depth of a below grade patio

- The minimum setback of a rooftop amenity space from all exterior edges of a building has been reduced to 1.0 m (3.3 ft.) from the previously proposed 1.2 m (3.9 ft.). This change is to allow for an adequately sized rooftop amenity space balanced with the minimum setback requirements of structures for rooftop access. Additionally, greater clarity has been added to acknowledge that the 1.0 m (3.3 ft.) setback requirement only applies where the rooftop amenity space overlooks adjacent properties, not where it overlooks internal to the site
- Clarification is added to the Urban Design Guidelines to reflect that a common amenity area is only required for developments with more than 20 units and that the City is flexible in terms of the type of amenity area provided
- The calculation of building height now excludes a structure used for rooftop access, as long as the structure has a maximum height of 3.0 m (9.8 ft.), maximum floor area of 20.0 m² (215.3 ft²), and is set back a minimum of 3.0 m (9.8 ft.) from the exterior edge of the building
- Clarification is added to the Urban Design Guidelines to indicate that the 45 degree angular plane is measured from all lot lines
- Additional graphics are included in the Urban Design Guidelines to better describe first storey, below grade unit, through-unit and double-wide unit
- The definition of **Amenity Area** is simplified in the Zoning By-law and regulations are added to reflect the City's existing Outdoor Amenity Areas Design Reference Note. These regulations include a minimum 3.0 m (9.8 ft.) setback from an amenity area to a building, structure or any lot line. These changes are intended to clarify that a mews does not count towards the minimum required amenity area
- The words "where appropriate" and "where feasible" have been added to various sections of the Urban Design Guidelines

Financial Impact

Not applicable.

Conclusion

The City has seen a significant increase in the number of development applications proposing Back to Back and Stacked Townhouses. A number of common challenges have emerged among many of these development applications. In light of this trend, new Zoning By-law regulations and Urban Design Guidelines are required to establish a clear design expectation for this increasingly popular built form.

A significant amount of stakeholder engagement has occurred throughout the study process, including several meetings with the development industry, City departments and external

agencies, and the public. Based on the feedback received through this engagement, modifications have been made to both the Zoning By-law Amendments and Urban Design Guidelines. Overall the Zoning By-law regulations and Urban Design Guidelines address the numerous challenges associated with this built form and achieve the specific goal of setting a design and planning expectation for developments which include Back to Back and Stacked Townhouses.

Attachments

- Appendix 1: Information Report
- Appendix 2: Stakeholder Comments on Zoning By-law Regulations and Urban Design Guidelines for Back to Back and Stacked Townhouses
- Appendix 3: Zoning By-law Regulations and Definitions, December 2017
- Appendix 4: Urban Design Guidelines for Back to Back and Stacked Townhouses, December 2017



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ashlee Rivet, Development Planner

City of Mississauga
Corporate Report



Date: September 1, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
CD.06 HOR

Meeting date:
2017/09/25

Subject

PUBLIC MEETING INFORMATION REPORT (ALL WARDS)

Proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses

File: CD.06 HOR

Recommendation

That the report dated September 1, 2017, from the Commissioner of Planning and Building regarding the proposed Zoning By-law Amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses under File CD.06 HOR (All Wards), be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- Draft Zoning By-law regulations and Urban Design Guidelines for Back to Back and Stacked Townhouses were made available on the City's website on March 3, 2017
- Planning staff have held stakeholder engagement sessions with the development industry, the public, City Departments and external agencies, to get their input on the proposed regulations and guidelines for Back to Back and Stacked Townhouses
- Feedback received to date includes, but is not limited to, the flexibility of the guidelines, block length, below grade units, outdoor amenity area requirements, angular planes, building separation distances and setbacks, and utilities
- Based on the feedback received, modifications to the draft Zoning By-law regulations and Urban Design Guidelines are proposed
- Prior to the next report, staff will compile all feedback received and make additional amendments to the draft documents, where appropriate

Background

On September 19, 2016, the Planning and Development Committee (PDC) directed Planning staff to prepare Urban Design Guidelines and to review the current zoning terminology and zone regulations for Back to Back and Stacked Townhouses (formerly Horizontal Multiple Dwellings) (https://www7.mississauga.ca/documents/committees/pdc/2016/09_19_16_-_PDC_Agenda.pdf).

On February 27, 2017, the Planning and Development Committee (PDC) received a report titled "Back to Back and Stacked Townhouses (formerly Horizontal Multiple Dwellings) – Proposed Zoning By-law Amendments and Urban Design Guidelines (All Wards)"

(https://www7.mississauga.ca/documents/committees/pdc/2017/2017_02_17_-_REVISED_PDC_Agenda.pdf).

PDC passed Recommendation PDC-0005-2017 which was adopted by Council as follows:

1. That the report dated February 3, 2017, from the Commissioner of Planning and Building titled "Back to Back and Stacked Townhouses (formerly Horizontal Multiple Dwellings) – Proposed Zoning By-law Amendments and Urban Design Guidelines (All Wards)", be received for information.
2. That staff report back to Planning and Development Committee at a future statutory public meeting with the results of the consultation on the proposed Zoning By-law amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses.

On March 3, 2017, the proposed Zoning By-law regulations and Urban Design Guidelines for Back to Back and Stacked Townhouses were made available on the City's website.

The purpose of this report is to:

1. Outline the stakeholder engagement sessions that have occurred
2. Summarize the feedback received to date on the proposed Zoning By-law regulations and Urban Design Guidelines
3. Provide the latest drafts of the Zoning By-law regulations and Urban Design Guidelines, which include some modifications based on feedback received to date
4. Seek comments from the community

Comments

Since receiving direction from PDC on September 19, 2016 to prepare Urban Design Guidelines and review the current Zoning By-law regulations for Back to Back and Stacked Townhouses, Planning staff have held the following stakeholder engagement sessions:

- November 29, 2016 Presentation and discussion at the Building Industry Liaison Team (BILT) meeting

- March 29, 2017 Open House attended by developers, development industry professionals (planners and architects), and members of the public
- May 16, 2017 Presentation and discussion at the Building Industry and Land Development Association (BILD) Peel Chapter meeting
- June 20, 2017 Draft Urban Design Guidelines and Zoning By-law regulations considered by the Mississauga Urban Design Advisory Panel (MUDAP)

Planning staff have also consulted with various City departments and external agencies, including:

- March 30, 2017 Comment letter from Bell Canada
- June 28, 2017 Discussion with Enbridge Gas
- July 20, 2017 Discussion with the City's Chief Building Official and Acting Assistant Chief of Fire Prevention and Life Safety
- July 25, 2017 Discussion with Alectra Utilities

In addition to the above sessions, staff visited a number of existing Back to Back and Stacked Townhouse developments in other municipalities, including Toronto (Etobicoke and North York), Milton, and Markham (Cornell), to gain a better understanding of the complexities of this form of housing. Staff also met developers and their architects individually to discuss their successes and challenges with this built form.

FEEDBACK RECEIVED

Comments received by various stakeholders on the draft Zoning By-law regulations and Urban Design Guidelines through our engagement sessions are summarized below and are grouped by issue. Some comments have been addressed through modifications to the proposed documents. All comments received, including those raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- The guidelines should allow for greater flexibility in their application
- Greater consideration should be given to how the guidelines will apply to smaller sites
- The proposed maximum block length of 41 m (134.5 ft.) is too restrictive and should be evaluated on a case by case basis
- The guidelines pertaining to partially below grade units are confusing. Greater clarity is required
- The requirement for common outdoor amenity area on all new multi-unit residential developments is excessive and impacts affordability and the ability for the developer to maximize unit yield
- The use of angular planes is not appropriate for this type of low-rise built form and more appropriately applied to taller buildings

- The proposed separation distances between buildings and setbacks are excessive and should relate to building heights
- Utility companies are generally happy to work with the City to appropriately locate their infrastructure and agree with the guidelines' direction to consider the location of these services in the early stages of site design

URBAN DESIGN REVIEW PANEL

The Urban Design Review Panel reviewed the draft Urban Design Guidelines and Zoning By-law regulations on June 20, 2017. Comments from the panel include the following:

- The Panel acknowledged the clarity and comprehensiveness of the guidelines, but suggests that the documents allow for flexibility, innovation and uniqueness depending on the site context
- Proposed minimum lot frontage, separation distances between blocks and interior side yard setbacks should be reviewed in greater detail
- The Panel agreed with the proposed minimum requirements for common outdoor and private outdoor amenity areas
- Consideration should be given to how "storey" is defined as it is key to assessing this built form and manipulation of site grades. Many buildings appear to be 5 storeys with below grade units and roof top amenity areas
- The guidelines should ensure a variation in built form, material and colour to avoid repetitiveness and monotony

MODIFICATIONS TO PROPOSED DRAFT GUIDELINES AND ZONING REGULATIONS

Although staff continue to review and refine the draft Zoning By-law regulations and Urban Design Guidelines based on the input received thus far, the following modifications have been made to the updated document in Appendices 1 and 2:

- The minimum lot frontage regulation in the Zoning By-law has been reduced to 38.0 m (124.7 ft.) from 42.0 m (137.8 ft.)
- The maximum 41 m (134.5 ft.) block length has been removed from the draft Zoning By-law regulations. The parameter remains in the draft Guidelines only
- Guidelines and regulations pertaining to below grade units and basement units have been clarified. Basement units will no longer be prohibited. Additional regulations will be added to the Zoning By-law to ensure below grade units are designed to allow for adequate light and air into units and private outdoor spaces
- The definition of Context Grade has been modified to recognize the permissions for basement units with private outdoor space

- The Guidelines recommend a limit of 3 to 7 risers to a unit entrance, whereas 3 to 5 risers were previously recommended. This change reflects Ontario Building Code (OBC) restrictions on the maximum height of a porch
- Minimum interior side yard regulations have been reduced where the side lot line abuts a zone permitting detached and/or semi-detached dwellings and where the front wall of a proposed building faces the interior side lot line. The minimum rear yard regulations have similarly been reduced
- The minimum front wall to side wall separation distance has been reduced
- The Zoning By-law regulation requiring an additional 1.0 m (3.2 ft.) setback where below grade units are proposed has been removed. The minimum front wall to front wall separation distance now ranges from 12.0 m (39.4 ft.) to 15.0 m (49.2 ft.) depending on building height
- The minimum width of a sidewalk has been adjusted. A 2.0 m (6.6 ft.) sidewalk is proposed only where the sidewalk is traversed by a driveway. Where the sidewalk is not traversed by a driveway, a 1.8 m (5.9 ft.) wide sidewalk is proposed. The minimum width of a walkway internal to the site has been reduced to 1.5 m (4.9 ft.)
- The Guidelines recommend a sidewalk on only one side of a condominium road (except for large developments), whereas a sidewalk on both sides of a condominium road was previously recommended
- Reference to Fire Route By-law 1036-81
- Consideration of OBC requirements
- Consideration of Enbridge Gas and Alectra Utilities requirements

Planning staff continue to review comments and feedback received by stakeholders. Additional modifications may be made to these documents. A final version of the draft Zoning By-law and Urban Design Guidelines will be presented in the Recommendation Report at a later date.

Financial Impact

Not applicable.

Conclusion

The Planning and Building Department will consider all comments and feedback received and after the public meeting will make changes, as appropriate, to the draft Zoning By-law regulations and Urban Design Guidelines. A Recommendation Report will be brought to a future PDC meeting for consideration.

Attachments

Appendix 1: Draft Urban Design Guidelines for Back to Back and Stacked Townhouses,
September 2017

Planning and Development Committee

2017/09/01

6

Originator's file: CD.06 HOR

Appendix 2: Proposed Zoning By-law Regulations and New and Amended Definitions,
September 2017

A handwritten signature in black ink, appearing to read "E. R. Sajecki". The signature is written in a cursive, flowing style.

Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ashlee Rivet, Development Planner

Urban Design Guidelines



DRAFT September 2017

Back to Back and Stacked Townhouses

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Introduction

The City of Mississauga is at the end of its greenfield development phase. New growth is being accommodated through infill and development on vacant and underutilized sites. Development patterns are becoming more compact, using land and resources more efficiently, while maximizing existing infrastructure and community facilities, and promoting alternative modes of transportation. Traditional forms of housing are becoming less common, as land values rise and market demands shift. Back to Back Townhouses (BBT) and Stacked Townhouses (ST) are becoming increasingly popular throughout the GTA for several reasons:

- Achieve increased densities in a low-rise form of housing
- A sensitive way to transition between low-density and high-density built forms
- Contribute to a diversity of housing choices to meet different needs and preferences
- Less expensive construction methods and reduced maintenance fees allow for a more affordable form of housing
- Viewed as being grade related, with a front door directly to the outside

1.1 Purpose

The purpose of these guidelines is to ensure that new developments that include BBTs and STs are designed to be compatible with and sensitive to the established context and to minimize undue impacts on adjacent properties. The guidelines are intended to establish a design expectation for landowners, the development industry and the public, to ensure high quality of development that meets the City of Mississauga's minimum development standards. These guidelines shall be read in conjunction with Mississauga Official Plan, the City Zoning By-law, and other City guidelines and standards.

1.2 Urban Design Objectives

The following objectives provide the framework for the design guidelines:

- Ensure compatibility with the existing and planned context
- Design to meet the needs of people of all ages, abilities and incomes
- Balance functional design and aesthetics with long-term sustainability
- Protect and enhance natural features
- Connect streets and provide pedestrian linkages
- Provide high quality private and common amenity areas

1.3 Building Types

BBTs and STs are typically

- 3 to 4 storeys tall
- Comprised of units that are stacked vertically and/or horizontally with access from grade
- Front onto a public street, condominium road, pedestrian mews or open space
- Include surface and/or underground parking

These are illustrated in Figure 1.1 and Figure 1.2

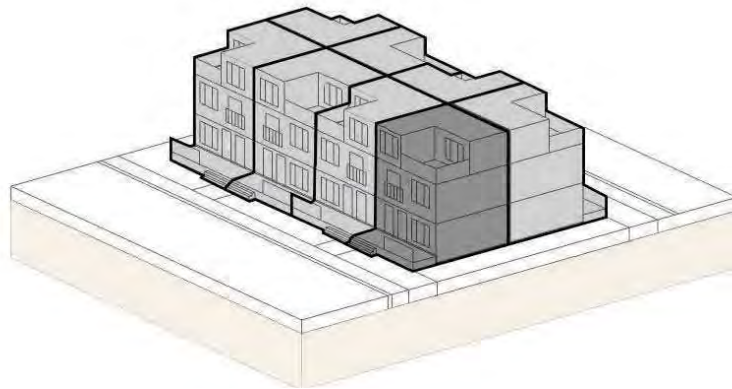


Figure 1.1: Example of Back to Back Townhouse

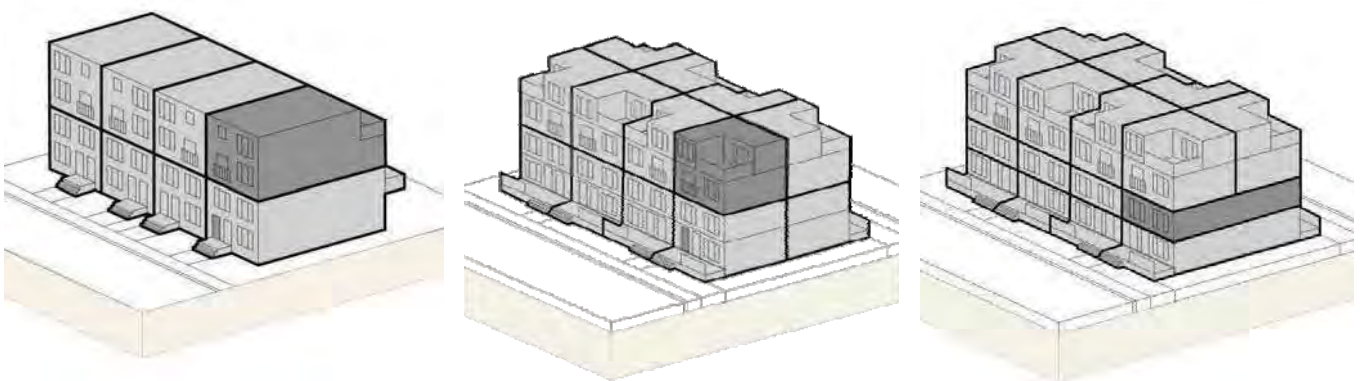


Figure 1.2: Examples of Stacked Townhouse

Checklist of Principles

The following principles are to be considered when designing a development that includes BBTs and/or STs. These principles are intended to ensure that new developments are compatible with and respect the existing and/or planned context through appropriate setbacks, tree preservation and landscape buffers. Consideration shall be given to site design, building massing, orientation, height and grading relative to the street to ensure new developments are compatible with and sensitive to the surrounding context.

This checklist is to be used as a guide for developers, design professionals, property owners and the public to ensure they have considered key issues associated with this residential built form.

Review and check each principle when complete ----- ☒

2.1 Zoning By-law ☐

- Refer to the Zoning By-law regulations that apply to the proposed built form. Generally BBT's and ST's are zoned RM9, RM10, RM11 and RM12 or in combination with other zones



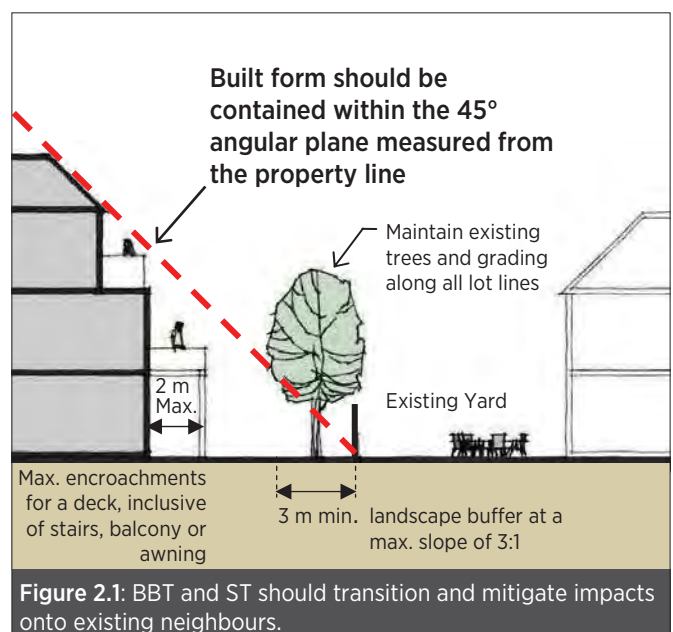
2.2 Building Height ☐

- New developments will be required to demonstrate an appropriate transition in building heights

- Buildings heights shall be contained within a 45° angular plane, measured from the property line (See Figure 2.1)
- Maximum building heights of 3 storeys for BBTs and 4 storeys for STs

2.3 Building Setbacks ☐

- When existing adjacent front yard setbacks vary, new buildings should align with the average setback between the two adjacent properties or the minimum zoning requirement, whichever is greater

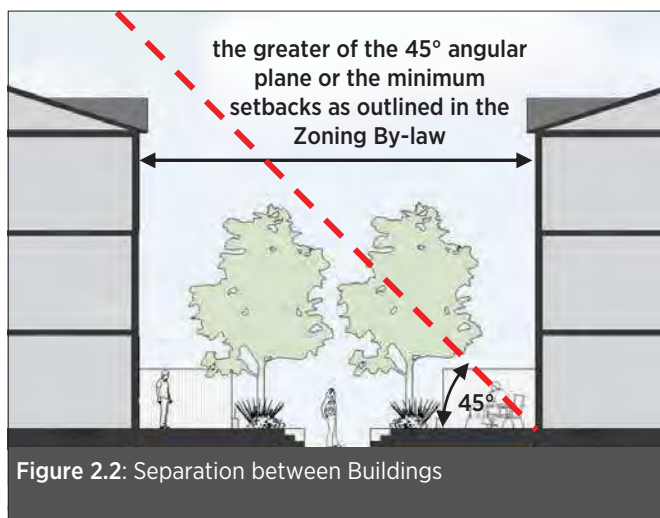


2.4 Separation between Buildings ☐

- Separation distance between buildings should be the minimum setbacks as outlined in the Zoning By-law
- In the case of a front wall to front wall condition, the separation distance should be the greater of the 45° angular plane or the minimum setbacks as outlined in the Zoning By-law (See Figure 2.2)
- Where a basement unit forms part of a 3 storey development the minimum separation distance will be 15 m

2.5 Block Length ☐

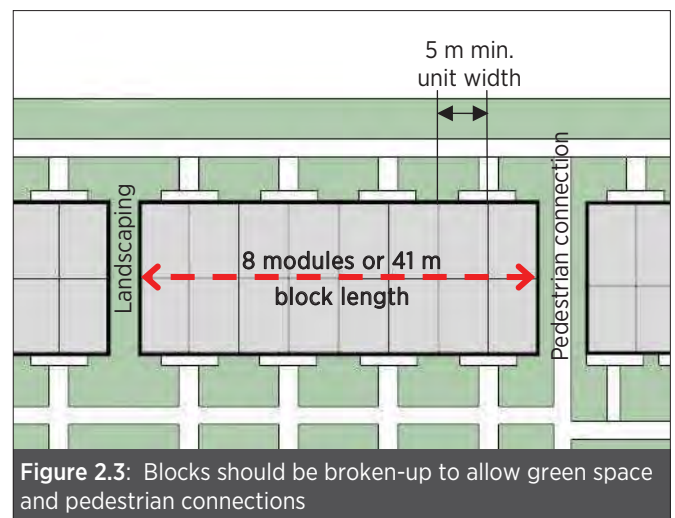
- Excessively long blocks should be avoided
- The maximum length of a block should generally not exceed the greater of 41 m or 8 linear modules to promote pedestrian connections, allow for landscaping and provide a break in the massing (See Figure 2.3)

**2.6 Natural Features** ☐

- New developments should preserve and enhance natural heritage features; including, trees, woodlands, valleys and wetlands
- Appropriate setbacks and buffers should be provided to existing and proposed natural features to ensure their health and continued growth

2.7 Grading and Retaining Walls ☐

- Manipulation of site grades should be avoided
- Match existing grades and provide a minimum 3 m wide landscape buffer around the property
- The landscape buffer should be unencumbered by below grade parking structures, easements, retaining walls, utilities, severe grade changes and hard surface areas



Checklist of Principles

- Each individual building will establish a grade elevation based on 'Context Grade'. Context Grade means the average of 12 points, 8 of which are taken around the perimeter of the site and 4 of which are taken around each individual building (See Figure 2.4)
- The use of retaining walls should be avoided. Where retaining walls are required, their height should be limited to a maximum of 0.6 m to eliminate the need for railings and to reduce long-term maintenance costs (See Figure 2.6)
- The first storey means a storey of a building that has its floor closest to the context grade and its ceiling more than 1.8 m above the context grade (See Figure 2.5)

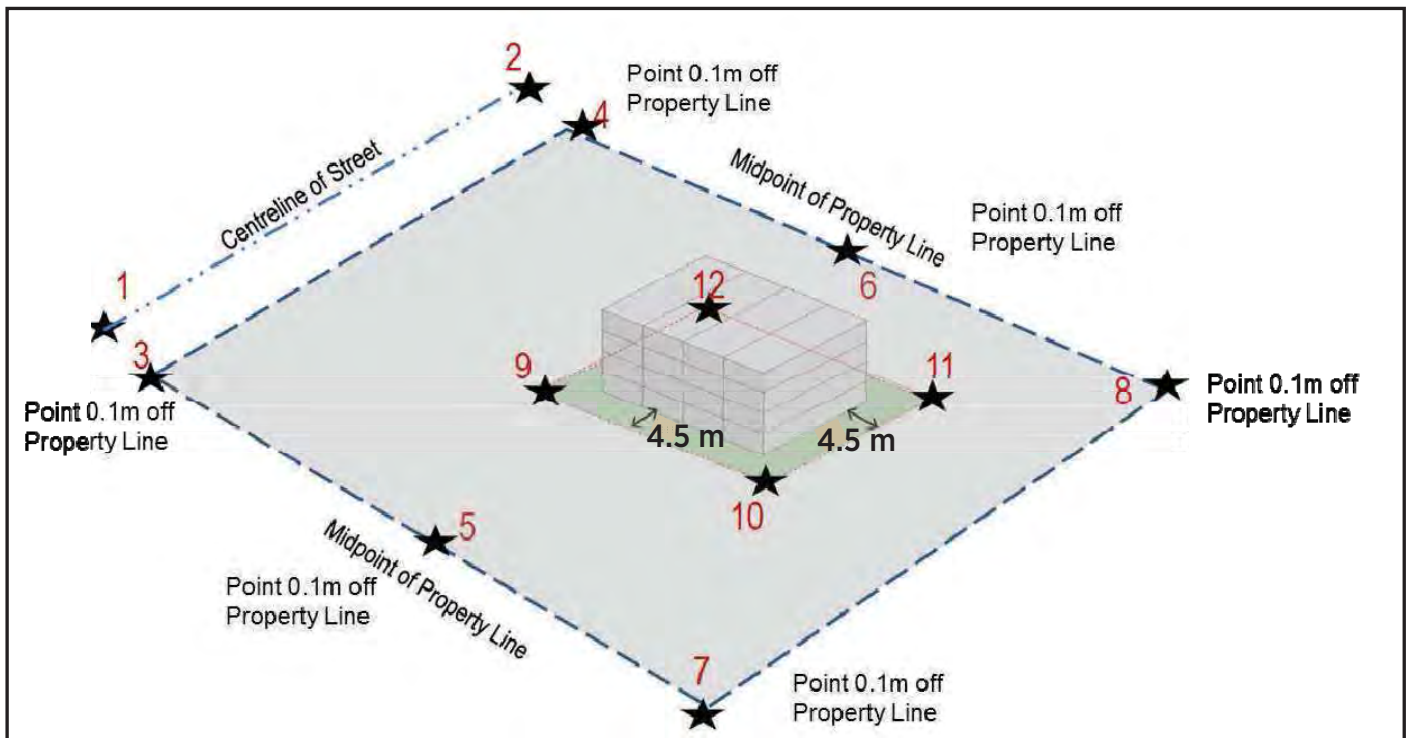


Figure 2.4: Context Grade: The average of 12 Points. 8 of which are around the perimeter of the site and 4 points located 4.5 m around each building

2.8 Below Grade Units ☐

- Below grade units should be avoided
- Manipulation of site grades requiring retaining walls to accommodate below grade units is discouraged
- If a below grade unit is proposed, it must be a through-unit that has windows on both the front and rear of the building (See Figure 2.7) or a double wide (i.e. 10 m wide) back to back unit
- Below grade units require a minimum of 6 m² of private outdoor space located at the unit's floor level with unobstructed views and access to daylight (See Figure 2.7)

- All building projections, including balconies and porches located over private outdoor spaces or windows of below grade units should not obstruct access to daylight. See the Zoning By-law for the overhang regulations (See Figure 2.7)

2.9 Building Elevations ☐

- New development should be compatible with the existing context in terms of height, scale, massing and materials
- Where appropriate, incorporate sloped roofs and half-storeys with dormer windows on upper levels to reduce perceived heights, scale and massing
- Ensure new developments have a variety of facade articulation, building materials and colours for visual interest

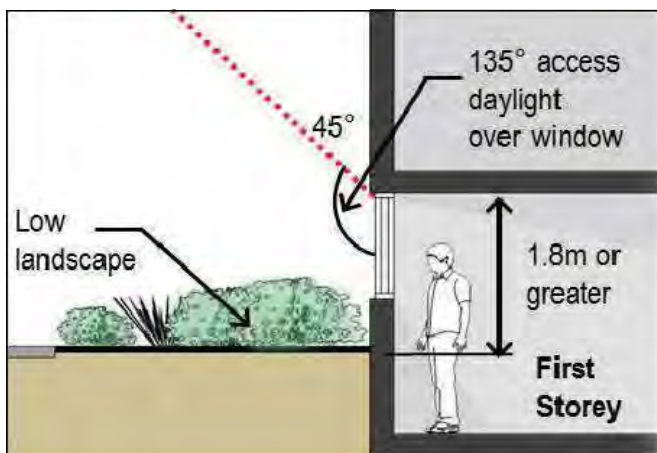


Figure 2.5: Definition of First Storey



Figure 2.6: Landscape retaining walls should not be higher than 0.6 m

Checklist of Principles



- Blank facades on the visible end unit elevation are unacceptable. End units that are visible should have entrances, windows and architectural interest to animate the elevation
- Buildings should be designed with high quality and durable materials to avoid long term maintenance costs. Stone and brick is preferred. Stucco and wood are discouraged
- Stepback roof top mechanical rooms 3 m from the exterior edges of the building to reduce their visual impact
- The mechanical floor area located on a unit roof top should not be greater than 20 m², inclusive of stair

2.10 Exposed Parking Structures ☐

- Exposed parking structures should be avoided. Where portions of the underground parking structure are exposed, they should match the building materials
- Consolidate the entrances to underground parking structures within the same development to minimize the number of overhead doors
- Maintain the minimum soil volume over the parking structure to support the growth of the vegetation. Minimum soil volume varies based on the type of vegetation

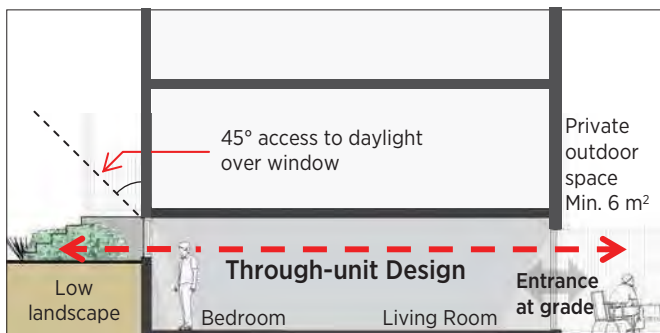


Figure 2.7: Below Grade Units

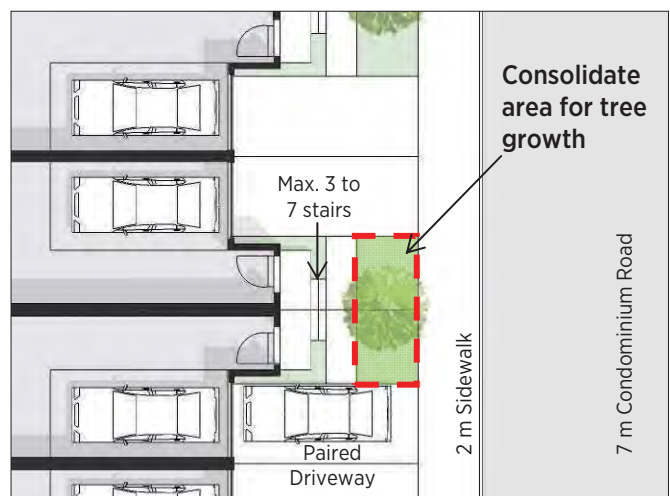


Figure 2.8: Combine landscaped soft areas for tree growth

2.11 Landscaped Soft Areas ☐

- Landscaped soft areas are required adjacent to paved areas and around the perimeter of the site. To provide relief between buildings landscaped soft areas should be distributed throughout the development
- Landscaped soft areas should be provided between entrances to individual units and sidewalks, walkways, public streets and condominium roads
- Pair individual landscaped soft areas to increase soil volume for tree growth particularly where there is a driveway (See Figure 2.8)
- Limit the number of stairs to a unit entrance to 3 to 7 risers to maximize landscaped soft area, mitigate safety issues in the winter and reduce maintenance costs



Figure 2.9: Common Outdoor Amenity Areas should be centrally located, accessible and highly visible.

- All stairs should be poured-in-place concrete. Precast stairs are not permitted

2.12 Common Outdoor Amenity Area ☐

- A common outdoor amenity area is required for all new multi-unit residential developments
- The total space required is the greater of 5.6 m² per dwelling unit or 10% of the site area
- Common outdoor amenity areas should be centrally located, highly visible and accessible by all residents (See Figure 2.9)
- A minimum of 50% of the required common outdoor amenity area shall be provided in one contiguous area
- A mews will not be considered a common outdoor amenity area

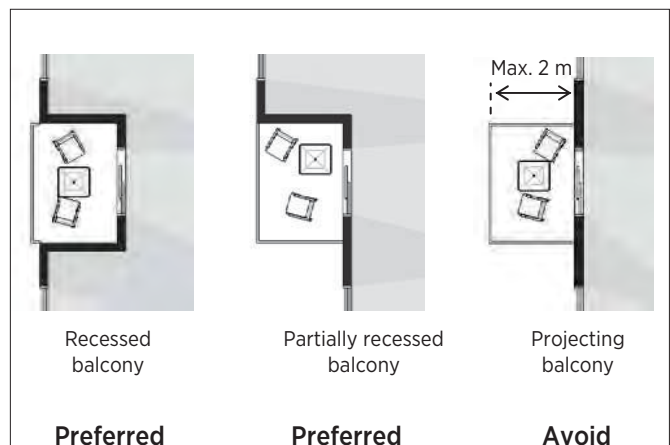


Figure 2.10: Balconies as Private Outdoor Space

Checklist of Principles

- Refer to the Outdoor Amenity Area Design Reference Note for additional detail
http://www7.mississauga.ca/documents/pb/main/2015/Amenity_Space_Reference.pdf

2.13 Private Outdoor Space ☐

- Each unit requires a private outdoor space with a minimum contiguous area of 6 m²
- The private outdoor space may be located at grade, on a balcony, deck, porch or on a roof top
- Recessed or partially recessed balconies are preferred. Projecting balcony shall be avoided (See Figure 2.10). If a projecting balcony is proposed, it may project a maximum of 2 m beyond any building façade and should be designed with solid or opaque materials or tinted glass

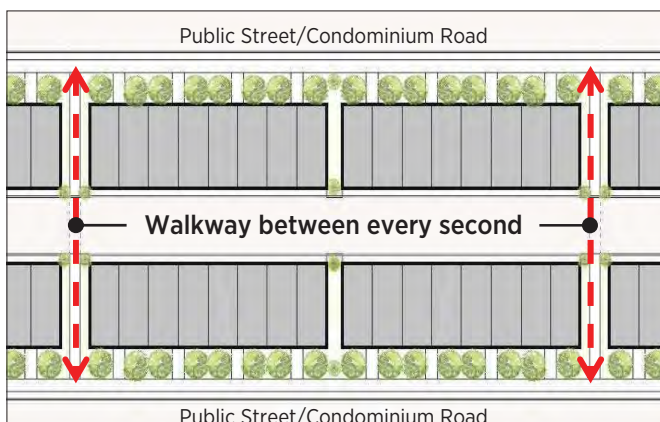


Figure 2.11: Pedestrian connections should be located after every second block

- Mechanical equipment, including air conditioning units and the storage of personal items are discouraged in private outdoor spaces

2.14 Pedestrian Connectivity ☐

- Provide a walkway between every second block to allow connectivity (See Figure 2.11)
- Sidewalks will be located on one side of a road. Sidewalks on both sides of the street maybe required for large developments
- The following sidewalk widths will be required:
 - Sidewalks abutting a road minimum 1.8 m
 - Sidewalks abutting a road, where traversed by a driveway minimum 2 m
 - Walkways in all other areas minimum 1.5 m
- There should be at least one barrier-free path of travel that meets AODA (Accessibility for Ontarians with Disability Act) standards throughout the site

2.15 Waste Collection and Storage ☐

- Waste storage rooms, drop-off locations (i.e. garbage chutes) and waste collection points (temporary pick-up) should be considered early in the site design stage to ensure appropriate placement and functionality

- The waste storage rooms and the waste collection point should be located internal to the site and should not be visible from a public street or impact residential units or adjacent properties (See Figure 2.12)
 - Above grade waste storage rooms/enclosures should be well screened and appropriately setback from existing uses and proposed dwelling units to minimize undesirable noise, odour and visual impacts
 - The waste collection facility should consider the space requirements for the waste, recycling and green bins, along with bulky items
 - Waste drop-off areas should be easily accessible by the residents via a sidewalk or walkway and distributed throughout the site
 - Waste collection points (pick-up areas) should not encumber parking stalls or access to other elements of the development (e.g. fire route, entry to the underground parking garage, mailboxes, etc.)
 - Waste collection points should be made of durable concrete and be at the same level as the road
 - Refer to the Region of Peel's Waste Collection Design Standards Manual for more information
<https://www.peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf>
- 2.16 Surface Parking** ☐
- Surface parking should be centrally located within the site and accessed by a sidewalk or walkway

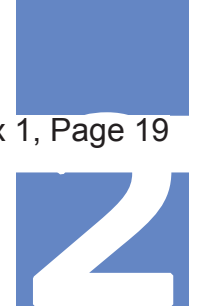


Figure 2.12: Waste storage room and waste collection areas should be constructed of durable materials.



Figure 2.13: Community mailboxes covered and in a central location

Checklist of Principles



- Parking lots should be setback a minimum of 3 m from a lot line and not located between the front face of a building and the street
- A minimum 3 m setback should be provided between the side wall of a building and a surface parking space

2.17 Utilities and Services ☐

- The location of above and below grade utilities and services should be considered early in the site design stage to ensure they meet utility requirements and that any visual impacts from the public street are mitigated
- Through the development process provide the locations of above and below grade utilities, easements, etc. to ensure sufficient unencumbered space is provided for public and private trees, and landscaped soft areas
- Transformer vaults are typically located on a streetline and generally on a serviceable pad (i.e. minimum 3 m x 3 m pad for smaller developments). Contact Alectra Utilities for further requirements
- Community mailboxes should be centrally located and accessed by a sidewalk or walkway (See Figure 2.13)
- Conceal or recess hydro and gas meters into the building's exterior walls (See Figure 2.14)

2.18 Property Management and Maintenance ☐

- Long term maintenance and property management should be considered early in the development process to avoid costly maintenance issues
- Use durable and high quality building and site materials. Stucco is discouraged on the first 2 storeys of a building

2.19 Other Considerations ☐

- Review Mississauga's Fire Route By-law 1036-81 early in the site design stage for the fire route design, building access requirements, etc.
- Review the Ontario Building Code to ensure that site and building designs comply with the relevant requirements

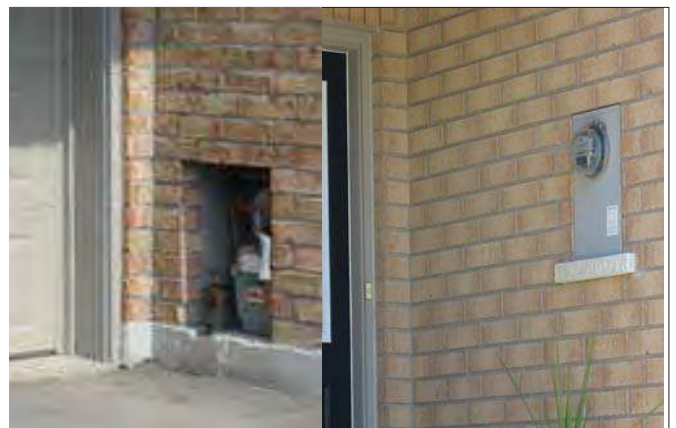


Figure 2.14: Place Hydro and Gas Meters and other utilities in concealed or recessed locations.

Minimum lot frontage 38.0 m

Min. front yard 7.5 m

Min. interior side yard 4.5 m

Min. Unit Width 5.0 m

3.0 m Side wall to condominium road

3.0 m Side wall to side wall without walkway

12.0 m Rear wall to side wall

9.0 m Front wall to side wall

15.0 m Front wall to front wall in a 4 storey building

4.5 m Front wall to walkway

1.8 m Min. width of a sidewalk

1.5 m Min. width of a walkway

15.0 m Rear wall to rear wall

1.0 m Front face of garage at rear to a condominium road

6.0 m Min. setback for partially above grade parking structure

7.0 m Min. width of a condominium road

7.5 m Min. side yard where rear wall abuts any RM4 to RM12 zone

9.0 m Min. side yard where front wall abuts any RM4 to RM12 zone

2.5 m Porch to walkway

1.5 m Side wall to side wall with a walkway

4.5 m Side wall to side wall with a walkway

7.5 m Min. rear yard

9.0 m Min. rear yard where the front wall abuts the rear lot line

9.0 m Min. rear yard where any portion of rear lot line abuts a zone permitting detached and/or semi-detached dwellings

41.0 m (8 modules) Max. block length

3.0 m Min. landscape buffer

3.0 m Underground garage to any lot line

Limit of underground parking garage

PROPERTY LINE

MULTI-UNIT RESIDENTIAL

DETACHED AND/OR SEMI-DETACHED DWELLINGS

Figure 2.13: Standard Dimensions for Stacked Townhouses (RM9). For Additional Standards refer to the Zoning By-Law. The above drawing is for illustration purpose only and not to scale.

Design Standard Diagrams



3.2 RM10 Back to Back Townhouses on Condominium Road Design Standards

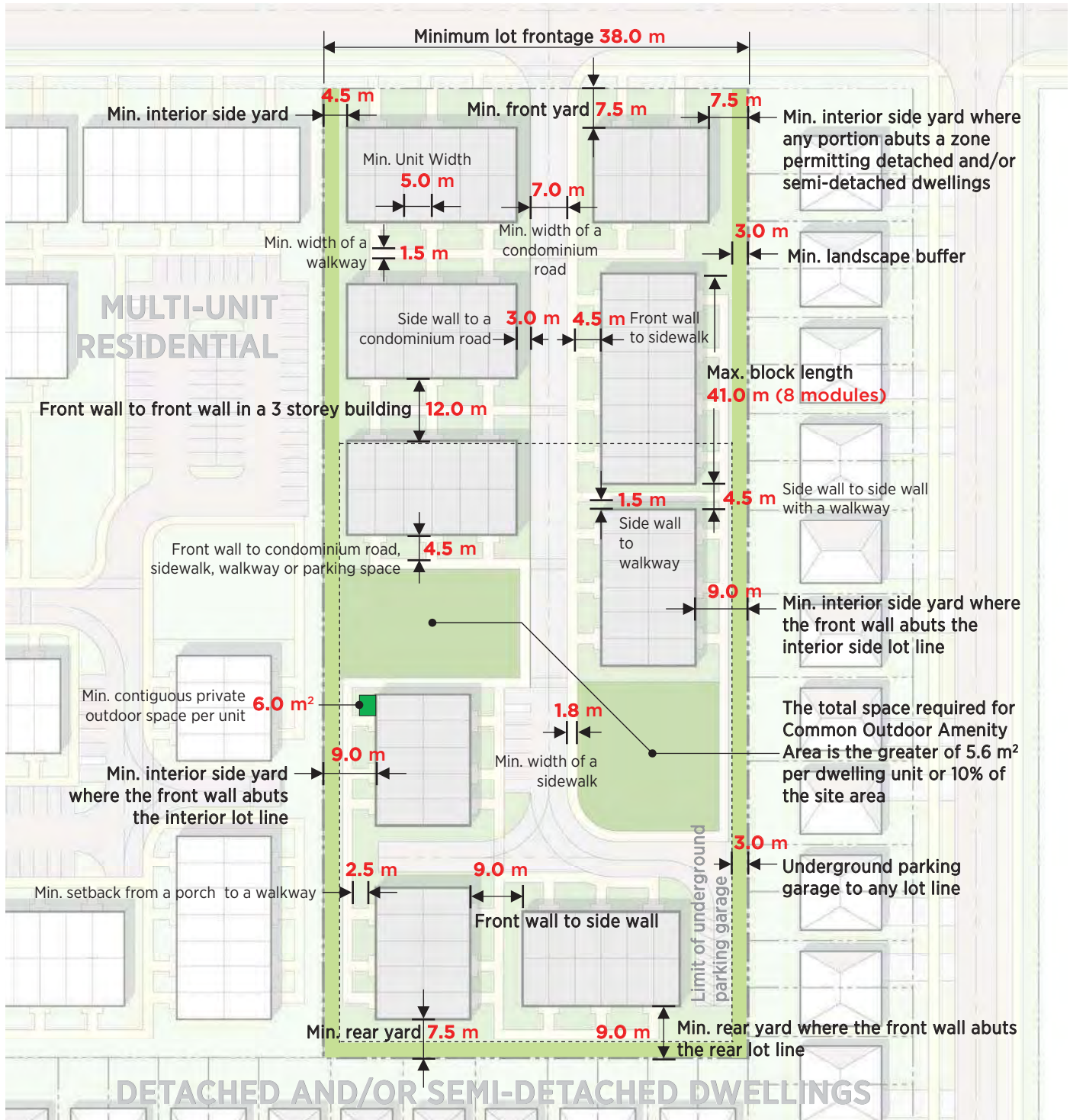


Figure 2.14: Standard Dimensions for Back to Back Townhouses (RM10). For Additional Standards refer to the Zoning By-Law. The above drawing is for illustration purpose only and not to scale.

3.3 RM11 Back to Back Townhouses on a CEC-Road Design Standards

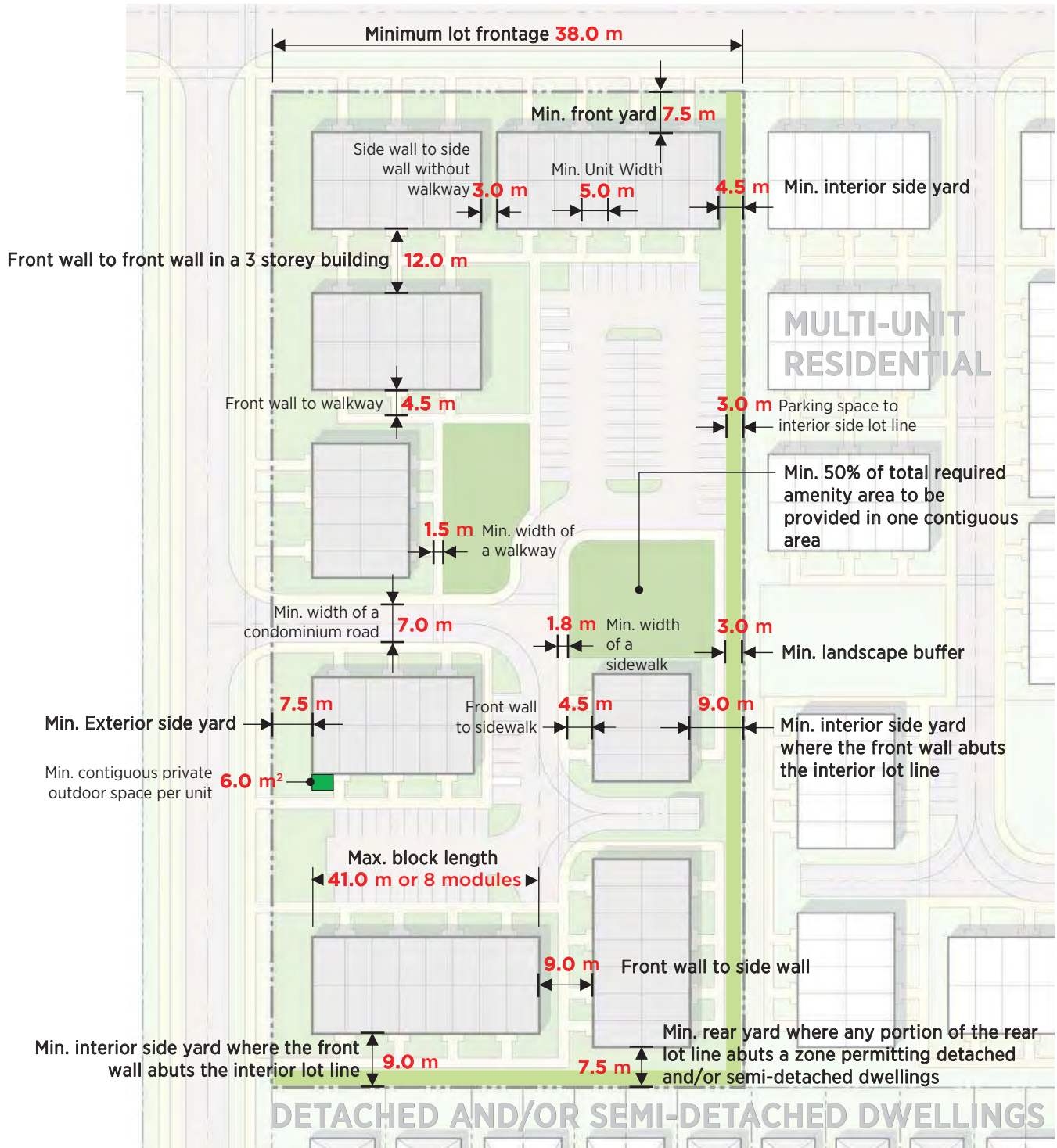


Figure 2.14: Standard Dimensions for Back to Back Townhouses (RM11). For Additional Standards refer to the Zoning By-Law. The above drawing is for illustration purpose only and not to scale.

Design Standard Diagrams



Proposed RM9, RM10 and RM11 Zone Regulations, September 2017

Column A		B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
PERMITTED USES				
2.0	RESIDENTIAL			
2.1	Stacked Townhouse	✓		
2.2	Back to Back Townhouse on a Condominium Road		✓	
2.3	Back to Back Townhouse on a CEC-Road			✓
ZONE REGULATIONS				
3.0	MINIMUM LOT FRONTAGE	42.38.0 m	42.38.0 m	42.38.0 m
4.0	MINIMUM DWELLING UNIT WIDTH	5.0 m	5.0 m	5.0 m
6.0	MAXIMUM LENGTH OF A STACKED TOWNHOUSE AND A BACK-TO-BACK TOWNHOUSE	41.0 m⁽⁴⁾	41.0 m⁽⁴⁾	41.0 m⁽⁴⁾
65.0	MAXIMUM DWELLING HEIGHT			
65.1	Flat roof	13.0 m and 4 storeys	11.0 m and 3 storeys	11.0 m and 3 storeys
65.2	Sloped roof	17.0 m ⁽²⁾ and 4 storeys	15.0 m ⁽²⁾ and 3 storeys	15.0 m ⁽²⁾ and 3 storeys
76.0	MINIMUM FRONT YARD	7.5 m ⁽³⁾	7.5 m ⁽³⁾	7.5 m ⁽³⁾
87.0	MINIMUM EXTERIOR SIDE YARD	7.5 m ⁽³⁾	7.5 m ⁽³⁾	7.5 m ⁽³⁾
98.0	MINIMUM INTERIOR SIDE YARD	4.5 m ⁽³⁾	4.5 m ⁽³⁾	4.5 m ⁽³⁾
98.1	Where any portion of the interior side lot line abuts a zone permitting detached and/or semi-detached dwellings	10.00.0 m ⁽³⁾	7.5 m ⁽³⁾	7.5 m ⁽³⁾
98.2	Where the interior side lot line abuts a RM4, RM5, RM6, RM7, RM8, RM9, RM10, RM11, or RM12 zone and the rear wall of the building abuts the interior side lot line	7.5 m ⁽³⁾⁽⁴⁾	n/a	n/a

DRAFT – For discussion purposes,
subject to change

Proposed RM9, RM10 and RM11 Zone Regulations, September 2017

Column	A		B	C	D
Line 1.0	ZONES		RM9	RM10	RM11
09.3	Where the front wall of a building abuts the interior side lot line		4.0 9.0 m ⁽³⁾	4.0 9.0 m ⁽³⁾	4.0 9.0 m ⁽³⁾
4.0 9.0	MINIMUM REAR YARD		7.5 m ⁽³⁾	7.5 m ⁽³⁾	7.5 m ⁽³⁾
4.0 9.1	Where any portion of the rear lot line abuts a zone permitting detached and/or semi-detached dwellings		4.0 9.0 m ⁽³⁾	7.5 m ⁽³⁾	7.5 m ⁽³⁾
4.0 9.2	Where a front wall of a building abuts the rear lot line		4.0 9.0 m ⁽³⁾	4.0 9.0 m ⁽³⁾	4.0 9.0 m ⁽³⁾
4.4 10.0	MAXIMUM ENCROACHMENT OF A DECK INCLUSIVE OF STAIRS, BALCONY OR AWNING, ATTACHED TO A REAR OR FRONT WALL, INTO A REQUIRED YARD		2.0 m	2.0 m	2.0 m
4.4 11.0	MINIMUM INTERNAL SETBACKS				
4.4 11.1	From a front garage face to a condominium road or sidewalk		6.0 m	6.0 m	6.0 m
4.4 11.2	From a front garage face to a condominium road or sidewalk , where the garage and driveway are accessed at the rear of the dwelling unit		1.0 m	n/a	n/a
4.4 11.3	From a front wall of a building to a condominium road, sidewalk, walkway or parking space		4.5 m	4.5 m	4.5 m
4.4 11.4	From a porch , exclusive of stairs, <u>located at and accessible from the first storey or below the first storey</u> to a condominium road, sidewalk, walkway or parking space		2.5 m	2.5 m	2.5 m
4.4 11.5	From a rear wall of a building containing a dwelling unit to a side wall of another building containing a dwelling unit on the same lot		12.0 m	n/a	n/a
4.4 11.6	From a rear wall of a building containing a dwelling unit to a rear wall of another building containing a dwelling unit on the same lot		15.0 m	n/a	n/a

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Proposed RM9, RM10 and RM11 Zone Regulations, September 2017

Column A		B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
4211.7	From a side wall of a building containing a dwelling unit to a side wall of another building containing a dwelling unit on the same lot	3.0 m	3.0 m	3.0 m
4211.8	From a side wall of any building to a walkway	1.5 m	1.5 m	1.5 m
4211.9	From a side wall of a building to a condominium road, sidewalk, or parking space	3.0 m	3.0 m	3.0 m
4211.10	From a front wall of a building containing a dwelling unit to a front wall of another building containing a dwelling unit on the same lot, where the building is less than or equal to three storeys	12.0 m ⁽⁶⁾	12.0 m	12.0 m
11.11	From a front wall of a building containing a dwelling unit to a front wall of another building containing a dwelling unit on the same lot, where the building is less than or equal to three storeys and contains a dwelling unit in the basement	15.0 m ⁽⁶⁾	n/a	n/a
4211.124	From a front wall of a building containing a dwelling unit to a front wall of another building containing a dwelling unit on the same lot, where the building is four storeys	15.0 m ⁽⁶⁾	n/a	n/a
4211.132	From a front wall of a building containing a dwelling unit to a side wall of another building containing a dwelling unit on the same lot	40.0 m	40.0 m	40.0 m
42.13	Increase in required setback identified in Lines 12.10, 12.11 and 12.12 where a front wall of a building contains stairs, stairwells or retaining walls to facilitate below grade access to a dwelling unit	4.0 m	n/a	n/a
4312.0	ATTACHED GARAGE, PARKING AND DRIVEWAY			
4312.1	Attached garage	Permitted ⁽⁶⁾	Permitted ⁽⁶⁾	Permitted ⁽⁶⁾
4312.2	Minimum parking spaces	✓ ⁽⁷⁾⁽⁸⁾	✓ ⁽⁷⁾⁽⁸⁾	✓ ⁽⁷⁾⁽⁸⁾
4312.3	Minimum visitor parking spaces	✓ ⁽⁷⁾	✓ ⁽⁷⁾	✓ ⁽⁷⁾

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Proposed RM9, RM10 and RM11 Zone Regulations, September 2017

Column A		B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
44 12.4	Maximum driveway width	2.6 m ⁽⁸⁾	2.6 m ⁽⁸⁾	2.6 m ⁽⁸⁾
44 13.0	PARKING AREAS AND PARKING STRUCTURE SETBACKS			
44 13.1	Minimum setback between a parking space and an interior side lot line and/or rear lot line	3.0 m	3.0 m	3.0 m
44 13.2	Minimum setback of a parking structure constructed above or partially above finished grade to any lot line	6.0 m	6.0 m	6.0 m
44 13.3	Minimum setback of a parking structure constructed completely below finished grade to any lot line	3.0 m	3.0 m	3.0 m
46 14.0	INTERNAL ROADS AND SIDEWALKS			
46 14.1	Minimum width of a condominium road	7.0 m	7.0 m	7.0 m
46 14.2	Condominium roads are permitted to be shared with abutting lands zoned to permit stacked townhouse, back to back townhouse, townhouse or apartment dwelling , or any combination of dwellings thereof	✓	✓	✓
46 15.0	MINIMUM WIDTH OF SIDEWALKS AND WALKWAYS			
15 1	<u>Minimum width of a sidewalk traversed by a driveway</u>	2.0 m	2.0 m	2.0 m
15 2	<u>Minimum width of a sidewalk not traversed by a driveway</u>	1.8 m	1.8 m	1.8 m
15 3.4	Minimum width of a walkway	1.5 m	1.5 m	1.5 m
16.0	MINIMUM AMENITY AREA AND LANDSCAPED AREA			
16.1	Minimum landscaped area	40% of lot area	40% of lot area	40% of lot area
16.2	Minimum landscaped soft area per parcel of tied land	n/a	n/a	7.5 m ²
16.3	Minimum landscape buffer abutting any side and rear lot line	3.0 m	3.0 m	3.0 m

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Proposed RM9, RM10 and RM11 Zone Regulations, September 2017

Column Line 1.0	A		B	C	D
	ZONES		RM9	RM10	RM11
16.4	Minimum amenity area		The greater of 5.6 m ² per dwelling unit or 10% of the lot area ⁽⁹⁾	The greater of 5.6 m ² per dwelling unit or 10% of the lot area ⁽⁹⁾	The greater of 5.6 m ² per dwelling unit or 10% of the lot area ⁽⁹⁾
16.5	Minimum percentage of total required amenity area to be provided in one contiguous area		50%	50%	50%
16.6	Minimum contiguous private outdoor space per unit		6.0 m ²	6.0 m ²	6.0 m ²
16.7	Minimum setback of a rooftop amenity space from all exterior edges of a building		1.2 m	1.2 m	1.2 m
17.0	ACCESSORY BUILDINGS AND STRUCTURES		✓ ⁽¹⁰⁾	✓ ⁽¹⁰⁾	✓ ⁽¹⁰⁾

NOTES:

- (1) Exclusive of **wing walls**, utility service walls, and garbage rooms.
- (2) Measured to the highest ridge of a **sloped roof**.
- (3) See also Subsections 4.1.7 and 4.1.8 of this By-law.
- (4) Only applies to lands zoned RM7 if used for **Duplex** and/or **Triplex**.
- (5) Where there are **buildings** with different heights on one lot, the average of the required setbacks shall be used.
- (6) See also Subsection 4.1.12 of this By-law.
- (7) See also Part 3 of this By-law.
- (8) See also Subsection 4.1.9 of this By-law.
- (9) Excludes private amenity space.
- (10) See also subsection 4.1.2 of this By-law.

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Proposed RM12 Zone Regulations

Column A		B
Line 1.0	ZONES	RM12
PERMITTED USES		
2.0	RESIDENTIAL	
2.1	Back to Back Townhouse on a Street	✓
ZONE REGULATIONS		
3.0	MINIMUM LOT FRONTAGE	
3.1	Interior Lot	6.0 m
3.3	Corner Lot	10.5 m
4.0	MAXIMUM NUMBER OF DWELLING UNITS IN A BACK TO BACK TOWNHOUSE BLOCK	12
5.0	MAXIMUM DWELLING HEIGHT	
5.1	Flat roof	11.0 m and 3 storeys
5.2	Sloped roof	15.0 m ⁽¹⁾ and 3 storeys
6.0	MINIMUM FRONT YARD	4.5 m ⁽²⁾⁽³⁾
6.1	Front garage face	6.0 m
7.0	MINIMUM EXTERIOR SIDE YARD	4.5 m ⁽²⁾⁽³⁾
7.1	Front garage face	6.0 m
8.0	MINIMUM INTERIOR SIDE YARD	
8.1	Attached Side	0.0 m
8.2	Unattached Side	1.5 m ⁽²⁾
8.3	Where any portion of the interior lot line abuts a zone permitting detached and/or semi-detached dwellings	7.5 m ⁽²⁾
9.0	MINIMUM REAR YARD	0.0 m
10.0	MAXIMUM ENCROACHMENT OF A BALCONY ATTACHED TO A FRONT WALL	3.0 m
11.0	MINIMUM SETBACK FROM A PORCH, EXCLUSIVE OF STAIRS	2.0 m
12.0	ATTACHED GARAGE, PARKING AND DRIVEWAY	
12.1	Attached garage	Permitted ⁽⁴⁾
12.2	Minimum parking spaces	✓ ^{(5) (6)}
12.3	Maximum driveway width	2.6 m ⁽⁶⁾

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Proposed RM12 Zone Regulations

13.0	MINIMUM LANDSCAPED AREA	
13.1	Minimum landscaped area	6.5 m ²
13.2	Minimum percentage of required front yard landscaped area to be landscaped soft area	75%
14.0	AMENITY SPACE	
14.1	Minimum contiguous private outdoor amenity space	6.0 m ² (7)
14.2	Maximum encroachment of a balcony attached to a front wall	2.5 m

NOTES:

- (1) Measured to the highest ridge of a sloped roof.
- (2) See also Subsections 4.1.7 and 4.1.8 of this By-law.
- (3) Air conditioning equipment is permitted in the required front yard, provided it is located on a balcony.
- (4) See also Subsection 4.1.12 of this By-law.
- (5) See also Part 3 of this By-law.
- (6) See also Subsection 4.1.9 of this By-law.
- (7) Exclusive of landscaped area at-grade.

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Proposed New and Amended Definitions

CEC - Road	means a private right-of-way for vehicular travel over common elements that are maintained by a common element condominium corporation.
CEC - Parcel of Tied Land	means an area of land associated with a common element condominium.
Context Grade	<p>Means, with reference to a townhouse, back to back townhouse or stacked townhouse, the average of 12 grade points, eight of which are taken around the perimeter of the site and four of which are based on the location of the proposed building(s):</p> <ul style="list-style-type: none"> -2 points at the centreline of the street extending from the side property lines -2 points located 10 cm outside the subject site from where the side property lines meet the front property line -2 points located 10 cm outside the subject site at the midpoint of the side property lines -2 points located 10 cm outside the subject site, measured out from the side property lines, from where the side and rear property lines meet -4 points taken <u>34.5</u> m from the corners of the proposed buildings
Driveway	means an internal roadway that is not a street, private road, CEC - road, condominium road or lane, which provides vehicular access from a street, private road, CEC - road, condominium road or lane to parking or loading spaces.
Back to Back Townhouse	means a building that has four or more dwelling units divided vertically, including a common rear wall, each with an independent entrance and has a yard abutting at least one exterior wall of each dwelling unit.
Stacked Townhouse	means a building that has four or more dwelling units divided horizontally and/or vertically, each with an entrance that is independent or through a shared landing and/or external stairwell. Units may also be divided vertically by a common rear wall.
Townhouse	means a building that has three or more attached dwelling units divided vertically above grade by a party wall at least 5.0 m in

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	length and at least 2.0 m in height, and has a yard abutting at least two (2) exterior walls of each dwelling unit.
Condominium Road	means a private right-of-way over private property for vehicular travel which provides access to buildings and/or dwelling units on the same property, is not maintained by a public body, and includes CEC-Road.
Sidewalk	means an area for pedestrian travel that is abutting a street, condominium road or private road.
Walkway	means an area for pedestrian travel that provides access within or to a property that is not abutting a street, condominium road or private road.

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Item	Respondent / Site of Interest (if applicable)	Date	Issue/Summary of Comment	Staff Comment
1	Daniel Teperman, Haven Developments	March 29, 2017	<p>Will basement units be totally prohibited?</p> <p>Are there incentives for developers to increase proposed heights and densities of developments?</p>	<p>The draft Urban Design Guidelines (UDGs) and proposed Zoning By-law (ZBL) regulations have been revised to remove the previously proposed prohibition on basement units. Additional regulations have been added to ensure basement units are appropriately designed with adequate access to light and air.</p> <p>No, the current study does not propose incentives for developers to increase proposed heights and densities.</p> <p>ACTION: The ZBL regulations and UDGs have been updated to no longer prohibit basement units. Additional regulations and guidelines have been added regarding the design of basement units.</p>
2	Mark Bozzo, Queenscorp Group	March 29, 2017	The requirement for a 1.2 m (3.9 ft.) setback from a rooftop amenity space to all exterior edges of a building is concerning. The requirement should be reduced to 0.5 m (1.6 ft.).	<p>Based on the requirement for a minimum of 6 m² (64.6 ft²) of private outdoor space per unit and the minimum 3 m (9.8 ft.) setback of rooftop mechanical rooms from the building edge, the City agrees that 1.2 m (3.9 ft.) may be excessive in some cases.</p> <p>ACTION: The ZBL regulations and UDGs have been revised to reduce the requirement to 1.0 m (3.3 ft.) for rooftop amenity space to exterior edges. The UDGs also clarify that the requirement is only applicable where rooftop amenity spaces overlook abutting properties, not internal to the development.</p>

3	Bell Canada	March 30, 2017	<p>Bell understands the City's objective to mitigate the visual impacts of utilities and services from public streets and is committed to working closely with municipalities to achieve this objective in a manner that does not compromise the provision and maintenance of utility infrastructure.</p> <p>Bell is generally supportive of the guidelines and proposes the following revisions:</p> <p>Bullet #1: "2.17 The location of above and below grade utilities and services should be considered in the early stages of site design to ensure they meet utility requirements (<u>ease of maintenance, access</u>) and that any visual impacts from public streets are mitigated."</p> <p>Bullet #2: "2.17 <u>Where it is feasible to do so</u>, locate above and below grade utilities, easements, etc. to ensure sufficient unencumbered space is provided for public and private trees, and landscaped soft areas."</p>	<p>The City will continue to work with Bell Canada and other utility providers.</p> <p>ACTION: The UDGs have been updated to reflect the proposed wording.</p> <p>ACTION: None. The applicant should plan appropriately to ensure adequate space is provided for landscaping/vegetation and utilities.</p>
4			<p>Bell Canada has developed an Urban Design Manual (UDM) which speaks to the location and configuration of utility infrastructure to balance ease of access with design.</p>	<p>ACTION: The UDGs revised to include reference to Bell Canada's UDM.</p>
5	Building Industry and Land Development	April 3, 2017	<p>The broad application of the UDGs to all back to back and stacked townhouses (BBTs and STs) is a concern for BILD</p>	<p>It is not the City's intention to hinder creativity. As is the case with all of the City's existing UDGs and standards, as well as</p>

	Association (BILD) – Peel Chapter		members as it may hinder a project's ability to identify creative solutions to contextual situations.	<p>Zoning By-law regulations, the City needs to establish minimum design expectations and zoning regulations for BBTs and STs.</p> <p>The proposed ZBL regulations include four zones (a modified RM9 zone and three new zones). The introduction of these additional zones is intended to recognize the different types of BBTs and STs. This is contrary to the existing RM9 zone which is broadly applied to various types of BBTs and STs.</p> <p>ACTION: None</p>
6			BILD members suggest using words like “encourage” and “promote”, rather than “provide”, “ensure”, “require” and/or “should”, which are restrictive in nature to allow for flexibility in the application of the guidelines.	<p>Through this process, UDGs and ZBL regulations are proposed. The UDGs are guidelines and are intended to be more flexible based on context and other factors. The ZBL establishes regulations which shall be complied with; otherwise applicants have the option to apply for a minor variance through the Committee of Adjustment or submit a Zoning By-law Amendment.</p> <p>Refer to response to comment #16.</p> <p>Comments from other stakeholders indicate that the language in the UDGs is too vague.</p> <p>ACTION: None</p>
7			It is suggested that a “How to Use this Document” section be included in the guidelines to provide clarity for the reader and establish a consistency in how the guidelines are interpreted and implemented.	<p>The UDGs are organized into a checklist format. Applicants are encouraged check off each section of the UDGs as they prepare a concept for BBTs and STs to ensure they have considered all principles and directives.</p> <p>ACTION: Modified wording included in the</p>

				UDGs advising readers to “review and check each principle when complete”.
8			How do the proposed guidelines take into consideration Regional Official Plan Amendment (ROPA) No. 27 and the Region’s Healthy Development Framework and Assessment Tool?	<p>ROPA 27 encourages communities to be age-friendly, walkable, provide access to transit services and contain a mix of housing options. It also promotes the use of universal accessibility design to enhance the mobility and independence of all residents. The City similarly encourages all of these elements as part of a complete community and good planning and design. The key objectives for the UDGs refer to some of these elements, including:</p> <ul style="list-style-type: none"> • Design to meet the needs of people of all ages, abilities and incomes • Connect streets and provide pedestrian linkages <p>Additional principles are included in the guidelines themselves, including:</p> <ul style="list-style-type: none"> • Avoiding excessively long development blocks to promote pedestrian connections • Limiting the number of risers into a unit to minimize physical barriers for residents • Establishing minimum common and private amenity areas for residents • Requiring at least one barrier-free path of travel through the development that meets AODA standards <p>The Region’s Healthy Development Framework and Assessment were not part of the scope of this project. The City is currently</p>

				<p>assessing ROPA 27 and determining how best to incorporate it's requirements into the City's policies and development approval process. This work is being undertaken outside of the UDGs and ZBL for BBTs and STs.</p> <p>ACTION: None</p>
9			<p>Why are BBTs and STs subject to a 45 degree angular plane, 2 m (6.6 ft.) maximum encroachment of a deck and a maximum slope of 3:1 for landscape buffers?</p>	<p>A 45 degree angular plane is used to ensure that shadow impacts are minimized and that sufficient light and air are able penetrate into the mews and amenity areas. They are also used to ensure that impacts on adjacent established uses are limited.</p> <p>A 2 m (6.6 ft.) maximum encroachment for a deck is not intended to limit the depth of the deck, rather it is staff's preference that decks be partially recessed to avoid excessive projections beyond the building face.</p> <p>A maximum slope of 3:1 is provided for appropriate conditions for the proper growth of vegetation and is intended to limit the height of retaining walls.</p> <p>ACTION: None</p>
10			<p>BBTs and STs are typically 3 to 4 storeys in height and are considered a low-rise development and do not create an imposition on the public realm, especially as it relates to shadow impacts. These standards limit the efficiency of a development site and reduces affordability of each unit.</p>	<p>The impacts from BBTs and STs relates a great deal to how they have been designed. Some may have greater impacts than others. Under Mississauga Official Plan, BBTs and STs are a medium density built form and therefore their impacts need to be appropriately mitigated.</p> <p>ACTION: None</p>

11			Provide reasoning behind proposed maximum block length of 41 m (134.5 ft.) or 8 linear modules.	<p>The proposed maximum block length is intended to address excessively long blocks without visual breaks/relief and to ensure adequate mid-block pedestrian connections are provided.</p> <p>ACTION: Since the initial draft documents were released, staff have removed maximum block lengths from the draft ZBL regulations. The principle remains in the UDGs.</p>
12			Members find the guidelines regarding below grade units to be confusing. Partially below-grade units are very common in STs and members are concerned that the City will be inclined to refuse partially below-grade units.	<p>Refer to response to comment #1.</p> <p>ACTION: Additional graphics added to the UDGs to describe what is the 1st storey vs. basement level and below grade units.</p>
13			The proposed restriction of the number of stairs to a unit entrance of 3 to 5 is a concern as there are cases where the existing site grades would find a split staircase more suitable. The City should incorporate this additional design concept into the final set of guidelines.	<p>Although it is recognized that there may be cases where existing site grades dictate the need for additional risers, this principle was included to discourage the manipulation of site grades which has become common with this built form to achieve maximum height restrictions under the OBC. Additionally, based on our discussions with the City's Chief Building Official, the maximum height of a porch according to the OBC is 1.5 m (4.9 ft.).</p> <p>The UDGs do not restrict the use of split stair cases.</p> <p>ACTION: Since the initial draft documents were released, staff have amended the Guidelines to suggest a limit on the number of stairs to a unit entrance to 3 to 7 risers.</p>

14			Members do not agree with the requirement for a common outdoor amenity area on all new multi-unit residential developments, especially for smaller sites or sites adjacent to a functional park. Common amenity areas affect condo fees and affordability of units. Additionally, the <i>Planning Act</i> already allows municipalities to require parkland dedication, therefore the additional outdoor amenity area requirement would result in developers inability to maximize the efficiency of the site and provide fewer units.	<p>As indicated in the City's Outdoor Amenity Area Design Reference Note, only developments with more than 20 residential units are required to provide outdoor amenity areas.</p> <p>The outdoor amenity area requirement of the greater of 5.6 m² (60.3 ft²) per unit or 10% of the lot area is an existing ZBL regulation in the RM9 zone and therefore staff are only recommending that this requirement be carried forward into the new zone regulations.</p> <p>Staff have been flexible in accepting various types of amenity areas (i.e. tot lots, communal gathering space, passive recreational space, indoor common rooms, etc.) within a development.</p> <p>The matter of parkland dedication is separate from this exercise.</p> <p>ACTION: The UDGs have been updated to reflect the requirements of the City's Outdoor Amenity Area Design Reference Note and indicate that a common outdoor amenity area is required for new developments with greater than 20 units.</p>
15	Q4A (on behalf of Mattamy Homes)	April 12, 2017	Why do the guidelines refer to four storeys? Four storeys is a Part 3 building under the OBC and requires sprinklers and fire house standpipes. This built form is 3.5 storeys, with the lower level half sunken.	The UDG and ZBL regulations are prepared based on the definitions contained in Zoning By-law 0225-2007. A storey is defined differently under the City's Zoning By-law than it is in the OBC.

16			The checklist of principles in the guidelines states that “the following principles are to be considered when designing...”. This language is too vague.	Refer to response to comment #6. Comments from other stakeholders indicate that the language in the UDG is too restrictive. ACTION: None
17			Angular planes are usually reserved for taller structures impinging on the enjoyment of sunlight of lower structures. At 3.5 storeys heights, angular planes seem like overkill.	Refer to response to comment #9. Angular planes are also used for 1 and 2 storey buildings. At Council’s direction, we require shadow studies for all buildings 10.7 m (35.1 ft.) or taller. ACTION: None
18			The proposed 15 m (49.2 ft.) separation between front walls of buildings is an exaggeration. A 15 m (49.2 ft.) setback is a throwback to a less dense building form, more landscaping common area and more condo fees to maintain these areas. Separation is greatly related to building height and the width and scale of spaces. The taller the building, the wider the separation, but in no case wider than 11 m (36.1 ft.) or 12 m (39.4 ft.) maximum.	A 15 m front wall to front wall separation may be excessive for a 3 storey building. However, 15 m (49.2 ft.) is appropriate for a 4 storey built form to ensure adequate sunlight can get into the mews. ACTION: The UDG and ZBL regulations have been updated to reduce the minimum front wall to front wall separation for a 3 storey building to 12 m (39.4 ft.).
19			It is arbitrary to limit block length at 41 m (134.5 ft.). Super long blocks are undesirable, but they should be evaluated on a case by case basis in consideration of the whole project.	Refer to response to comment #11.
20			There are affordability issues when limiting a minimum width of a townhouse [5 m (16.4 ft.) width proposed].	The livability and functionality of a unit should not be compromised to achieve affordability. The proposed 5 m (16.4 ft.) minimum unit width is consistent with the

				minimum townhouse unit width, which is also appropriate for this built form. ACTION: None
21			While yes, retaining walls should not be very high, a maximum 0.6 m (2.0 ft.) height seems devoid of context. Grading will dictate much of this and a wall taller than 0.6 m (2.0 ft.), appropriately designed should be acceptable.	It is recognized that there are instances where retaining walls, sometimes taller than 0.6 m (2.0 ft.), may be required based on existing site grading. This directive is included to address grade manipulation, which is becoming increasingly common with this built form. Staff are concerned that numerous retaining walls, at significant heights, are both undesirable from an aesthetics perspective and can become a maintenance liability for the condominium corporation in the future. As such, we discourage retaining walls wherever possible. ACTION: None
22			Provide clarification on what a “below grade” unit is.	Refer to response to comment #12.
23			The guidelines should not prescribe roof forms.	It was not the City’s intent to prescribe roof form rather mitigate excessive roof height. ACTION: Modifications to the UDG have been made to indicate “where appropriate”.
24			The 3 m (9.8 ft.) stepback at the roof for mechanical enclosures is impractical, especially in end units.	It was not the City’s intent to impact end units. The requirement will be evaluated on a case by case basis, based on adjacent land uses. ACTION: None
25			No stucco and no wood policy is arbitrary. These building materials are valid and if detailed carefully are totally	It is the City’s intent to ensure solid and durable materials are used, especially within the first 2 storeys, to avoid costly

			acceptable.	maintenance issues. ACTION: None
26			The limit of 3 to 5 risers per unit entrance is fairly prescriptive and could become impractical in sloping sites.	Refer to response to comment #13.
27			Can the 2 m (6.6 ft.) maximum balcony projection be increased to 2.5 m (8.2 ft.) if the balcony is recessed?	Balconies can be as deep as desired, as long as only 2 m (6.6 ft.) is projecting beyond the building face. ACTION: None
28			Is a 2 m (6.6 ft.) sidewalk required on both sides of the condo road?	The draft UDGs have been amended to eliminate the requirement for sidewalks on both sides of a condominium road. With this said however, there may be instances (e.g. in large developments) where sidewalks on both sides of the road are warranted. This will be determined on a site by site basis. Additionally, minimum sidewalk and walkway widths have been amended. A 2 m (6.6 ft.) wide sidewalk is only required when it is traversed by a driveway, in all other cases, a 1.8 m (5.9 ft.) sidewalk is required. The width of internal walkways have also been reduced to 1.5 m (4.9 ft.). ACTION: The UDGs have been amended to no longer require sidewalks on both sides of a condominium road.
29	Port Credit West Village Partners Inc. (WVP) / 70 Mississauga Road South	April 13, 2017 and September 25, 2017	The group assumes and desires that a series of site-specific guidelines that address and respond to the site-specific constraints of the site will be developed through their development application process.	Development applications that are currently in process and have been deemed complete will be evaluated against the policies and regulations in effect at the time of submitting the applications. With this said however, the UDGs for BBTs and STs are based on good

				planning and urban design principles and should therefore be considered in all developments proposing this built form, regardless of when the applications were submitted. ACTION: None
30			The group agrees with the guidelines' overall intent of providing for compatibility with and sensitivity to the established context, minimizing undue impacts on adjacent properties, and providing for a high quality of development.	Noted. ACTION: None
31			The Design Guidelines should function to facilitate design excellence and provide flexibility for creative solutions. It is important that these guidelines recognize site-specific issues and offer an adaptable approach.	Noted. Refer to response to comment #6.
32	Glen Broll, Glen Schnarr & Associates Inc.	May 16, 2017	Modifications to the City's Fire Route By-law are required. The current By-law requirements impede affordability.	Amendments to the Fire Route By-law are outside the scope of this project. Any comments with respect to the Fire Route By-law should be directed to Fire and Emergency Services. From a planning and urban design perspective, life safety should not be compromised for affordability. BBT and ST developments can be difficult to navigate under normal circumstances, let alone in an emergency situation. Emergency response times should not be compromised for any reasons. ACTION: None

33			Mews should be included in the amenity area calculation.	<p>The City disagrees that mews should be included in the amenity area calculation. Mews are intended to provide access to individual units and not intended to be a primary amenity space on-site. However, should an enhanced mews be proposed substantially larger than the minimum By-law requirements, then the mews may be included in the amenity area calculation.</p> <p>ACTION: To provide greater clarity regarding the exclusion of mews in amenity areas, the definition of “Amenity Area” in the ZBL has been amended and additional regulations have been added to delineate what spaces count towards the amenity area calculation. The UDGs also indicate that a mews is not an amenity area.</p>
34	BILD	July 12, 2017	<p><i>Coordination of Utility Locations</i> A large component to developing a site is the coordination of utility locations. As such, we kindly suggest that City staff engage local utility providers in the consultation process of the draft Guidelines to understand and align utility-related requirements. Specific areas of concern for the industry include, but are not limited to:</p> <ul style="list-style-type: none"> The common demand from a number of utility and communication providers for a “blanket” easement over the whole grounds. 	<p>The City has engaged all utility companies during the preparation of the UDG and ZBL regulations for BBTs and STs. We have also met with Alectra Utilities and Enbridge Gas. We will continue to work with the utility companies to determine their requirements early in the development process.</p> <p>Utility companies have indicated a desire for developers to engage them earlier in the process to allow for the greatest flexibility in locating utilities.</p> <p>Noted. This requirement should be discussed with the utility companies directly.</p>

			<ul style="list-style-type: none"> • The requirement for a central mail kiosk should be subject to the latest Canada Post Multiple Units Box design and standards. • It is our position that parapet walls on the perimeter of flat roofs should not count on the height of buildings and be limited to the 0.6 m (2.0 ft.) in height restrictions. • The UDG requirements for combined landscape soft areas for tree growth does not take into consideration the required utility corridor for hydro, lighting, telecom, and civil engineering. These requirements are noted below for your reference: <ul style="list-style-type: none"> ○ If the site proposes BBTs with surface mounted parking (i.e. driveway/garage) then a 3 m (9.8 ft.) wide utility corridor will be required. ○ If the site proposes STs sitting on top of a parking garage structure then you will have a central located electrical room where the hydro/telecom services will egress from. ○ If the site proposes STs siting slab on grade with surface mounted parking, then the hydro meters will 	<p>Agreed. Applicants are encouraged to consult with Canada Post directly.</p> <p>Based on the current definition of Height in the Zoning By-law, parapets are not included in the measurement of height. No change to this definition is proposed through the ZBL amendments.</p> <p>Required utility corridors are to be located outside of landscaped areas. It is the developers responsibility to ensure that utility requirements are satisfied.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
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			<p>be located on the end walls of the block, with the gas meters on the opposite side. The hydro meters would be located within an electrical closet with 24/7 access for hydro. Typically the electrical closet is 6-8' wide x 1' high x 2' deep with double doors. Please refer to the attached PDF of the multiple metering guide for more information - this application meets ESA standards.</p> <ul style="list-style-type: none"> The placing of hydro and gas metres and other utilities in concealed or recessed locations only works for detached units or row housing. It would not be compatible with stacked townhouses. There may be scenarios where it may be possible with back to back townhouses with surface mounted parking, but only if an architect has come up with a concept to conceal the meter locations at the front of the units. There should be flexibility in the Guidelines to consider these instances. 	<p>Noted.</p> <p>ACTION: The UDGs have been updated to state "where feasible" and "less visible location" to recognize that it may not always be possible to conceal or recess utility meters.</p>
35			<p><i>Waste Collection Services</i></p> <p>We are generally in agreement with the City's intent to ensure that waste collection areas should not be visible from a public street. However, this requirement may not be achievable at all times and there should be an opportunity for good judgement and compromise between City staff and the developer.</p>	<p>In cases where it may not be possible to locate waste collection areas interior to a development, the applicant should work with staff to develop an approach to screening the area from the public street.</p>

			<p>Members request City staff to clarify, with the Region of Peel, standards and practices around waste collection services, including those provided by private companies. It is our understanding that the Region discourages the use of private services and, as such, we ask City staff to review the Guidelines with its upper-tier municipality.</p>	<p>The Region of Peel does not allow private waste collection for residential developments. This is a result of existing condominium corporations with private waste collection deciding to change to Regional collection and there being challenges because the developments were not designed in accordance with Regional Waste Collection Design Standards Manual.</p> <p>All developments are required to comply with the Regional Waste Collection Design Standards Manual. Any questions about the requirements of the Design Manual should be directed to Region of Peel staff.</p> <p>ACTION: None</p>
36			<p><i>Rooftop Amenity Spaces and Set Backs</i></p> <p>Our members do not agree with the requirements for a 45 degree angular plane. While it suggests that this angular plane should be maintained to reduce overlook and allow for sunlight into units, we do not think that this guideline is appropriate for this type of low-rise built form.</p> <p>There are alternative ways to address overlook concerns. Additionally, appropriate facing distances can provide for better sunlight to units. City staff should also acknowledge that sometimes new development units back onto a park or open space and not a residential area. In these instances, we believe it would be unnecessary to apply the proposed</p>	<p>Refer to response to comment #9.</p>

			angular plane. Members think the Guidelines should not limit BBTs to 3 storeys if height is defined in metres by the zoning by-law.	The product that has been presented to the City is 3 storeys plus a rooftop terrace. Staff are flexible in building height depending on the context and adjacent land uses. ACTION: None
37			<i>Block Lengths</i> We request that the guidelines do not include a dimension limitation such as the 41 m (134.5 ft.) length, and instead only suggest the number of linear models.	Refer to response to comment #11.
38			<i>Grading and Retaining Walls</i> The 3 m (9.8 ft.) landscape buffer around the property is excessive and not necessary in all site conditions. Unencumbered buffers by a below-grade structure is also difficult to achieve, and we are unclear as to the design rationale behind this requirement. The requirement for minimum soil volumes on top of all underground structures is not necessary.	The compact nature of BBTs and STs is such that there is limited space for on-site tree planting and landscaping. In order to ensure that an adequate landscape buffer is provided between new and existing development, a minimum 3 m (9.8 ft.) wide landscape buffer is proposed. This 3 m (9.8 ft.) wide landscape buffer shall not be encumbered by below-grade structures or utilities to ensure that there is an adequate soil volume for trees and vegetation to grow on the existing property and to minimize impacts on adjacent properties. We disagree. Minimum soil volumes are necessary for tree growth. ACTION: None

39			<p><i>Building Elevations</i></p> <p>The guidelines recommend sloped roofs and half-storeys on upper levels but we believe it should really state that the intent is to reduce perceived height and scale. There are a number of ways to achieve this without resorting to sloped roofs and limiting design.</p> <p>Smaller units may not be able to accommodate the 3 m (9.8 ft.) setback of rooftop mechanical rooms to exterior edges of buildings. As an alternative, setbacks could be reduced without causing negative visual impact through quality architectural design of mechanical rooms.</p> <p>The guidelines state that buildings should be designed with high quality and durable materials, specifically discouraging the use of stucco and wood. Members feel this guideline should instead focus on good design and appropriate materials to express the architectural design, with durability as a consideration.</p>	<p>Refer to response to comment #23.</p> <p>Refer to response to comment #24.</p> <p>Refer to response to comment #25.</p>
40			<p><i>Below Grade Units</i></p> <p>Below grade units offer an affordable housing option that can be designed to allow for sufficient sunlight if the appropriate separation distances are provided.</p>	<p>Below grade units may provide opportunities for more affordable units within a development. However, we do not believe that livability and functionality of units should be compromised to achieve affordability, especially when it comes to availability of light and air to below grade units. Refer to response to comment #1.</p>

			<p>The requirement for through units is too restrictive and we request that this not be part of the Guidelines.</p> <p>Additional, specific concerns related to below grade units:</p> <ul style="list-style-type: none"> • If there is a desire to restrict below grade units, it would be appropriate to not allow their use along public streets. • Below grade units require a minimum 6 m² (64.6 ft²) private outdoor space located at grade, but this may not actually be the homebuyers preference. Some may prefer additional interior unit space instead and the flexibility to have more square footage should be allowed in the UDGs. • It is unclear if unobstructed views and access to daylight means unobstructed by other buildings. Please also clarify if this would allow for privacy screening. • Site grading conditions may dictate if 	<p>ACTION: None</p> <p>The intention of requiring through units is to ensure that units have access to light and air.</p> <p>ACTION: Recognizing that in some cases it may be challenging to implement through units, the UDGs have been updated to also allow for double wide units.</p> <p>Basement units are no longer prohibited in the updated documents.</p> <p>The applicant has the opportunity to increase unit size while still providing amenity space.</p> <p>Anything (buildings, retaining walls, landscaping, screening, etc.) that impedes views or access to daylight shall not be permitted.</p> <p>Noted.</p>
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			<p>a unit is below-grade unit or not and if they need to face a certain direction. For example, if there was a BBTs built on a downslope, it would provide the opportunity for the rear unit to be below-grade while the front unit would be at-grade. This all depends on the topography and grading conditions of an area on which a townhouse is built.</p>	
41			<p><i>Private Amenity Space and Common Outdoor Amenity Areas</i></p> <p>The common outdoor amenity area requirement of the greater of 5.6 m² (60.3 ft²) per unit or 10% of the site area is excessive, especially in combination with parkland dedication requirements.</p> <p>The common outdoor amenity area requirement should be noted in the Zoning By-law and not in the proposed guidelines.</p> <p>A central location for a common outdoor amenity area may not always lead to the best design or practical option.</p> <p>The guideline discouraging the use of balconies for storage areas (bikes, strollers, etc.) is too restrictive. This issue should be resolved through condo documents or encouraging better site and building design that incorporates more storage and places to lock up bikes and strollers.</p>	<p>Refer to response to comment #14.</p> <p>The requirement is included in both the ZBL and UDGs.</p> <p>Agreed, however generally speaking, the preferred location for common amenity area is central to a development to provide equal access to all residents.</p> <p>The City encourages site and building designs that include areas for storage of large bulky items and are also supportive of clauses to this effect being included in condo documentation. However, we are of the opinion that the issue is also worth noting in the UDGs.</p>

				ACTION: None
42			<p><i>Additional General Comments:</i></p> <ul style="list-style-type: none"> We are unclear as to the rationale behind prohibiting precast stairs. The guidelines should instead focus on the quality of design, appropriate materials, durability, and maintenance. The guideline to provide a walkway at every second block is too rigid and may not always be desirable. More flexibility is required to consider the design and context of walkways on an individual basis. The guidelines stating that “<i>surface parking should be centrally located</i>” may not always be practical or provide for the best design. 	<p>Based on our experience, poured in place stairs are more durable and require less maintenance in the long term.</p> <p>ACTION: None</p> <p>The directive is included in the UDGs, not in the ZBL. Staff are flexible in terms of applicability on a site-by-site basis.</p> <p>ACTION: None</p> <p>Agreed, however it is important that surface parking not be visible from the public street and is located interior to the development. Also, by centrally locating parking it will be equal distance to all units, thus being more convenient for visitors rather than parking on adjacent municipal rights-of-way.</p>
43	Stephane Angers	June 26, 2017	The study currently being undertaken by the City of Mississauga on BBTs and STs represents very reasonable guidelines for development of such high density projects. We are hoping that the City will work with the developers towards meeting these UDGs.	<p>Noted.</p> <p>ACTION: None</p>
44	Weston Consulting on behalf of NYX Capital / Tannery Street and Kirwin Avenue	September 22, 2017	<p><i>Interior Side Yard Setbacks</i></p> <p>The City should consider reductions to the default interior side yard setbacks of 4.5 m (14.8 ft.) to 7.5 m (24.6 ft.) where the abutting land is zoned for open</p>	The proposed ZBL regulations already require a minimum interior side yard of 4.5 m (14.8 ft.) abutting land zoned for open space or parks. Increases in interior side yard only

			space, parks or other appropriate zones.	<p>apply if:</p> <ul style="list-style-type: none"> i) The interior side yard abuts a zone permitted a detached and/or semi-detached dwelling. ii) The interior side yard abuts a medium density zone <u>and</u> the rear wall of the proposed building abuts the interior side yard. iii) The front wall of the proposed building abuts the interior side yard. <p>ACTION: None</p>
45			<p><i>Front Yard Setback</i></p> <p>The City should consider reducing the 7.5 m (24.6 ft.) front yard setback requirement or acknowledge in the guidelines that relief from this requirement is supported under certain circumstances. Many townhouse projects are on higher order streets in areas identified for intensification and a lesser front yard setback is appropriate and desirable from a design perspective.</p>	<p>The majority of BBTs and STs developments are being proposed in existing mature low-rise neighbourhoods and therefore the 7.5 m (24.6 ft.) front yard is intended to reflect and maintain the character of this existing context.</p> <p>ACTION: None</p>
46			<p><i>Rear Yard Setback</i></p> <p>A reduction in the proposed rear yard setback of 7.5 m (24.6 ft.) should be contemplated in instances where rear yards abut open space zones as the overall impact of the reduced rear yard is minimal for existing or future surrounding uses, while still providing a usable rear yard.</p>	<p>The City is willing to consider this on a site-by-site basis, through the appropriate development application.</p> <p>ACTION: None</p>
47			<p><i>3 m (9.8 ft.) Landscape Buffer</i></p> <p>A 3 m (9.8 ft.) wide landscape strip and the prohibition of below grade parking</p>	<p>Refer to response to comment #38.</p>

			within 3 m of the property limit are difficult to achieve. A reduced landscape buffer both at grade and below grade should be considered.	
48			<i>Common Outdoor Amenity</i> Recognition should be provided for the context of individual projects where proximity to public parks and other amenity area is readily accessible.	Refer to response to comment #14.
49			<i>Angular Plane</i> Building height controlled through a 45 degree angular plane measured from the property lines is not appropriate for all situations and for all property lines. The Guidelines should provide greater clarity on the intent of this guidelines and under what circumstances it does or does not apply.	Refer to response to comment #9. The 45 degree angular plane is measured from all lot lines. ACTION: The UDGs have been updated to indicate that the 45 degree angular plane is measured from all lot lines.
50	Glen Schnarr & Associates Inc.	September 25, 2017	<p>The cumulative impact of the proposed UDGs and ZBL Amendment is proving challenging and overly restrictive whereas they should guide design and development only.</p> <p>The proposed documents are too restrictive for design creativity which can hamper innovation, improved building and site design, and affordability.</p> <p>The rigid nature of the UDGs and ZBL Amendment doesn't reflect the reality of the uniqueness of each site and its</p>	<p>Refer to responses to previous comments.</p> <p>It is not the City's intent to hamper innovation and creativity, rather achieve a balance between providing direction and flexibility. However, given the scope and magnitude of challenges that have been encountered with BBTs and STs it is clear that a design expectation needs to be established. BBTs and STs are a complicated built form with many moving parts. The long-term sustainability of these developments is greatly impacted by good initial design and planning.</p> <p>It is not possible to prepare ZBL regulations and UDGs to reflect the uniqueness of all sites and their context.</p>

			<p>context (i.e. surrounding land uses, grading conditions).</p> <p>The collective amount of prescribed dimensions/requirements in the proposed guidelines and regulations result in design delays as an owner requires more technical inputs from a larger consulting team.</p>	<p>Owners and applicants are strongly encouraged to consider the requirements of the ZBL regulations and UDGs at the initial project development stages. Infill developments, especially those with BBTs and STs, are by nature complex and require technical input from many disciplines to ensure their success.</p> <p>ACTION: None</p>
51			<p>The proposed UDGs and ZBL Amendment results in process impacts and needs to recognize development already underway.</p> <p>Additional Zoning restrictions result in over-regulation and don't account for conceptual designs earlier in the process and final designs which form part of future site development plan and building permit applications. This will likely lead to further minor variance applications during final City approvals or post-construction which may mislead the public as to why the minor variances are required.</p> <p>From a process perspective, it is clear that current development applications already are/or could get caught in a more stringent review and re-designing to address new City staff concerns resulting in unnecessary delays. The pipeline</p>	<p>Refer to response to comment #29.</p> <p>Very few sites in the City are pre-zoned to permit BBTs and STs and therefore require at a minimum a rezoning to permit the proposed built form. Through the rezoning process, the onus is on the applicant to identify and justify Zoning By-law deficiencies with the proposed development, since Zoning staff do not review rezoning applications. Future site plan and building permit applications will be evaluated against the Zoning By-law enacted through the rezoning. If a minor variance is required, then the deficiency was not captured by the applicant.</p> <p>ACTION: None</p>

			timing for projects both currently before the City, but also underway with the design/technical teams means that most of the fundamental design elements are already pre-determined based on known City requirements. These designs might be many months in the making and are based on extensive design and technical inputs. The City needs to consider these timelines for new development and grandfather existing development applications at the City and upcoming development applications which did not have the benefit of incorporating new City requirements in to the fundamental design elements.	
52	Weston Consulting on behalf of Sierra Building Group / 4005 Hickory Drive and 650 Atwater Avenue	September 25, 2017	<i>Angular Plane Principles</i> Additional information required to identify which property lines the 45 degree angular plane is measured from (side, rear or front) and how the guideline applies to infill development areas where the standard cannot be achieved due to site specific restrictions or “as built” conditions.	Refer to responses to comments # 9 and 49.
53			<i>Building Setback Principles</i> The guidelines state “ <i>when existing adjacent front yard setbacks vary, new buildings should align with the average setback between the two adjacent properties or the minimum zoning requirements, whichever is greater.</i> ” This principle does not have regard for the planned future context of abutting lands. Some flexibility should be allowed.	Acknowledged. ACTION: The UDGs have been updated to consider the existing and planned context, where applicable.

54			<p><i>Grading and Retaining Walls Principles</i> It may be difficult to achieve the principle that landscape buffers should be unencumbered by below grade parking structures, easements, retaining walls, utilities, severe grade changes and hard surface area. These matters should be dealt with on a site-by-site basis or a reduced setback should be considered, and may be appropriate in some cases.</p>	<p>Noted. It is the applicant's responsibility to ensure all site requirements are satisfied and landscape areas are unencumbered.</p> <p>ACTION: None</p>
55			<p><i>Common Outdoor Amenity Area Principles</i> The requirement for common outdoor amenity area in all new multi-unit residential developments may be difficult to achieve in certain small infill developments with a limited number of units. Consideration should be given to developments with access or direct proximity to park land and open space areas adjacent to the development.</p>	<p>Refer to response to comment #14.</p>
56			<p><i>Implementation</i> We recommend the introduction of transition clauses within the Guidelines and amending By-law. This would provide clarity in relation to the applicable guidelines and policies for applications that have already been submitted under the existing policy and zoning framework.</p>	<p>Refer to response to comment #29.</p>
57			<p><i>Interior Side Yard</i> Minimum interior side yard setbacks should not be required for developments abutting commercial, open space or park zones, as these uses do not require the same transition and sensitivity as</p>	<p>The City disagrees. Minimum interior side yards are not only intended to provide a buffer/transition to adjacent land uses but also to the proposed units themselves. The UDGs and ZBL regulations already allow for</p>

			residential zones.	a reduced interior side yard of 4.5 m (14.8 ft.) adjacent to commercial, open space and park zones. ACTION: None
58			<i>Rear Yard Setback</i> Opportunities for reduced rear yard setbacks should be contemplated in instances where rear yards abut open space zones, as the overall impact of a reduced rear yard may be minimum in some cases, while still providing a usable rear yard.	Refer to response to comment #46.
59			<i>Parking Structure Setbacks</i> The proposed 3.0 m (9.8 ft.) minimum setback of a below grade parking structure to a lot line is overly restrictive. This matter should be dealt with through detailed design once utilities, servicing, shoring, and the identification of preservation of significant vegetation has been considered.	Refer to response to comment #38.
60	Jim Levac, Glen Schnarr & Associates Inc. on behalf of Dunpar Developments / 80 Thomas Street	September 25, 2017	The proposed UDGs and ZBL regulations are a challenge for the proposed development at 80 Thomas Street. The front and rear yard regulations are outdated. In particular, the front yard requirement of 7.5 m (24.6 ft.) is excessive and will result in front yards turning into rear yards with the storage of play equipment, etc.	Noted. Refer to response to comment #45. The UDGs and ZBL regulations establish minimum private outdoor space for each unit and common amenity areas for the development to avoid the need for residents to locate play equipment in their front yards. Additionally, these units are clearly sold with no expectation of having a rear yard amenity area, therefore this is irrelevant to this

			<p>The proposed regulation requiring a 1.5 m (4.9 ft.) setback from the side wall of a building to a walkway is excessive [equals 4.5 m (14.8 ft.) required separation from a side wall to a side wall when a walkway is proposed]. A 3 m (9.8 ft.) side wall to side wall separation has always been required.</p>	<p>situation.</p> <p>The 1.5 m (4.9 ft.) setback from a side wall to a walkway is an existing RM9 zone regulation. No change is proposed to this regulation in the new ZBL.</p> <p>With the requirement for a minimum 2.0 m (6.6 ft.) wide sidewalk, the existing RM9 zone regulations require a total side wall to side wall separation of 5.5 m (18.0 ft.) when a walkway is proposed, whereas the new regulations require only a 4.5 m (14.8 ft.) side wall to side wall separation. Meaning the proposed ZBL regulations are actually a reduction from what is currently required.</p> <p>ACTION: None</p>
61	Your Home Developments	October 5, 2017	<p>The UDGs and ZBL Amendments outline very workable standards for many of the regulations and guidelines proposed. Many of the changes proposed can improve livability of a stacked townhouse development. Sensitivity to the number of risers for exterior stairs and deletion of below grade entry doors make a lot of sense.</p>	<p>Noted.</p> <p>ACTION: None</p>
62			<p>The proposed standards for setbacks to roads and interior side yards threaten the viability of BBTs and STs units by reducing the density that should be able to be achieved with this type of housing.</p> <p>The proposed 7.5 m (24.6 ft.) front yard would only encourage the use of this space as a rear yard. This setback</p>	<p>Noted.</p> <p>Refer to response to comment #60.</p>

			<p>defeats the concept of definable street edges that encourages its use as an interactive outdoor space.</p> <p>The 9.0 m (29.5 ft.) required setback from a front wall to an interior lot line is excessive. This condition should be treated no differently than a rear yard with a 7.5 m (24.6 ft.) setback requirement.</p>	<p>The minimum rear yard where a front wall abuts the rear lot line is 9.0 m (29.5 ft.). The 9.0 m (29.5 ft.) interior side yard and rear yard requirements are to ensure that sufficient space is available for the minimum landscape buffer, walkway, unit setback and porch.</p> <p>ACTION: None</p>
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Note: The majority of the verbal comments made at the Open House held on March 29, 2017 and the BILD Peel Chapter Meeting on May 16, 2017 are captured in subsequent written correspondence from various stakeholders and therefore have not been added to the above table. Those comments from the Open House and BILD Peel Chapter Meeting not reflected in subsequent correspondence have been added to the above table.

Proposed RM9, RM10 and RM11 Zone Regulations, December 2017

Column	A	B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
PERMITTED USES				
2.0	RESIDENTIAL			
2.1	Stacked Townhouse	✓		
2.2	Back to Back Townhouse on a Condominium Road		✓	
2.3	Back to Back Townhouse on a CEC-Road			✓
ZONE REGULATIONS				
3.0	MINIMUM LOT FRONTAGE	38.0 m	38.0 m	38.0 m
4.0	MINIMUM DWELLING UNIT WIDTH	5.0 m	5.0 m	5.0 m
5.0	MAXIMUM DWELLING HEIGHT ⁽¹⁰⁾			
5.1	Flat roof	13.0 m and 4 storeys	11.0 m and 3 storeys	11.0 m and 3 storeys
5.2	Sloped roof	17.0 m ⁽¹⁾ and 4 storeys	15.0 m ⁽¹⁾ and 3 storeys	15.0 m ⁽¹⁾ and 3 storeys
6.0	MINIMUM FRONT YARD	7.5 m ⁽²⁾	7.5 m ⁽²⁾	7.5 m ⁽²⁾
7.0	MINIMUM EXTERIOR SIDE YARD	7.5 m ⁽²⁾	7.5 m ⁽²⁾	7.5 m ⁽²⁾
8.0	MINIMUM INTERIOR SIDE YARD	4.5 m ⁽²⁾	4.5 m ⁽²⁾	4.5 m ⁽²⁾
8.1	Where any portion of the interior side lot line abuts a zone permitting detached and/or semi-detached dwellings	9.0 m ⁽²⁾	7.5 m ⁽²⁾	7.5 m ⁽²⁾
8.2	Where the interior side lot line abuts a RM4, RM5, RM6, RM7, RM8, RM9, RM10, RM11, or RM12 zone and the rear wall of the building abuts the interior side lot line	7.5 m ⁽²⁾⁽³⁾	n/a	n/a

Column	A	B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
8.3	Where the front wall of a building abuts the interior side lot line	9.0 m ⁽²⁾	9.0 m ⁽²⁾	9.0 m ⁽²⁾
9.0	MINIMUM REAR YARD	7.5 m ⁽²⁾	7.5 m ⁽²⁾	7.5 m ⁽²⁾
9.1	Where any portion of the rear lot line abuts a zone permitting detached and/or semi-detached dwellings	9.0 m ⁽²⁾	7.5 m ⁽²⁾	7.5 m ⁽²⁾
9.2	Where a front wall of a building abuts the rear lot line	9.0 m ⁽²⁾	9.0 m ⁽²⁾	9.0 m ⁽²⁾
10.0	ENCROACHMENTS AND PROJECTIONS			
10.1	Maximum encroachment of a deck inclusive of stairs, balcony or awning, attached to a rear or front wall, into a required yard	2.0 m	2.0 m	2.0 m
10.2	Maximum projection, located at the first storey , from any wall of a building , in relation to a below grade patio that provides access to a basement unit	50% of patio depth	50% of patio depth	50% of patio depth
11.0	MINIMUM INTERNAL SETBACKS			
11.1	From a front garage face to a condominium road or sidewalk	6.0 m	6.0 m	6.0 m
11.2	From a front garage face to a condominium road or sidewalk , where the garage and driveway are accessed at the rear of the dwelling unit	1.0 m	n/a	n/a
11.3	From a front wall of a building to a condominium road , sidewalk , walkway or parking space	4.5 m	4.5 m	4.5 m
11.4	From a porch , exclusive of stairs, located at and accessible from the first storey or below the first storey to a condominium road , sidewalk , walkway or parking space	2.5 m	2.5 m	2.5 m
11.5	From a rear wall of a building to a side wall of another building on the same lot	12.0 m	n/a	n/a
11.6	From a rear wall of a building to a rear wall of another building on the same lot	15.0 m	n/a	n/a

Column	A	B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
11.7	From a side wall of a building to a side wall of another building on the same lot	3.0 m	3.0 m	3.0 m
11.8	From a side wall of any building to a walkway	1.5 m	1.5 m	1.5 m
11.9	From a side wall of a building to a condominium road, sidewalk, or parking space	3.0 m	3.0 m	3.0 m
11.10	From a front wall of a building to a front wall of another building on the same lot, where the building is less than or equal to three storeys	12.0 m ⁽⁴⁾	12.0 m	12.0 m
11.11	From a front wall of a building to a front wall of another building on the same lot, where the building is less than or equal to three storeys and contains a dwelling unit in the basement	15.0 m ⁽⁴⁾	n/a	n/a
11.12	From a front wall of a building to a front wall of another building on the same lot, where the building is four storeys	15.0 m ⁽⁴⁾	n/a	n/a
11.13	From a front wall of a building to a side wall of another building on the same lot	9.0 m ⁽⁴⁾	9.0 m	9.0 m
12.0	ATTACHED GARAGE, PARKING AND DRIVEWAY			
12.1	Attached garage	Permitted ⁽⁵⁾	Permitted ⁽⁵⁾	Permitted ⁽⁵⁾
12.2	Minimum parking spaces	✓ ⁽⁶⁾ ⁽⁷⁾	✓ ⁽⁶⁾ ⁽⁷⁾	✓ ⁽⁶⁾ ⁽⁷⁾
12.3	Minimum visitor parking spaces	✓ ⁽⁶⁾	✓ ⁽⁶⁾	✓ ⁽⁶⁾
12.4	Maximum driveway width	2.6 m ⁽⁷⁾	2.6 m ⁽⁷⁾	2.6 m ⁽⁷⁾
13.0	PARKING AREAS AND PARKING STRUCTURE SETBACKS			
13.1	Minimum setback between a parking space and an interior side lot line and/or rear lot line	3.0 m	3.0 m	3.0 m
13.2	Minimum setback of a parking structure constructed above or partially above finished grade to any lot line	6.0 m	6.0 m	6.0 m

Column	A	B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
13.3	Minimum setback of a parking structure constructed completely below finished grade to any lot line	3.0 m	3.0 m	3.0 m
14.0	INTERNAL ROADS, SIDEWALKS AND WALKWAYS			
14.1	Minimum width of a condominium road	7.0 m	7.0 m	7.0 m
14.2	Condominium roads are permitted to be shared with abutting lands zoned to permit stacked townhouse, back to back townhouse, townhouse or apartment dwelling , or any combination of dwellings thereof	✓	✓	✓
15.3	Minimum width of a sidewalk traversed by a driveway	2.0 m	2.0 m	2.0 m
15.4	Minimum width of a sidewalk not traversed by a driveway	1.8 m	1.8 m	1.8 m
15.5	Minimum width of a walkway	1.5 m	1.5 m	1.5 m
15.0	MINIMUM AMENITY AREA AND LANDSCAPED AREA			
15.1	Minimum landscaped area	40% of lot area	40% of lot area	40% of lot area
15.2	Minimum required landscaped soft area	50% of landscaped area	50% of landscaped area	3.0 m ² ⁽⁸⁾
15.3	Minimum landscape buffer abutting any side and rear lot line	3.0 m	3.0 m	3.0 m
15.4	Minimum amenity area	The greater of 5.6 m ² per dwelling unit or 10% of the lot area ⁽⁸⁾	The greater of 5.6 m ² per dwelling unit or 10% of the lot area ⁽⁸⁾	The greater of 5.6 m ² per dwelling unit or 10% of the lot area ⁽⁸⁾
15.5	Minimum percentage of total required amenity area to be provided in one contiguous area	50%	50%	50%
15.6	Minimum contiguous private outdoor space per unit	6.0 m ²	6.0 m ²	6.0 m ²

Column	A	B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
15.7	Minimum setback of a rooftop amenity space from all exterior edges of a building	1.0 m	1.0 m	1.0 m
15.8	Minimum setback from an amenity area to a building, structure or any lot line	3.0 m	3.0 m	3.0 m
15.9	A setback from an amenity area shall be unencumbered except for a perpendicular walkway and soft landscape material	✓	✓	✓
16.0	ACCESSORY BUILDINGS AND STRUCTURES	✓ ⁽⁹⁾	✓ ⁽⁹⁾	✓ ⁽⁹⁾

NOTES:

- (1) Measured to the highest ridge of a **sloped roof**.
- (2) See also Subsections 4.1.7 and 4.1.8 of this By-law.
- (3) Only applies to the RM7 zone if lands are used for a **Duplex** or **Triplex**.
- (4) Where there are **buildings** with different heights on one lot, the average of the required setbacks shall be used.
- (5) See also Subsection 4.1.12 of this By-law.
- (6) See also Part 3 of this By-law.
- (7) See also Subsection 4.1.9 of this By-law.
- (8) Excludes private amenity space.
- (9) See Subsection 4.1.2 of this By-law.
- (10) The calculation of **height** shall be exclusive of structures for rooftop access, provided that the structure has a maximum **height** of 3.0 m; a maximum **floor area** of 20.0 m²; and it is set back a minimum of 3.0 m from the exterior edge of the building.

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Zoning By-law Regulations and Definitions, December 2017

Proposed RM12 Zone Regulations, December 2017

Column A		B
Line 1.0	ZONES	RM12
PERMITTED USES		
2.0	RESIDENTIAL	
2.1	Back to Back Townhouse on a Street	✓
ZONE REGULATIONS		
3.0	MINIMUM LOT FRONTAGE	
3.1	Interior Lot	6.0 m
3.3	Corner Lot	10.5 m
4.0	MAXIMUM NUMBER OF DWELLING UNITS IN A BACK TO BACK TOWNHOUSE BLOCK	12
5.0	MAXIMUM DWELLING HEIGHT	
5.1	Flat roof	11.0 m and 3 storeys
5.2	Sloped roof	15.0 m ⁽¹⁾ and 3 storeys
6.0	MINIMUM FRONT YARD	4.5 m ⁽²⁾⁽³⁾
6.1	Front garage face	6.0 m
7.0	MINIMUM EXTERIOR SIDE YARD	4.5 m ⁽²⁾⁽³⁾
7.1	Front garage face	6.0 m
8.0	MINIMUM INTERIOR SIDE YARD	
8.1	Attached Side	0.0 m
8.2	Unattached Side	1.5 m ⁽²⁾
8.3	Where any portion of the interior lot line abuts a zone permitting detached and/or semi-detached dwellings	7.5 m ⁽²⁾
9.0	MINIMUM REAR YARD	0.0 m
10.0	MAXIMUM ENCROACHMENT OF A BALCONY ATTACHED TO A FRONT WALL	2.5 m
11.0	MINIMUM SETBACK FROM A PORCH, EXCLUSIVE OF STAIRS	2.0 m
12.0	ATTACHED GARAGE, PARKING AND DRIVEWAY	
12.1	Attached garage	Permitted ⁽⁴⁾
12.2	Minimum parking spaces	✓ ^{(5) (6)}
12.3	Maximum driveway width	2.6 m ⁽⁶⁾

13.0	MINIMUM LANDSCAPED AREA	
13.1	Minimum landscaped area	6.5 m ²
13.2	Minimum percentage of required front yard landscaped area to be landscaped soft area	75%
14.0	MINIMUM CONTIGUOUS PRIVATE OUTDOOR AMENITY SPACE	6.0 m ²

NOTES:

- (1) Measured to the highest ridge of a **sloped roof**.
- (2) See also Subsections 4.1.7 and 4.1.8 of this By-law.
- (3) Air conditioning equipment is permitted in the required **front yard**, provided it is located on a **balcony**.
- (4) See also Subsection 4.1.12 of this By-law.
- (5) See also Part 3 of this By-law.
- (6) See also Subsection 4.1.9 of this By-law.
- (7) Exclusive of **landscaped area** at-grade.

Zoning By-law Regulations and Definitions, December 2017

Proposed New and Amended Definitions, December 2017

Amenity Area	means an indoor space or outdoor recreational area provided for the communal use of the residents of a development.
CEC - Road	means a private right-of-way for vehicular travel over common elements that are maintained by a common element condominium corporation.
CEC - Parcel of Tied Land	means an area of land associated with a common element condominium.
Context Grade	<p>Means, with reference to a townhouse, back to back townhouse or stacked townhouse, the average of 12 grade points, eight of which are taken around the perimeter of the site and four of which are based on the location of the proposed building(s):</p> <ul style="list-style-type: none"> -2 points at the centreline of the street extending from the side property lines -2 points located 10 cm outside the subject site from where the side property lines meet the front property line -2 points located 10 cm outside the subject site at the midpoint of the side property lines -2 points located 10 cm outside the subject site, measured out from the side property lines, from where the side and rear property lines meet -4 points located at the corners of the proposed building, taken a 4.5 m distance from the proposed location of the exterior walls.
Driveway	means an internal roadway that is not a street, private road, CEC - road, condominium road or lane, which provides vehicular access from a street, private road, CEC - road, condominium road or lane to parking or loading spaces.
Back to Back Townhouse	means a building that has four or more dwelling units divided vertically, including a common rear wall, each with an independent entrance and has a yard abutting at least one exterior wall of each dwelling unit.
Stacked Townhouse	means a building that has four or more dwelling units divided horizontally and/or vertically, each with an entrance that is

Zoning By-law Regulations and Definitions, December 2017

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	independent or through a shared landing and/or external stairwell. Units may also be divided vertically by a common rear wall.
Townhouse	means a building that has three or more attached dwelling units divided vertically above grade by a party wall at least 5.0 m in length and at least 2.0 m in height, and has a yard abutting at least two (2) exterior walls of each dwelling unit.
Condominium Road	means a private right-of-way over private property for vehicular travel which provides access to buildings and/or dwelling units on the same property, is not maintained by a public body, and includes CEC-Road.
Sidewalk	means an area for pedestrian travel that is abutting a street, condominium road or private road.
Walkway	means an area for pedestrian travel that provides access within or to a property that is not abutting a street, condominium road or private road.

Urban Design Guidelines



December 2017

Back to Back and Stacked Townhouses

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Introduction

The City of Mississauga is at the end of its greenfield development phase. New growth is being accommodated through infill and development on vacant and underutilized sites. Development patterns are becoming more compact, using land and resources more efficiently, while maximizing existing infrastructure and community facilities, and promoting alternative modes of transportation. Traditional forms of housing are becoming less common, as land values rise and market demands shift. Back to Back Townhouses (BBT) and Stacked Townhouses (ST) are becoming increasingly popular throughout the GTA for several reasons:

- achieve increased densities in a low-rise form of housing
- a sensitive way to transition between low-density and high-density built forms
- contribute to a diversity of housing choices to meet different needs and preferences
- less expensive construction methods and reduced maintenance fees allow for a more affordable form of housing
- viewed as being grade related, with a front door directly to the outside

1.1 Purpose

The purpose of these guidelines is to ensure new developments that include BBTs and STs are designed to be compatible with, and sensitive to, the established context, and to minimize impacts on adjacent properties. The guidelines are intended to establish a design expectation for landowners, the development industry and the public, to ensure high quality development that meet the City of Mississauga's minimum development standards. These guidelines shall be read in conjunction with: the Official Plan, Zoning By-law, and other City guidelines and standards.

1.2 Urban Design Objectives

The following objectives provide the framework for the design guidelines:

- ensure compatibility with the existing and planned context
- design to meet the needs of people of all ages, abilities and incomes
- balance functional design and aesthetics with long-term sustainability
- protect and enhance natural features
- connect streets and provide pedestrian linkages
- provide high quality private and common amenity areas

1.3 Building Types

BBTs and STs are typically:

- three to four storeys in height
- comprised of units that are stacked vertically and/or horizontally with access from grade
- front onto a public street, condominium road, pedestrian mews or open space
- include surface and/or underground parking

These are illustrated in Figure 1 and Figure 2

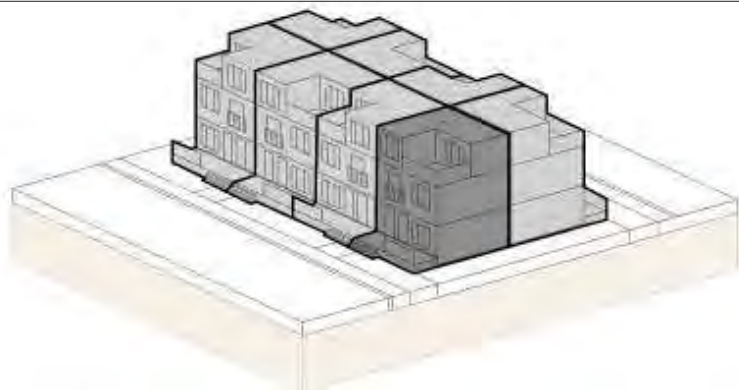


Figure 1: Example of a Back to Back Townhouse

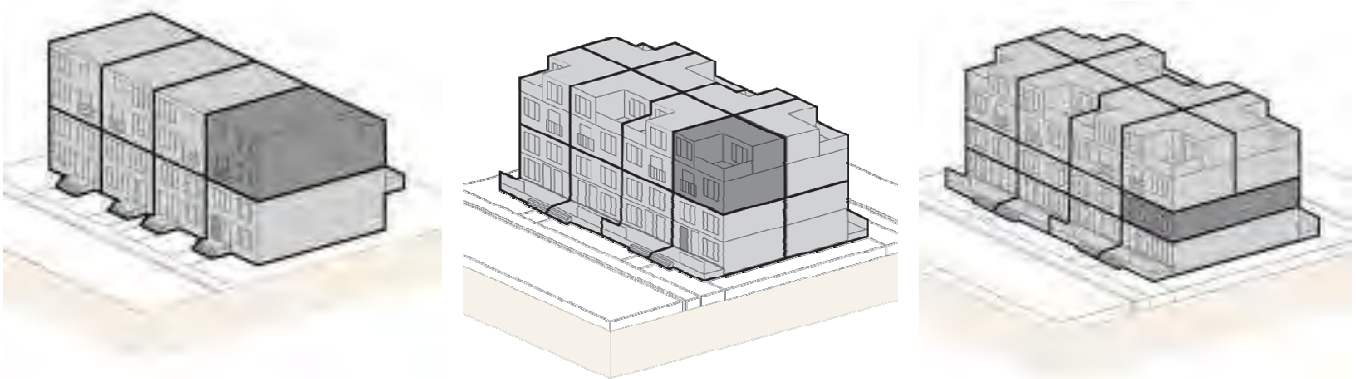


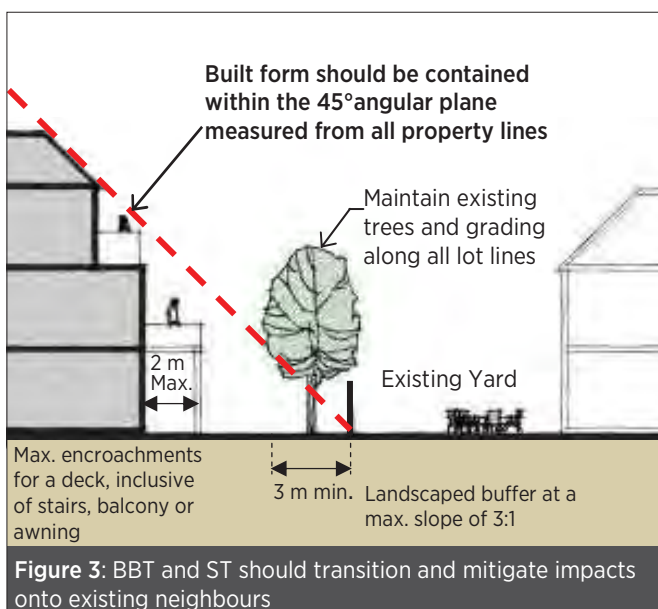
Figure 2: Examples of a Stacked Townhouse

Checklist of Principles

The following principles are to be considered when designing a development that includes BBTs and/or STs. These principles are intended to ensure that new developments are compatible with and respect the existing and/or planned context through appropriate setbacks, tree preservation and landscaped buffers. Consideration shall be given to site design, building massing, orientation, height and grading relative to the street, to ensure new developments are compatible with, and sensitive to the surrounding context.

This checklist is to be used as a guide for developers, design professionals, property owners and the public to ensure they have considered key issues associated with this residential built form.

Review and check **each** principle when complete ☒

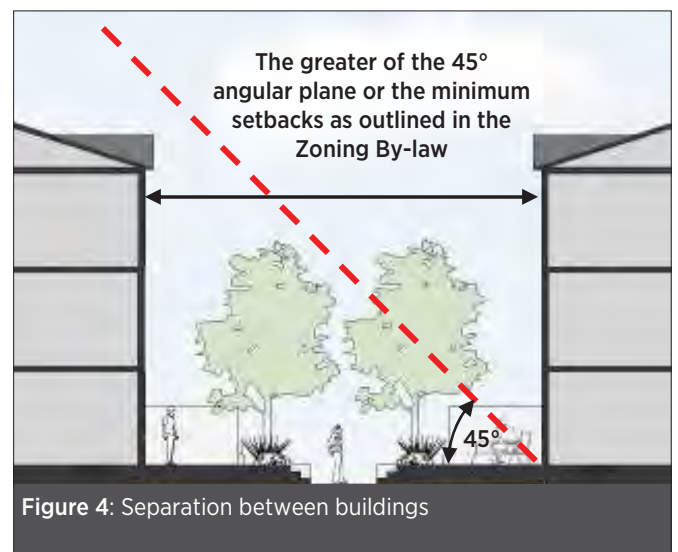


2.1 Zoning By-law ☐

- Refer to the Zoning By-law regulations that apply to the proposed built form. Generally BBTs and STs are zoned RM9, RM10, RM11 and RM12 or in combination with other zones

2.2 Building Height ☐

- New developments will be required to demonstrate an appropriate transition in building heights
- Buildings heights shall be contained within a 45° angular plane, measured from all property lines (See Figure 3)
- Maximum building heights of three storeys for BBTs and four storeys for STs



2.3 Building Setbacks ☐

- When existing adjacent front yard setbacks vary, new buildings should align with the average setback between the two adjacent properties or the minimum zoning requirement, whichever is greater
- Where applicable, the planned context should be considered in determining the front yard setback

2.4 Separation between Buildings ☐

- Separation distance between buildings should be the minimum setbacks as outlined in the Zoning By-law
- In the case of a front wall to front wall condition, the separation distance should be the greater of the 45° angular plane or the minimum setbacks as outlined in the Zoning By-law (See Figure 4)
- Where a basement unit forms part of a three storey development the minimum separation distance will be 15 m

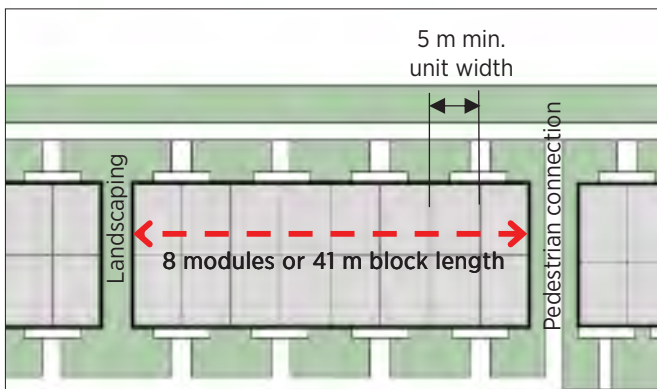


Figure 5: Blocks should be broken-up to allow green space and pedestrian connections

2.5 Block Length ☐

- Excessively long blocks should be avoided
- The maximum length of a block should generally not exceed the greater of 41 m or eight linear modules to promote pedestrian connections, allow for landscaping and provide a break in the massing (See Figure 5)

2.6 Natural Features ☐

- New developments should preserve and enhance natural heritage features; including, trees, woodlands, valleys and wetlands
- Appropriate setbacks and buffers should be provided to existing and proposed natural features to ensure their health and continued growth

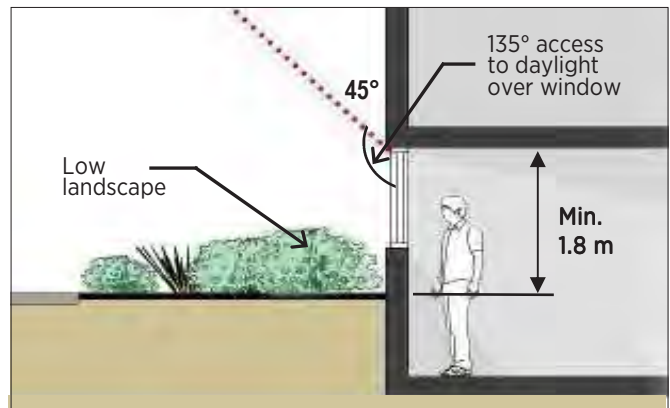


Figure 6: Definition of first storey

Checklist of Principles



2.7 Grading and Retaining Walls ☐

- Manipulation of site grades should be avoided
- Match existing grades and provide a minimum 3 m wide landscaped buffer around the property
- The landscaped buffer should be unencumbered by below grade parking structures, easements, retaining walls, utilities, severe grade changes and hard surface areas
- The first storey means a storey of a building that has its floor closest to the context grade and its ceiling more than 1.8 m above the context grade (See Figure 6)
- Each individual building will establish a grade elevation based on 'Context Grade'. Context Grade means the average of 12 points, eight of which are taken around the perimeter of the site and four of which are taken around each individual building (See Figure 7)

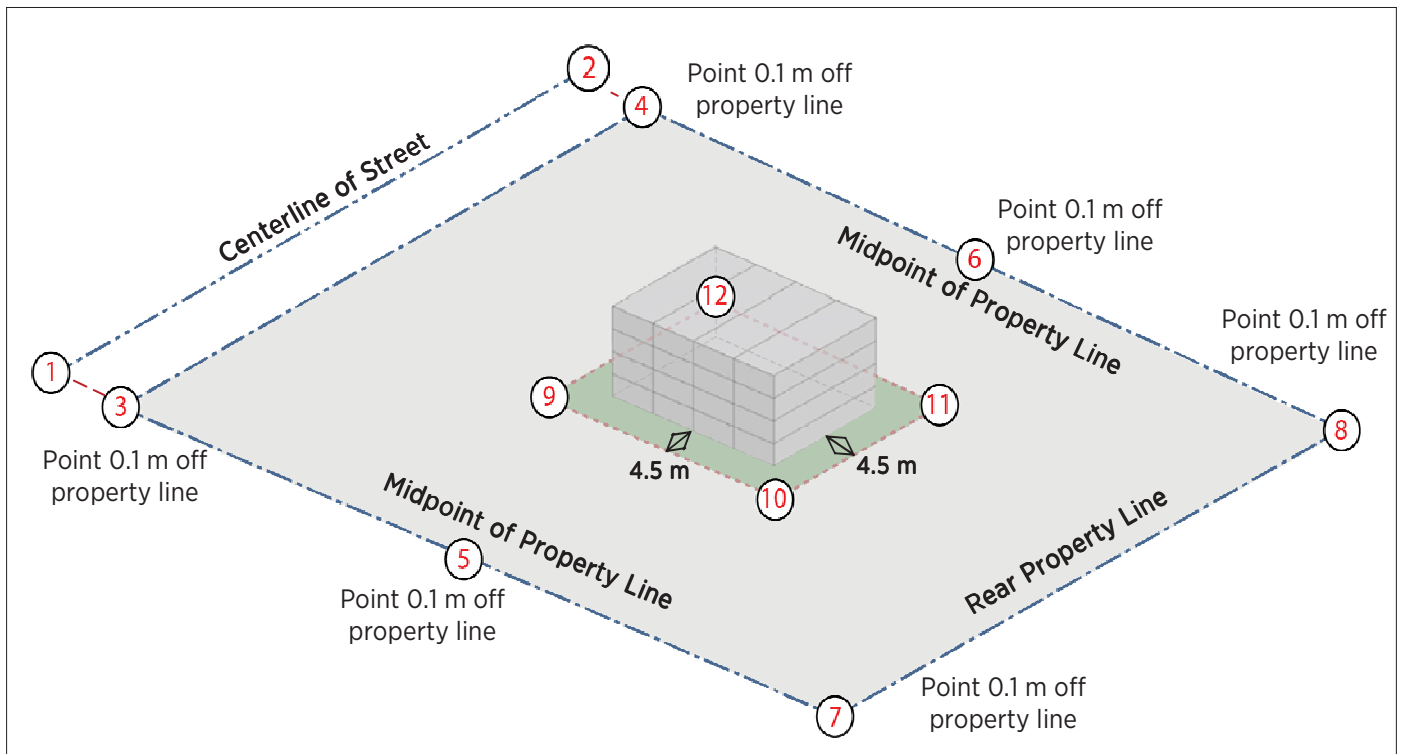


Figure 7: Context Grade: The average of 12 points, eight of which are around the perimeter of the site and four points located 4.5 m around each building

- The use of retaining walls should be avoided. Where retaining walls are required, their height should be limited to a maximum of 0.6 m to eliminate the need for railings and to reduce long-term maintenance costs (See Figure 8)

2.8 Below Grade Units □

- Below grade units should be avoided
- Manipulation of site grades requiring retaining walls to accommodate below grade units is discouraged
- If a below grade unit is proposed, it must be a through-unit that has windows on both the front and rear of the building (See Figure 9), or be a double wide back to back unit (min. 10 m wide) (See Figure 10)



Figure 8: Landscape retaining walls should not be higher than 0.6 m

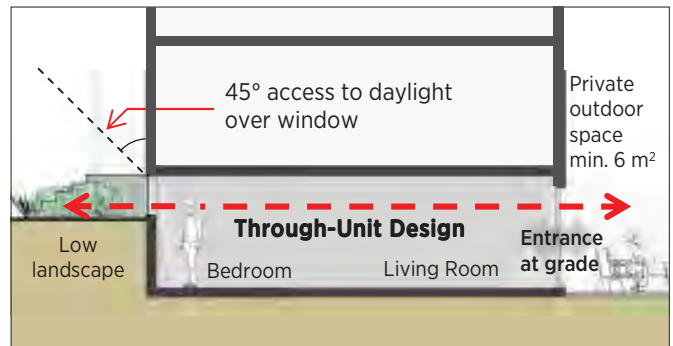


Figure 9: Below grade units should be through-units

- Below grade units require a minimum of 6 m² of private outdoor space located at the unit's floor level with unobstructed views and access to daylight (See Figure 2.7 and 2.9)
- All building projections including balconies and porches located over private outdoor spaces or windows of below grade units should not obstruct access to daylight. See the Zoning By-law for projection regulations (See Figure 9 and 11)

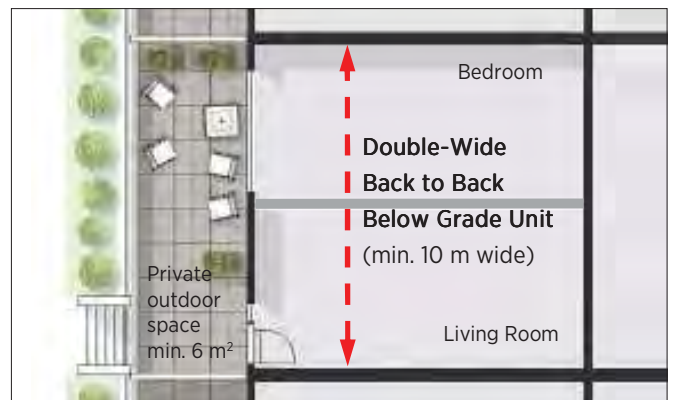


Figure 10: Below grade units should be double-wide back to back (min. 10 m wide) to allow light and air

Checklist of Principles



2.9 Building Elevations ☐

- New development should be compatible with the existing context in terms of height, scale, massing and materials
- Where appropriate, incorporate sloped roofs and half storeys with dormer windows on upper levels to reduce perceived height, scale and massing
- Ensure new developments have a variety of facade articulation, building materials and colours for visual interest
- Blank facades on the visible end unit elevation are unacceptable. End units that are visible should have entrances, windows and architectural interest to animate the elevation

- Buildings should be designed with high quality and durable materials to avoid long-term maintenance costs. Stone and brick is preferred. Stucco and wood are discouraged
- Stepback the structure for rooftop access (i.e. rooftop mechanical room) a minimum of 3 m from the exterior edges of the building to reduce visual impact (See Figure 12)
- The structure for rooftop access should not be greater than 20 m², inclusive of stairs
- Rooftop outdoor amenity areas (common or private) should be setback a minimum of 1 m from the building's exterior edge to mitigate overlook concerns. This will not be required for internal units

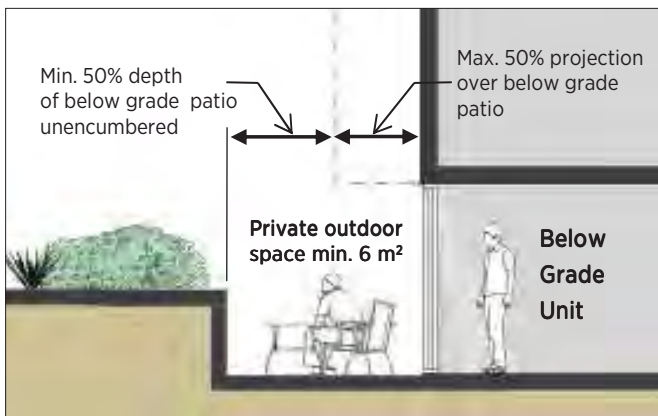


Figure 11: Permitted projections over below grade private outdoor patios

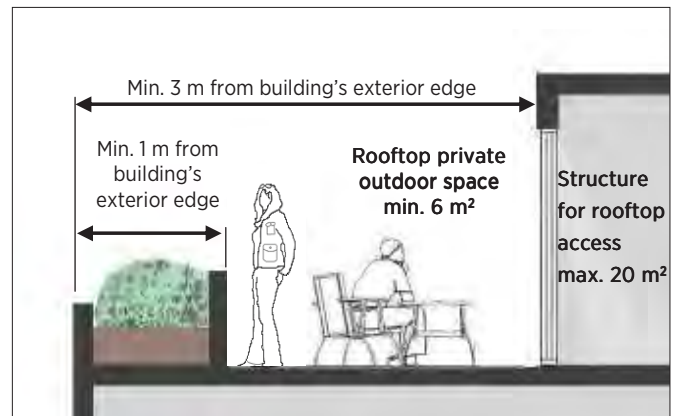


Figure 12: Setbacks from the building's exterior edge

2.10 Exposed Parking Structures ☐

- Exposed parking structures should be avoided. Where portions of the underground parking structure are exposed, they should match the building materials
- Consolidate the entrances to underground parking structures within the same development to minimize the number of overhead doors
- Maintain the minimum soil volume over the parking structure to support the growth of the vegetation. Minimum soil volume varies based on the type of vegetation
- Stairs exiting underground parking should be fully enclosed in glass to increase visibility and address issues of safety, security and weather protection

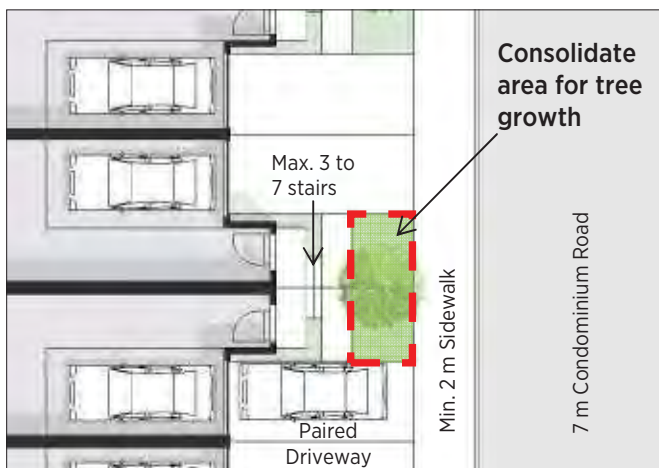


Figure 13: Combine landscaped soft areas for tree growth

2.11 Landscaped Soft Areas ☐

- Landscaped soft areas are required adjacent to paved areas and around the perimeter of the site. To provide relief between buildings, landscaped soft areas should be distributed throughout the development
- Landscaped soft areas should be provided between entrances to individual units and sidewalks, walkways, public streets and condominium roads
- Pair individual landscaped soft areas to increase soil volume for tree growth particularly where there is a driveway (See Figure 13)
- Limit the number of stairs to a unit entrance from three to seven risers to maximize landscaped soft area, mitigate safety issues in the winter and reduce maintenance costs
- All stairs should be poured in place concrete. Precast stairs are not permitted



Figure 14: Common outdoor amenity areas should be centrally located, accessible and highly visible

Checklist of Principles



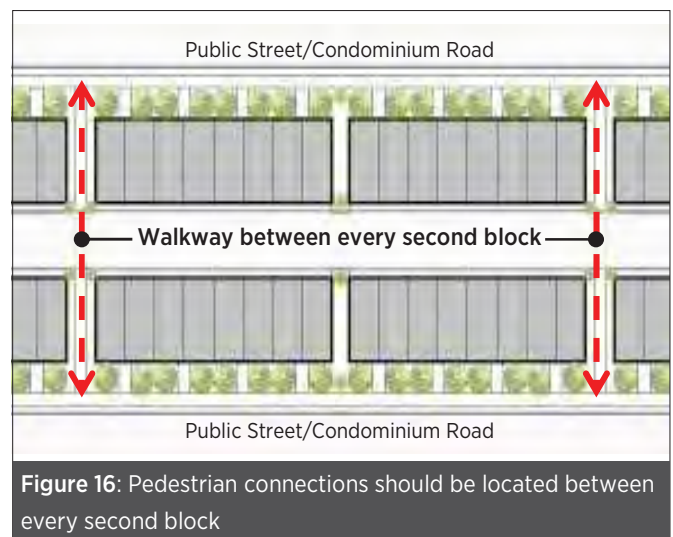
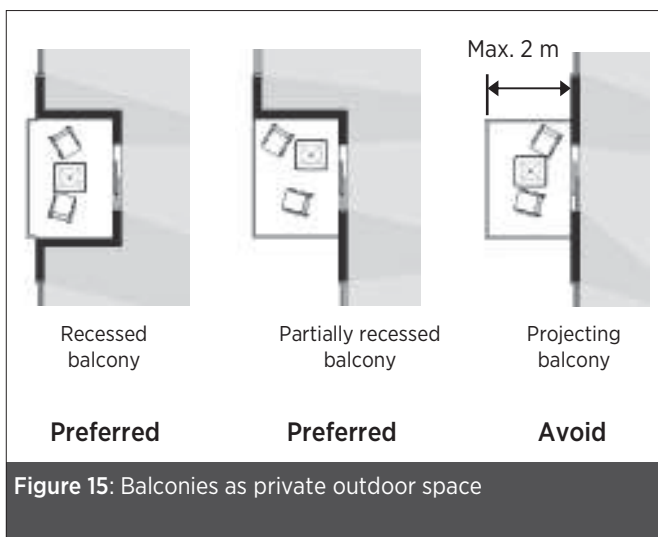
2.12 Common Outdoor Amenity Area ☐

- A common outdoor amenity area is required for all new multi-unit residential developments with more than 20 units.
- The total space required is the greater of 5.6 m² per dwelling unit or 10% of the site area
- Common outdoor amenity areas should be centrally located, highly visible and accessible by all residents (See Figure 14)
- A minimum of 50% of the required common outdoor amenity area shall be provided in one contiguous area
- A mews will not be considered a common outdoor amenity area

- Refer to the Outdoor Amenity Area Design Reference Note for additional details
http://www7.mississauga.ca/documents/pb/main/2015/Amenity_Space_Reference.pdf

2.13 Private Outdoor Space ☐

- Each unit requires a private outdoor space with a minimum contiguous area of 6 m²
- The private outdoor space may be located at-grade, on a balcony, deck, porch or on a rooftop
- Recessed or partially recessed balconies are preferred. Projecting balconies shall be avoided (See Figure 15). If a projecting balcony is proposed, it may project a maximum of 2 m beyond any building façade and should be designed with solid or opaque materials or tinted glass



- Mechanical equipment, including air conditioning units and the storage of personal items are discouraged in private outdoor spaces

2.14 Pedestrian Connectivity ☐

- Provide a walkway between every second block to allow connectivity (See Figure 16)
- Sidewalks will be located on one side of a condominium road. Sidewalks on both sides of the condominium road maybe required for large developments
- The following sidewalk widths will be required:
 - sidewalks abutting a road, minimum 1.8 m
 - sidewalks abutting a road, where traversed by a driveway, minimum 2 m
 - walkways in all other areas, minimum 1.5 m



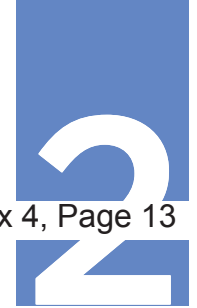
Figure 17: Waste storage room and waste collection areas should be constructed of durable materials

- There should be at least one barrier-free path of travel that meets AODA (*Accessibility for Ontarians with Disabilities Act*) standards throughout the site
- Where accessible parking is located below grade (i.e. underground parking) it should be accessed via an elevator and forms part of a barrier-free path of travel

2.15 Waste Collection and Storage ☐

- Waste storage rooms, drop-off locations (i.e. garbage chutes) and waste collection points (temporary pick-up areas) should be considered early in the site design stage to ensure appropriate placement and functionality
- The waste storage rooms and the waste collection points (pick-up areas) should be located internal to the site and should not be visible from a public street or impact residential units or adjacent properties (See Figure 17)
- Above grade waste storage rooms/enclosures should be well screened and appropriately setback from existing uses and proposed dwelling units to minimize undesirable noise, odour and visual impacts
- The waste collection facility should consider the space requirements for waste, recycling and green bins, along with bulky items (min. 10m²)

Checklist of Principles



- Waste drop-off areas should not be greater than 100 m from a dwelling unit and be easily accessible via a sidewalk or walkway
- Waste collection points (pick-up areas) should not encumber parking stalls or access to other elements of the development (i.e. fire route, entry to the underground parking garage, mailboxes, etc.)
- Waste collection points should be made of durable concrete and be at the same level as the road
- Refer to the Region of Peel's Waste Collection Design Standards Manual for more information <https://www.peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf>

2.16 Surface Parking ☐

- Surface parking should be centrally located within the site and accessed by a sidewalk or walkway
- Parking lots should be setback a minimum of 3 m from a lot line and not located between the front face of a building and the street
- A minimum 3 m setback should be provided between the side wall of a building and a surface parking space

2.17 Utilities and Services ☐

- The location of above and below grade utilities and services should be considered early in the site design stage to ensure they meet utility requirements (i.e. ease of maintenance, access) and ensure any visual impacts from the public street are mitigated
- Through the development process, provide the locations of above and below grade utilities, easements, etc., to ensure sufficient unencumbered space is provided for public and private trees, and landscaped soft areas
- Transformer vaults are typically located on a streetline and generally on a serviceable pad (i.e. minimum 3 m x 3 m pad for smaller developments). Contact Alectra Utilities for further requirements



Figure 18: Community mailboxes covered and in a central location

- Community mailboxes should be centrally located and accessed by a sidewalk or walkway (See Figure 18)
- Conceal or recess hydro and gas meters into the building's exterior walls or in a less visible location (See Figure 19)

2.18 Property Management and Maintenance



- Long-term maintenance and property management should be considered early in the development process to avoid costly maintenance issues
- Use durable and high quality building and site materials. Stucco is discouraged on the first two storeys of a building

2.19 Other Considerations



- Review Mississauga's Fire Route By-law 1036-81 early in the site design stage for the fire route design, building access requirements, etc.
- Review the Ontario Building Code to ensure that site and building designs comply with the relevant requirements
- Review the Bell Urban Design Manual for utility standard requirements



Figure 19: Place hydro and gas meters and other utilities in concealed or recessed locations

Design Standard Diagrams

3.1 RM9 Stacked Townhouses Design Standards

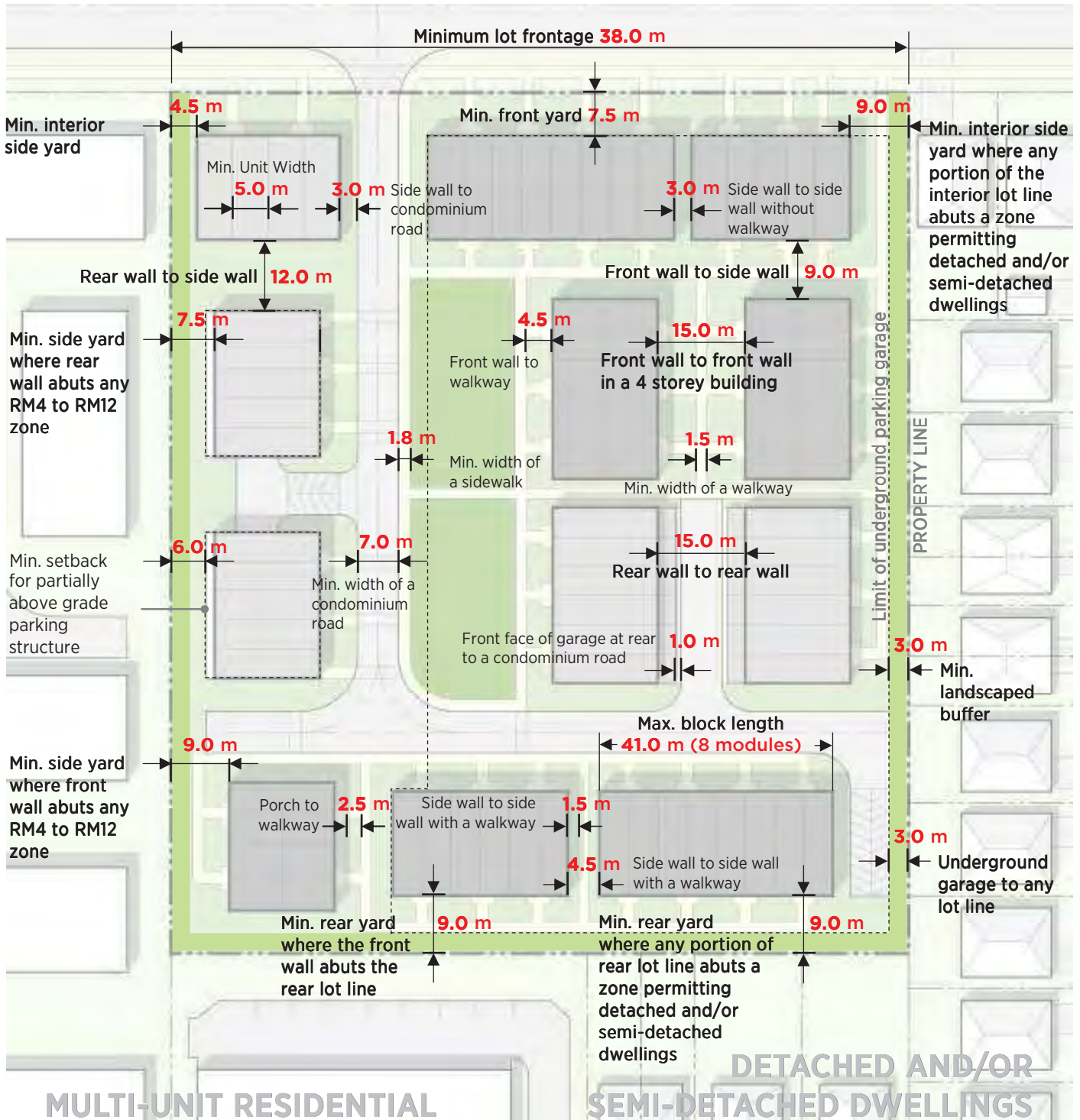


Figure 20: Standard dimensions for Stacked Townhouses (RM9). For additional standards refer to the Zoning Bylaw. The above drawing is for illustration purposes only and is not to scale.

3.2 RM10 Back to Back Townhouses on Condominium Road Design Standards

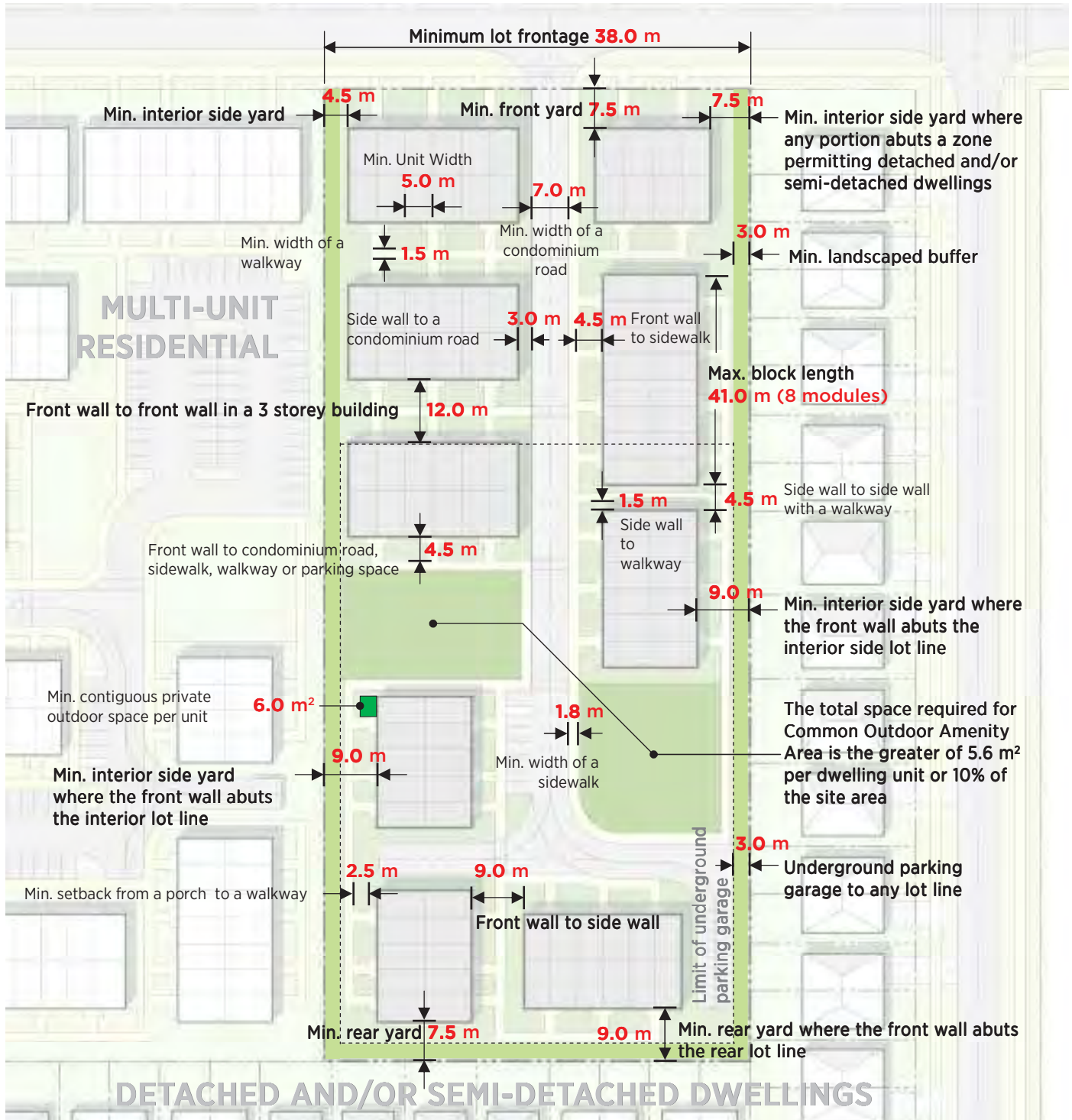


Figure 21: Standard dimensions for Back to Back Townhouses (RM10). For additional standards refer to the Zoning By-law. The above drawing is for illustration purposes only and is not to scale.

Design Standard Diagrams

3.3 RM11 Back to Back Townhouses on a CEC - Road Design Standards

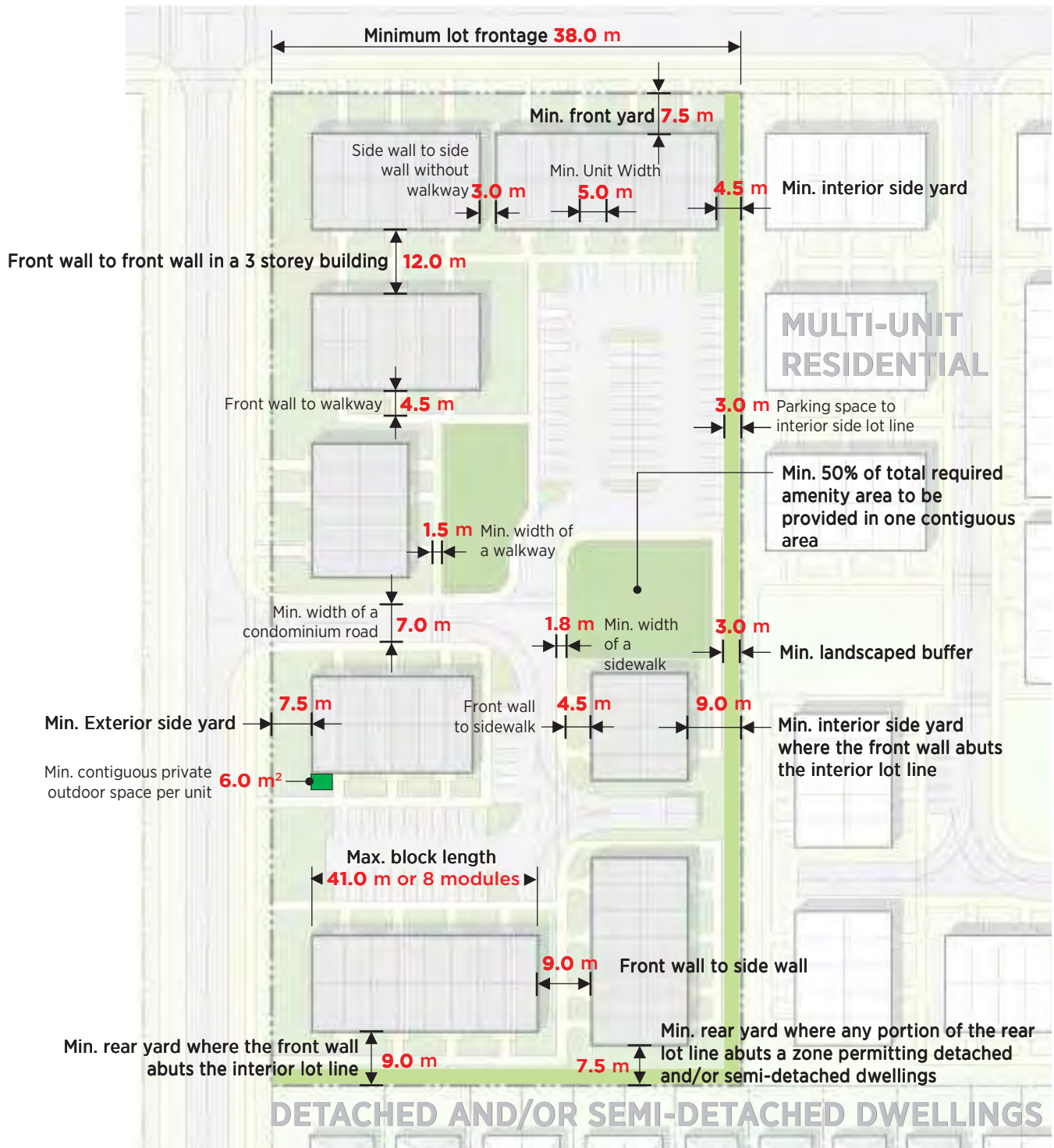


Figure 22: Standard dimensions for Back to Back Townhouses (RM11). For additional standards refer to the Zoning By-law. The above drawing is for illustration purposes only and is not to scale.

Proposed RM9, RM10 and RM11 Zone Regulations, May 2018

Column	A	B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
PERMITTED USES				
2.0	RESIDENTIAL			
2.1	Stacked Townhouse	✓		
2.2	Back to Back Townhouse on a Condominium Road		✓	
2.3	Back to Back Townhouse on a CEC-Road			✓
ZONE REGULATIONS				
3.0	MINIMUM LOT FRONTAGE	38.0 m	38.0 m	n/a
4.0	MINIMUM DWELLING UNIT WIDTH	4.5 m	5.0 m	5.0 m
5.0	MAXIMUM DWELLING HEIGHT ⁽¹⁰⁾			
5.1	Flat roof	13.0 m and 4 storeys	11.0 m and 3 storeys	11.0 m and 3 storeys
5.2	Sloped roof	17.0 m ⁽¹⁾ and 4 storeys	15.0 m ⁽¹⁾ and 3 storeys	15.0 m ⁽¹⁾ and 3 storeys
6.0	MINIMUM FRONT YARD	7.5 m ⁽²⁾	7.5 m ⁽²⁾	7.5 m ⁽²⁾
7.0	MINIMUM EXTERIOR SIDE YARD	7.5 m ⁽²⁾	7.5 m ⁽²⁾	7.5 m ⁽²⁾
8.0	MINIMUM INTERIOR SIDE YARD	4.5 m ⁽²⁾	4.5 m ⁽²⁾	4.5 m ⁽²⁾
8.1	Where any portion of the interior side lot line abuts a zone permitting detached and/or semi-detached dwellings	9.0 m ⁽²⁾	7.5 m ⁽²⁾	7.5 m ⁽²⁾
8.2	Where the interior side lot line abuts a RM4, RM5, RM6, RM7, RM8, RM9, RM10, RM11, or RM12 zone and the rear wall of the building abuts the interior side lot line	7.5 m ⁽²⁾⁽³⁾	n/a	n/a
8.3	Where the front wall of a building abuts the interior side lot line	9.0 m ⁽²⁾	9.0 m ⁽²⁾	9.0 m ⁽²⁾

Column	A	B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
9.0	MINIMUM REAR YARD	7.5 m ⁽²⁾	7.5 m ⁽²⁾	7.5 m ⁽²⁾
9.1	Where any portion of the rear lot line abuts a zone permitting detached and/or semi-detached dwellings	9.0 m ⁽²⁾	7.5 m ⁽²⁾	7.5 m ⁽²⁾
9.2	Where a front wall of a building abuts the rear lot line	9.0 m ⁽²⁾	9.0 m ⁽²⁾	9.0 m ⁽²⁾
10.0	ENCROACHMENTS AND PROJECTIONS			
10.1	Maximum encroachment of a deck inclusive of stairs, balcony or awning, attached to a rear or front wall, into a required yard	2.0 m	2.0 m	2.0 m
10.2	Maximum projection, located at the first storey , from any wall of a building , in relation to a below grade patio that provides access to a basement unit	50% of patio depth	50% of patio depth	50% of patio depth
11.0	MINIMUM INTERNAL SETBACKS			
11.1	From a front garage face to a condominium road or sidewalk	6.0 m	6.0 m	6.0 m
11.2	From a front garage face to a condominium road or sidewalk , where the garage and driveway are accessed at the rear of the dwelling unit	1.0 m	n/a	n/a
11.3	From a front wall of a building to a condominium road , sidewalk , walkway or parking space	4.5 m	4.5 m	4.5 m
11.4	From a porch , exclusive of stairs, located at and accessible from the first storey or below the first storey to a condominium road , sidewalk , walkway or parking space	2.5 m	2.5 m	2.5 m
11.5	From a rear wall of a building to a side wall of another building on the same lot	12.0 m	n/a	n/a
11.6	From a rear wall of a building to a rear wall of another building on the same lot	15.0 m	n/a	n/a
11.7	From a side wall of a building to a side wall of another building on the same lot	3.0 m	3.0 m	3.0 m

Column	A	B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
11.8	From a side wall of any building to a walkway	1.5 m	1.5 m	1.5 m
11.9	From a side wall of a building to a condominium road, sidewalk, or parking space	3.0 m	3.0 m	3.0 m
11.10	From a front wall of a building to a front wall of another building on the same lot, where the building is less than or equal to three storeys	12.0 m ⁽⁴⁾	12.0 m	12.0 m
11.11	From a front wall of a building to a front wall of another building on the same lot, where the building is less than or equal to three storeys and contains a dwelling unit in the basement	15.0 m ⁽⁴⁾	n/a	n/a
11.12	From a front wall of a building to a front wall of another building on the same lot, where the building is four storeys	15.0 m ⁽⁴⁾	n/a	n/a
11.13	From a front wall of a building to a side wall of another building on the same lot	9.0 m ⁽⁴⁾	9.0 m	9.0 m
12.0	ATTACHED GARAGE, PARKING AND DRIVEWAY			
12.1	Attached garage	Permitted ⁽⁵⁾	Permitted ⁽⁵⁾	Permitted ⁽⁵⁾
12.2	Minimum parking spaces	✓ ⁽⁶⁾ ⁽⁷⁾	✓ ⁽⁶⁾ ⁽⁷⁾	✓ ⁽⁶⁾ ⁽⁷⁾
12.3	Minimum visitor parking spaces	✓ ⁽⁶⁾	✓ ⁽⁶⁾	✓ ⁽⁶⁾
12.4	Maximum driveway width	2.6 m ⁽⁷⁾	2.6 m ⁽⁷⁾	2.6 m ⁽⁷⁾
13.0	PARKING AREAS AND PARKING STRUCTURE SETBACKS			
13.1	Minimum setback between a parking space and an interior side lot line and/or rear lot line	3.0 m	3.0 m	3.0 m
13.2	Minimum setback of a parking structure constructed above or partially above finished grade to any lot line	6.0 m	6.0 m	6.0 m
13.3	Minimum setback of a parking structure constructed completely below finished grade to any lot line	3.0 m	3.0 m	3.0 m
14.0	INTERNAL ROADS, SIDEWALKS AND WALKWAYS			

Column	A	B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
14.1	Minimum width of a condominium road	7.0 m	7.0 m	7.0 m
14.2	Condominium roads are permitted to be shared with abutting lands zoned to permit stacked townhouse, back to back townhouse, townhouse or apartment dwelling , or any combination of dwellings thereof	✓	✓	✓
14.3	Minimum width of a sidewalk traversed by a driveway	2.0 m	2.0 m	2.0 m
14.4	Minimum width of a sidewalk not traversed by a driveway	1.5 m	1.5 m	1.5 m
15.0	MINIMUM AMENITY AREA AND LANDSCAPED AREA			
15.1	Minimum landscaped area	40% of lot area	40% of lot area	40% of lot area
15.2	Minimum required landscaped soft area	50% of landscaped area	50% of landscaped area	3.0 m ^{2 (8)}
15.3	Minimum landscape buffer abutting any side and rear lot line	3.0 m	3.0 m	3.0 m
15.4	Minimum central amenity area	The greater of 2.8 m ² per dwelling unit or 5% of the lot area (8)	The greater of 2.8 m ² per dwelling unit or 5% of the lot area (8)	The greater of 2.8 m ² per dwelling unit or 5% of the lot area (8)
15.5	Minimum contiguous private outdoor space per dwelling unit	6.0 m ²	6.0 m ²	6.0 m ²
15.6	Minimum contiguous private outdoor space per dwelling unit if on a balcony	4.5 m ²	4.5 m ²	4.5 m ²
15.7	Minimum setback of a rooftop amenity space from all exterior edges of a building	1.0 m	1.0 m	1.0 m
15.8	Minimum setback from an amenity area to a building, structure or any lot line	3.0 m	3.0 m	3.0 m

Column A		B	C	D
Line 1.0	ZONES	RM9	RM10	RM11
15.9	A setback from an amenity area shall be unencumbered except for a perpendicular walkway and soft landscape material	✓	✓	✓
16.0	ACCESSORY BUILDINGS AND STRUCTURES	✓ ⁽⁹⁾	✓ ⁽⁹⁾	✓ ⁽⁹⁾

- NOTES:**
- (1) Measured to the highest ridge of a **sloped roof**.
 - (2) See also Subsections 4.1.7 and 4.1.8 of this By-law.
 - (3) Only applies to the RM7 zone if lands are used for a **Duplex** or **Triplex**.
 - (4) Where there are **buildings** with different heights on one lot, the average of the required setbacks shall be used.
 - (5) See also Subsection 4.1.12 of this By-law.
 - (6) See also Part 3 of this By-law.
 - (7) See also Subsection 4.1.9 of this By-law.
 - (8) Excludes private amenity space.
 - (9) See Subsection 4.1.2 of this By-law.
 - (10) The calculation of **height** shall be exclusive of structures for rooftop access, provided that the structure has a maximum **height** of 3.0 m; a maximum **floor area** of 20.0 m²; and it is set back a minimum of 3.0 m from the exterior edge of the building.

Zoning By-law Regulations and Definitions, May 2018

Appendix 2, Page 6

Proposed RM 12 Zone Regulations, May 2018

Column A		B
Line 1.0	ZONES	RM12
PERMITTED USES		
2.0	RESIDENTIAL	
2.1	Back to Back Townhouse on a Street	✓
ZONE REGULATIONS		
3.0	MINIMUM LOT FRONTAGE	
3.1	Interior Lot	6.0 m
3.3	Corner Lot	10.5 m
4.0	MAXIMUM NUMBER OF DWELLING UNITS IN A BACK TO BACK TOWNHOUSE BLOCK	12
5.0	MAXIMUM DWELLING HEIGHT	
5.1	Flat roof	11.0 m and 3 storeys
5.2	Sloped roof	15.0 m ⁽¹⁾ and 3 storeys
6.0	MINIMUM FRONT YARD	4.5 m ⁽²⁾⁽³⁾
6.1	Front garage face	6.0 m
7.0	MINIMUM EXTERIOR SIDE YARD	4.5 m ⁽²⁾⁽³⁾
7.1	Front garage face	6.0 m
8.0	MINIMUM INTERIOR SIDE YARD	
8.1	Attached Side	0.0 m
8.2	Unattached Side	1.5 m ⁽²⁾
8.3	Where any portion of the interior lot line abuts a zone permitting detached and/or semi-detached dwellings	7.5 m ⁽²⁾
9.0	MINIMUM REAR YARD	0.0 m

Column A		B
Line 1.0	ZONES	RM12
10.0	MAXIMUM ENCROACHMENT OF A BALCONY ATTACHED TO A FRONT WALL	2.5 m
11.0	MINIMUM SETBACK FROM A PORCH , EXCLUSIVE OF STAIRS	2.0 m
12.0	ATTACHED GARAGE , PARKING AND DRIVEWAY	
12.1	Attached garage	Permitted ⁽⁴⁾
12.2	Minimum parking spaces	✓ ⁽⁵⁾ ⁽⁶⁾
12.3	Maximum driveway width	2.6 m ⁽⁶⁾
13.0	MINIMUM LANDSCAPED AREA	
13.1	Minimum landscaped area	6.5 m ²
13.2	Minimum percentage of required front yard landscaped area to be landscaped soft area	75%
14.0	MINIMUM CONTIGUOUS PRIVATE OUTDOOR AMENITY SPACE	6.0 m ²

NOTES:

- (1) Measured to the highest ridge of a **sloped roof**.
- (2) See also Subsections 4.1.7 and 4.1.8 of this By-law.
- (3) Air conditioning equipment is permitted in the required **front yard**, provided it is located on a **balcony**.
- (4) See also Subsection 4.1.12 of this By-law.
- (5) See also Part 3 of this By-law.
- (6) See also Subsection 4.1.9 of this By-law.
- (7) Exclusive of **landscaped area** at-grade.

Proposed New and Amended Definitions, May 2018

Amenity Area	means an indoor and/or outdoor recreational area provided for the communal use of the residents.
CEC - Road	means a private right-of-way for vehicular travel over common elements that are maintained by a common element condominium corporation.
Context Grade	<p>Means, with reference to a townhouse, back to back townhouse or stacked townhouse, the average of 12 grade points, eight of which are taken around the perimeter of the site and four of which are based on the location of the proposed building(s):</p> <ul style="list-style-type: none"> - 2 points at the centreline of the street extending from the side property lines - 2 points located 10 cm outside the subject site from where the side property lines meet the front property line - 2 points located 10 cm outside the subject site at the midpoint of the side property lines - 2 points located 10 cm outside the subject site, measured out from the side property lines, from where the side and rear property lines meet - 4 points located at the corners of the proposed building, taken a 6.4 m distance on a diagonal from the exterior corners of each proposed building <p>See Illustration No. 17</p>
Driveway	means an internal roadway that is not a street, private road, CEC - road, condominium road or lane, which provides vehicular access from a street, private road, CEC - road, condominium road or lane to parking or loading spaces.
Back to Back Townhouse	means a building that has four or more dwelling units divided vertically, including a common rear wall, each with an independent entrance and has a yard abutting at least one exterior wall of each dwelling unit.
Stacked Townhouse	means a building that has four or more dwelling units divided horizontally and/or vertically, each with an entrance that is independent or through a shared landing and/or external stairwell. Units may also be divided vertically by a common rear wall.

Townhouse

means a building that has three or more attached dwelling units divided vertically above grade by a party wall at least 5.0 m in length and at least 2.0 m in height, and has a yard abutting at least two (2) exterior walls of each dwelling unit.

Condominium Road

means a private right-of-way over private property for vehicular travel which provides access to buildings and/or dwelling units on the same property, is not maintained by a public body, and is measured from the inside edges of each curb.

Urban Design Guidelines



May 2018

Back to Back and Stacked Townhouses

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Introduction

The City of Mississauga is at the end of its greenfield development phase. New growth is being accommodated through infill and development on vacant and underutilized sites. Development patterns are becoming more compact, using land and resources more efficiently, while maximizing existing infrastructure and community facilities, and promoting alternative modes of transportation. Traditional forms of housing are becoming less common, as land values rise and market demands shift. Back to Back Townhouses (BBT) and Stacked Townhouses (ST) are becoming increasingly popular throughout the GTA for several reasons:

- achieve increased densities in a low-rise form of housing
- a sensitive way to transition between low-density and high-density built forms
- contribute to a diversity of housing choices to meet different needs and preferences
- less expensive construction methods and reduced maintenance fees allow for a more affordable form of housing
- viewed as being grade related, with a front door directly to the outside

1.1 Purpose

The purpose of these guidelines is to ensure new developments that include BBTs and STs are designed to be compatible with, and sensitive to, the established context, and to minimize impacts on adjacent properties. The guidelines are intended to establish a design expectation for landowners, the development industry and the public, to ensure high quality development that meet the City of Mississauga's minimum development standards. These guidelines shall be read in conjunction with: the Official Plan, Zoning By-law, and other City guidelines and standards.

1.2 Urban Design Objectives

The following objectives provide the framework for the design guidelines:

- ensure compatibility with the existing and planned context
- design to meet the needs of people of all ages, abilities and incomes
- balance functional design and aesthetics with long-term sustainability
- protect and enhance natural features
- connect streets and provide pedestrian linkages
- provide high quality private and common amenity areas

1.3 Building Types

BBTs and STs are typically:

- three to four storeys in height
- comprised of units that are stacked vertically and/or horizontally with access from grade
- front onto a public street, condominium road, pedestrian mews or open space
- include surface and/or underground parking

These are illustrated in Figure 1 and Figure 2

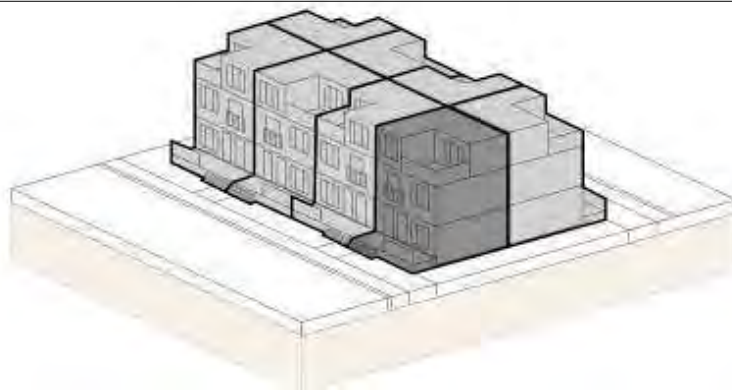


Figure 1: Example of a Back to Back Townhouse

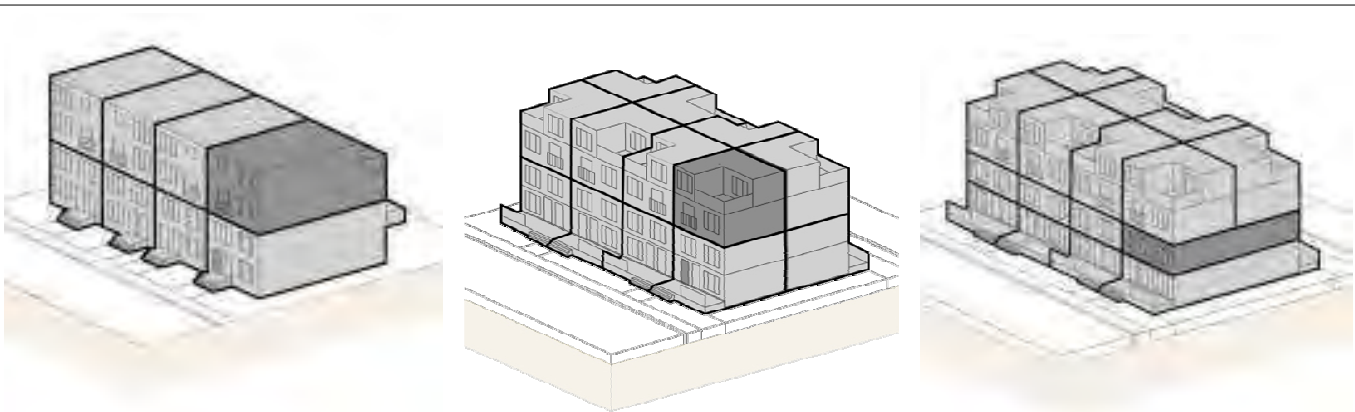


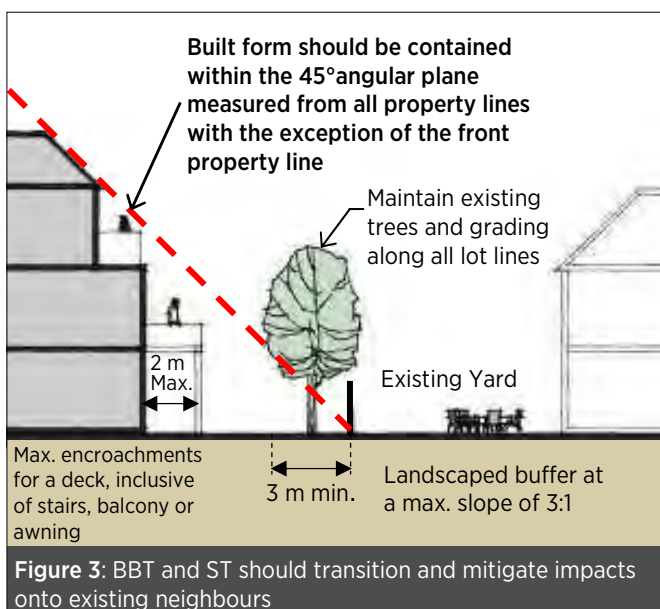
Figure 2: Examples of a Stacked Townhouse

Checklist of Principles

The following principles are to be considered when designing a development that includes BBTs and/or STs. These principles are intended to ensure that new developments are compatible with and respect the existing and/or planned context through appropriate setbacks, tree preservation and landscaped buffers. Consideration shall be given to site design, building massing, orientation, height and grading relative to the street, to ensure new developments are compatible with, and sensitive to the surrounding context.

This checklist is to be used as a guide for developers, design professionals, property owners and the public to ensure they have considered key issues associated with this residential built form.

Review and check **each** principle when complete ☒

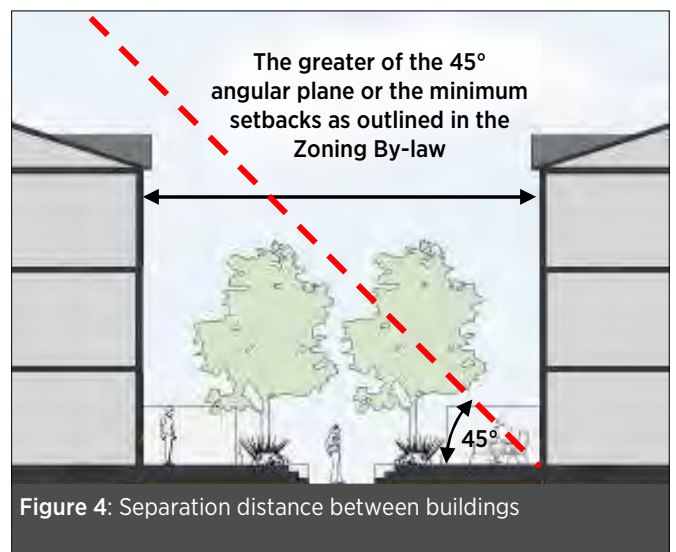


2.1 Zoning By-law ☐

- Refer to the Zoning By-law regulations that apply to the proposed built form. Generally BBTs and STs are zoned RM9, RM10, RM11 and RM12 or in combination with other zones

2.2 Building Height ☐

- New developments will be required to demonstrate an appropriate transition in building heights
- Buildings heights shall be contained within a 45° angular plane, measured from all property lines with exception of the front street line (See Figure 3)
- Maximum building heights of three storeys for BBTs and four storeys for STs



2.3 Building Setbacks ☐

- When existing adjacent front yard setbacks vary, new buildings should align with the average setback between the two adjacent properties or the minimum zoning requirement, whichever is greater
- Where applicable, the planned context should be considered in determining the front yard setback

2.4 Separation between Buildings ☐

- Separation distance between buildings should be the minimum setbacks as outlined in the Zoning By-law
- In the case of a front wall to front wall condition, the separation distance should be the greater of the 45° angular plane or the minimum setbacks as outlined in the Zoning By-law (See Figure 4)
- Where a basement unit forms part of a three storey development the minimum separation distance will be 15 m

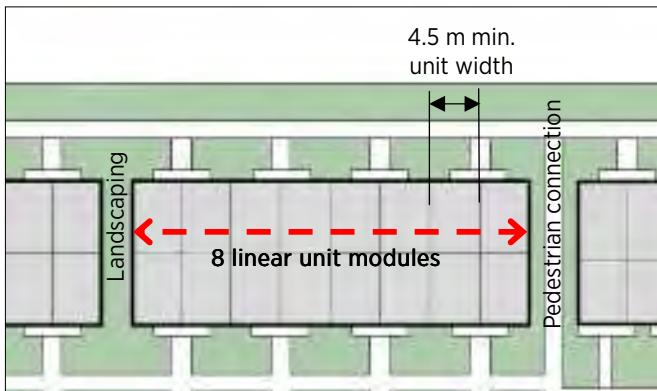


Figure 5: Blocks should be broken-up to allow green space and pedestrian connections

2.5 Block Length and Unit Width..... ☐

- Excessively long blocks should be avoided
- The maximum length of a block should generally not exceed eight linear unit modules to promote pedestrian connections, allow for landscaping and provide a break in the massing (See Figure 5)
- Unit widths should be a minimum of 4.5 m to ensure sufficient sunlight into the unit

2.6 Natural Features ☐

- New developments should preserve and enhance natural heritage features; including, trees, woodlands, valleys and wetlands
- Appropriate setbacks and buffers should be provided to existing and proposed natural features to ensure their health and continued growth

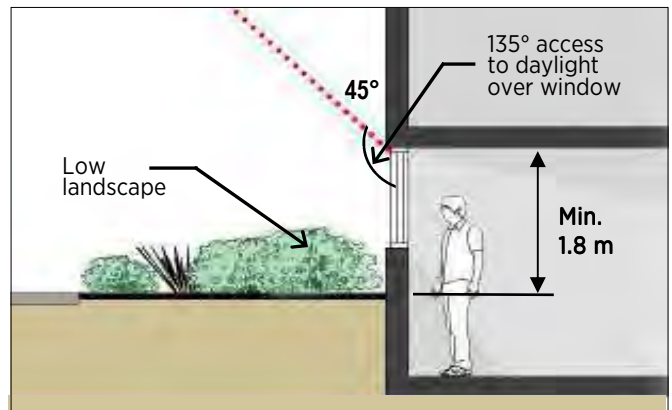


Figure 6: Definition of first storey

Checklist of Principles

2.7 Grading and Retaining Walls ☐

- Manipulation of site grades should be avoided
- Match existing grades along all property lines and provide a minimum 3 m wide landscaped buffer around the property
- The landscaped buffer should be unencumbered by below grade parking structures, easements, retaining walls, utilities, severe grade changes and hard surface areas
- The first storey means a storey of a building that has its floor closest to the Context Grade and its ceiling more than 1.8 m above the Context Grade (See Figure 6)
- Each individual building will establish a grade elevation based on 'Context Grade'. Context Grade means the average of 12 points, eight of which are taken around the perimeter of the site and four of which are taken around each individual building (See Figure 7)

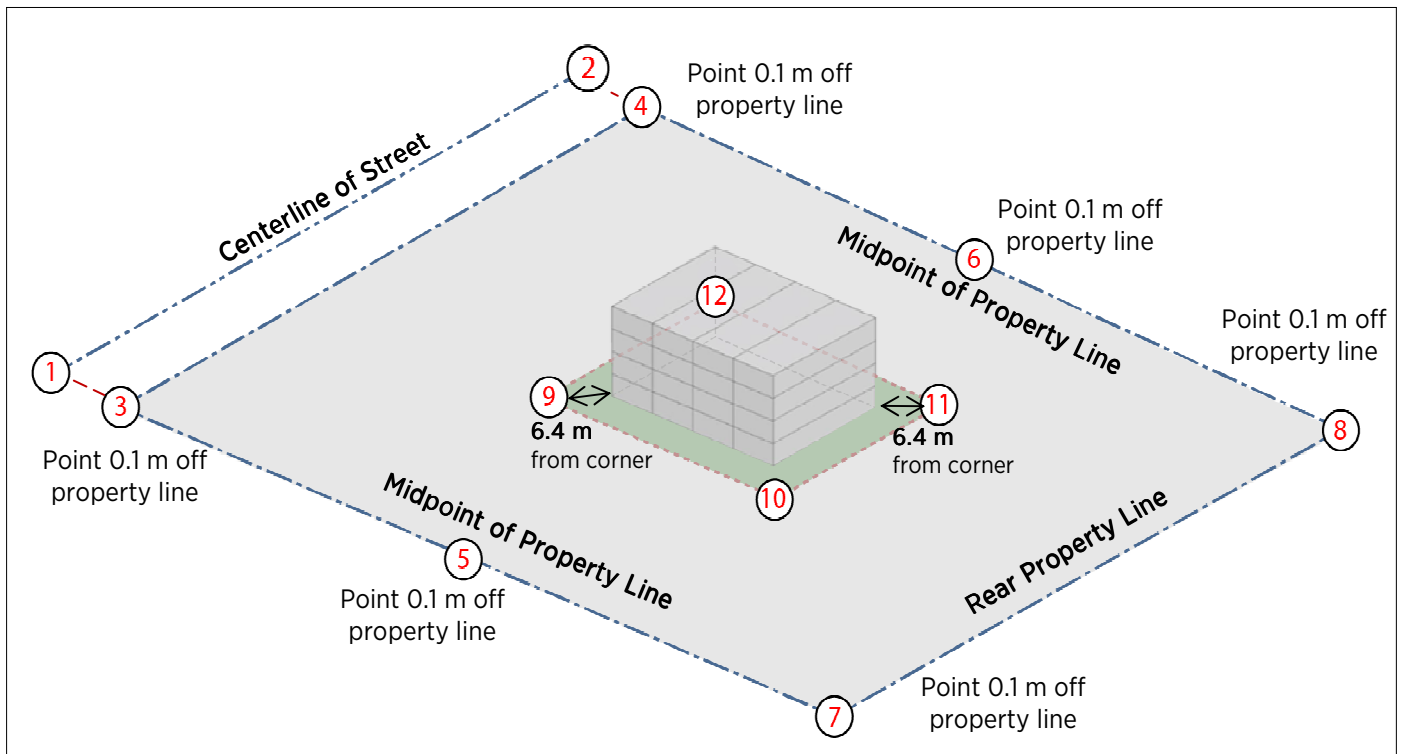


Figure 7: Context Grade: The average of 12 points, eight of which are around the perimeter of the site and four points located 6.4 m at a 45 degree angle from each building corner

- The use of retaining walls should be avoided. Where retaining walls are required, their height should be limited to a maximum of 0.6 m to eliminate the need for railings and to reduce long-term maintenance costs (See Figure 8)

2.8 Below Grade Units □

- Below grade units should be avoided
- Manipulation of site grades requiring retaining walls to accommodate below grade units is discouraged
- If a below grade unit is proposed, it must be a through-unit that has windows on both the front and rear of the building (See Figure 9), or be a double wide back to back unit (min. 9 m wide) (See Figure 10)



Figure 8: Landscape retaining walls should not be higher than 0.6 m

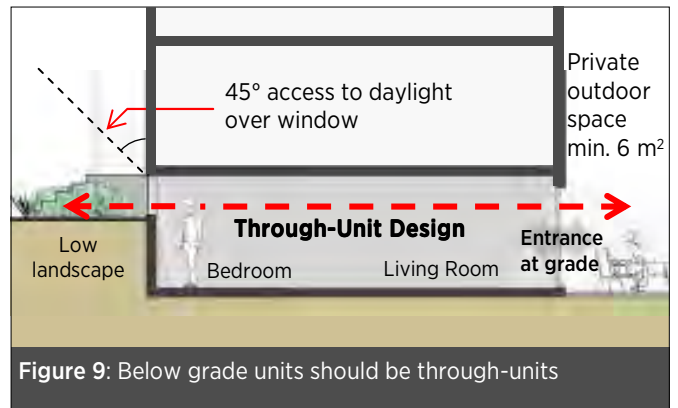


Figure 9: Below grade units should be through-units

- Below grade units require a minimum of 6 m² of private outdoor space located at the unit's floor level with unobstructed views and access to daylight (See Figure 6 and 9)
- All building projections including balconies and porches located over private outdoor spaces or windows of below grade units should not obstruct access to daylight. See the Zoning By-law for projection regulations (See Figure 9 and 11)



Figure 10: Below grade units should be double-wide back to back (min. 9 m wide) to allow light and air

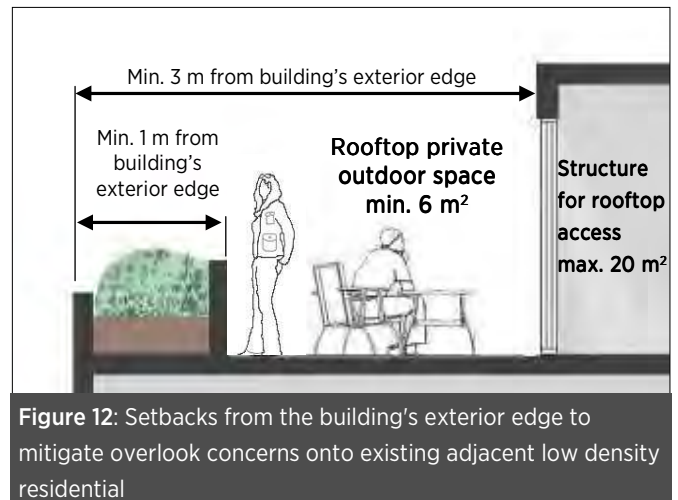
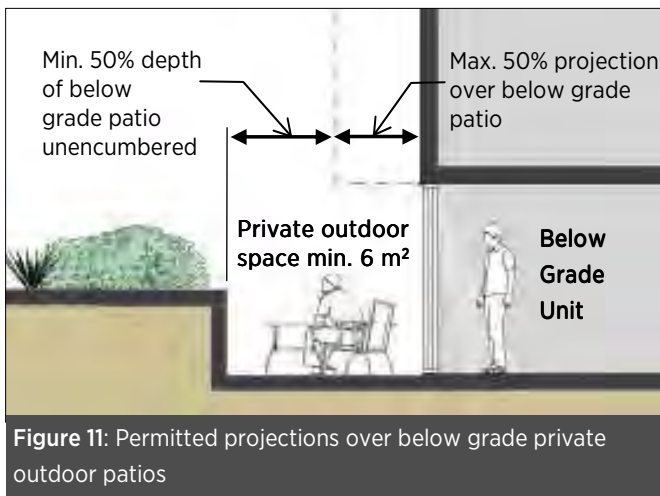
Checklist of Principles

2

2.9 Building Elevations ☐

- New development should be compatible with the existing context in terms of height, scale, massing and materials
- For buildings over 3 storeys and where appropriate, stepback the upper floors or incorporate sloped roofs and half storeys with dormer windows to reduce perceived height, scale and massing
- Ensure new developments have a variety of facade articulation, building materials and colours for visual interest
- Blank facades on the visible end unit elevation are unacceptable. End units that are visible should have entrances, windows and architectural interest to animate the elevation

- Buildings should be designed with high quality and durable materials to avoid long-term maintenance costs. Stone and brick is preferred. Stucco and wood are discouraged
- Stepback the structure for rooftop access (i.e. rooftop mechanical room) a minimum of 3 m from the exterior edges of the building to reduce visual impact (See Figure 12)
- The structure for rooftop access should not be greater than 20 m², inclusive of stairs
- Rooftop outdoor amenity areas (common or private) should be setback a minimum of 1 m from the building's exterior edge to mitigate overlook concerns onto existing adjacent low density residential properties. This setback will not be required for internal units (See Figure 12)



2.10 Exposed Parking Structures ☐

- Exposed parking structures should be avoided. Where portions of the underground parking structure are exposed, they should match the building materials
- Consolidate the entrances to underground parking structures within the same development to minimize the number of overhead doors
- Maintain the minimum soil volume over the parking structure to support the growth of the vegetation. The minimum soil volume varies based on the type of vegetation
- Stairs exiting underground parking should be fully enclosed in glass to increase visibility and address issues of safety, security and weather protection

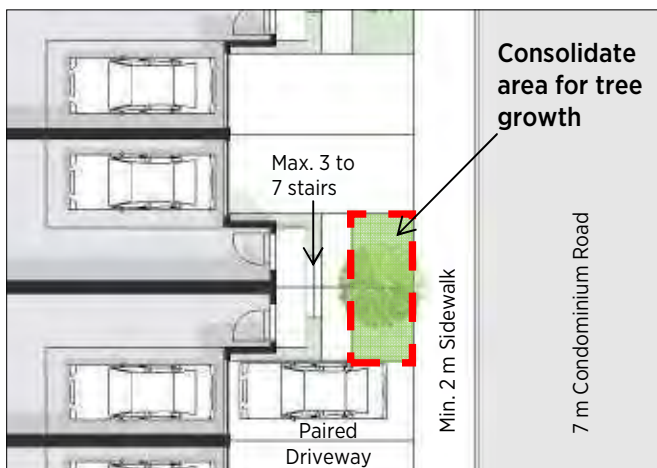


Figure 13: Combine landscaped soft areas for tree growth

2.11 Landscaped Soft Areas ☐

- Landscaped soft areas are required adjacent to paved areas and around the perimeter of the site. To provide relief between buildings, landscaped soft areas should be distributed throughout the development
- Landscaped soft areas should be provided between entrances to individual units and sidewalks, public streets and condominium roads
- Pair individual landscaped soft areas to increase soil volume for tree growth particularly where there is a driveway (See Figure 13)
- Limit the number of stairs to a unit entrance from three to seven risers to maximize landscaped soft area, mitigate safety issues in the winter and reduce maintenance costs (See Figure 13)
- All stairs should be poured in place concrete. Precast stairs are not permitted



Figure 14: Common outdoor amenity areas should be centrally located, accessible and highly visible

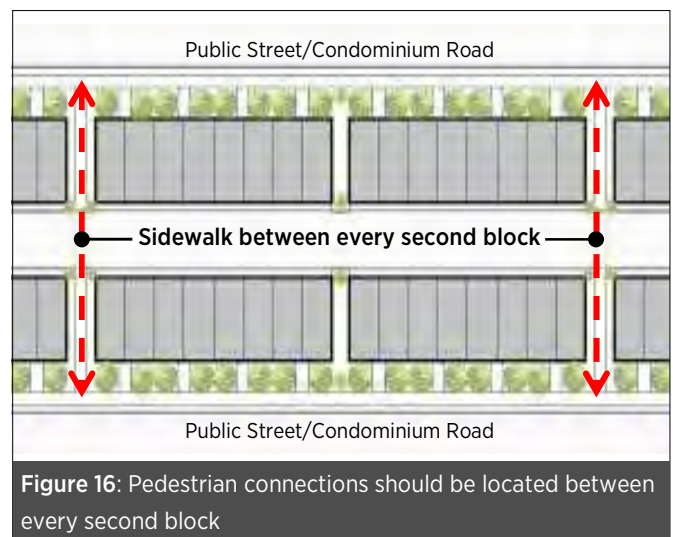
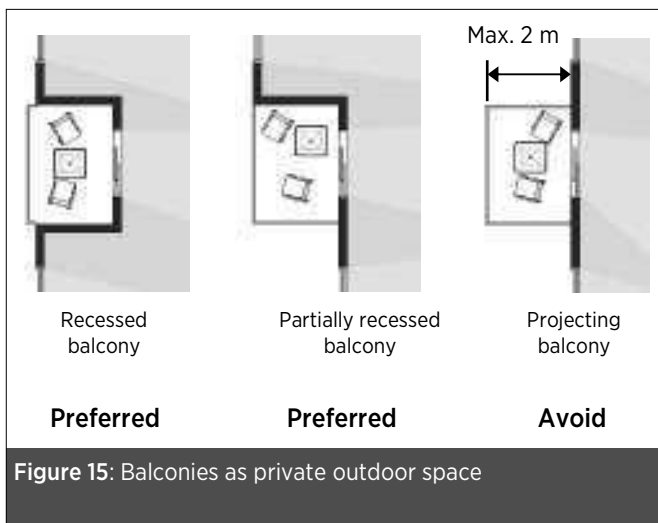
Checklist of Principles

2.12 Common Outdoor Amenity Area ☐

- A common outdoor amenity area is required for all new residential developments with more than 20 units.
- The total space required is 2.8 m² per dwelling unit or 5% of the site area whichever is greater
- Common outdoor amenity areas should be located in one central area, highly visible and accessible by all residents (See Figure 14)
- Unless a mews space is greater than the required separation distance in the Zoning By-law, a mews will not be considered a common outdoor amenity area
- Refer to the Outdoor Amenity Area Design Reference Note for additional details
http://www7.mississauga.ca/documents/pb/main/2015/Amenity_Space_Reference.pdf

2.13 Private Outdoor Space ☐

- Each unit requires a private outdoor space with a minimum contiguous area of 6 m². When located on an upper storey balcony the private outdoor space should be a minimum of 4.5 m²
- The private outdoor space may be located at-grade, on a balcony, deck, porch or on a rooftop
- Recessed or partially recessed balconies are preferred. Projecting balconies shall be avoided (See Figure 15). If a projecting balcony is proposed, it may project a maximum of 2 m beyond any building façade.
- Balconies should be designed with solid or opaque materials or tinted glass when adjacent to existing low density residential



- Mechanical equipment, including air conditioning units located within a private outdoor space will be excluded from the minimum 6 m² calculation

2.14 Pedestrian Connectivity ☐

- Provide a sidewalk between every second block to allow connectivity (See Figure 16)
- Sidewalks will be located on one side of a condominium road. Sidewalks on both sides of the condominium road maybe required for large developments
- The following sidewalk widths will be required:
 - sidewalks abutting a road, where traversed by a driveway, minimum 2 m
 - sidewalk in all other areas, minimum 1.5 m



Figure 17: Waste storage room and waste collection areas should be constructed of durable materials

- There should be at least one barrier-free path of travel that meets AODA (*Accessibility for Ontarians with Disabilities Act*) standards throughout the site
- Where accessible parking is located below grade (i.e. underground parking) it should be accessed via an elevator and forms part of a barrier-free path of travel

2.15 Waste Collection and Storage ☐

- Waste storage rooms, drop-off locations (i.e. garbage chutes) and waste collection points (temporary pick-up areas) should be considered early in the site design stage to ensure appropriate placement and functionality
- The waste storage rooms and the waste collection points (pick-up areas) should be located internal to the site and should not be visible from a public street or impact residential units or adjacent properties (See Figure 17)
- Above grade waste storage rooms/enclosures should be well screened and appropriately setback from existing uses and proposed dwelling units to minimize undesirable noise, odour and visual impacts (See Figure 17)
- The waste collection facility should consider the space requirements for waste, recycling and green bins, along with bulky items (min. 10m²)

Checklist of Principles

2

- Waste drop-off areas should not be greater than 100 m from a dwelling unit and be easily accessible via a sidewalk
- Waste collection points (pick-up areas) should not encumber parking stalls or access to other elements of the development (i.e. fire route, entry to the underground parking garage, mailboxes, etc.)
- Waste collection points should be made of durable concrete and be at the same level as the road
- Refer to the Region of Peel's Waste Collection Design Standards Manual for more information <https://www.peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf>

2.16 Surface Parking ☐

- Surface parking lots should be centrally located within the site and accessed by a sidewalk
- Surface parking lots should be setback a minimum of 3 m from a lot line and not located between the front face of a building and the street
- A minimum 3 m setback should be provided between the side wall of a building and a surface parking space

2.17 Utilities and Services ☐

- The location of above and below grade utilities and services should be considered early in the site design stage to ensure they meet utility requirements (i.e. ease of maintenance, access) and ensure any visual impacts from the public street are mitigated
- Through the development process, provide the locations of above and below grade utilities, easements, etc., to ensure sufficient unencumbered space is provided for public and private trees, and landscaped soft areas
- Transformer vaults are typically located on a streetline and generally on a serviceable pad (i.e. minimum 3 m x 3 m pad for smaller developments). Contact Alectra Utilities for further requirements



Figure 18: Community mailboxes covered and in a central location

- Community mailboxes should be centrally located and accessed by a sidewalk (See Figure 18)
- Conceal or recess hydro and gas meters into the building's exterior walls or in a less visible location (See Figure 19)

2.18 Property Management and Maintenance



- Long-term maintenance and property management should be considered early in the development process to avoid costly maintenance issues
- Use durable and high quality building and site materials. Stucco is discouraged on the first two storeys of a building

2.19 Other Considerations



- Review Mississauga's Fire Route By-law 1036-81 early in the site design stage for the fire route design, building access requirements, etc.
- Review the Ontario Building Code to ensure that site and building designs comply with the relevant requirements
- Review the Bell Urban Design Manual for utility standard requirements



Figure 19: Place hydro and gas meters and other utilities in concealed or recessed locations

3.2 RM10 Back to Back Townhouses on Condominium Road Design Standards

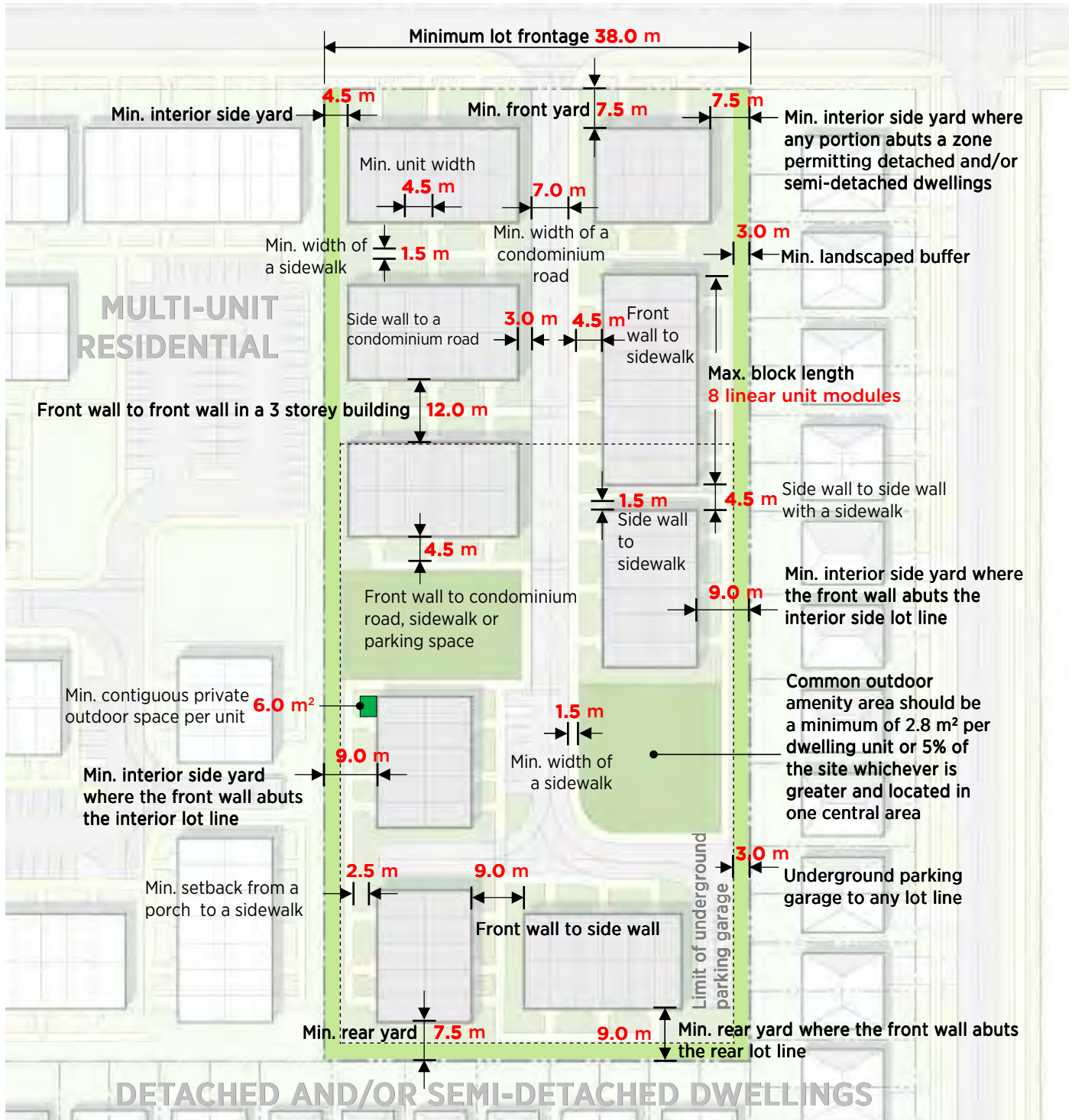


Figure 21: Standard dimensions for Back to Back Townhouses (RM10). For additional standards refer to the Zoning By-law. The above drawing is for illustration purposes only and is not to scale.

Design Standard Diagrams

3.3 RM11 Back to Back Townhouses on a CEC - Road Design Standards

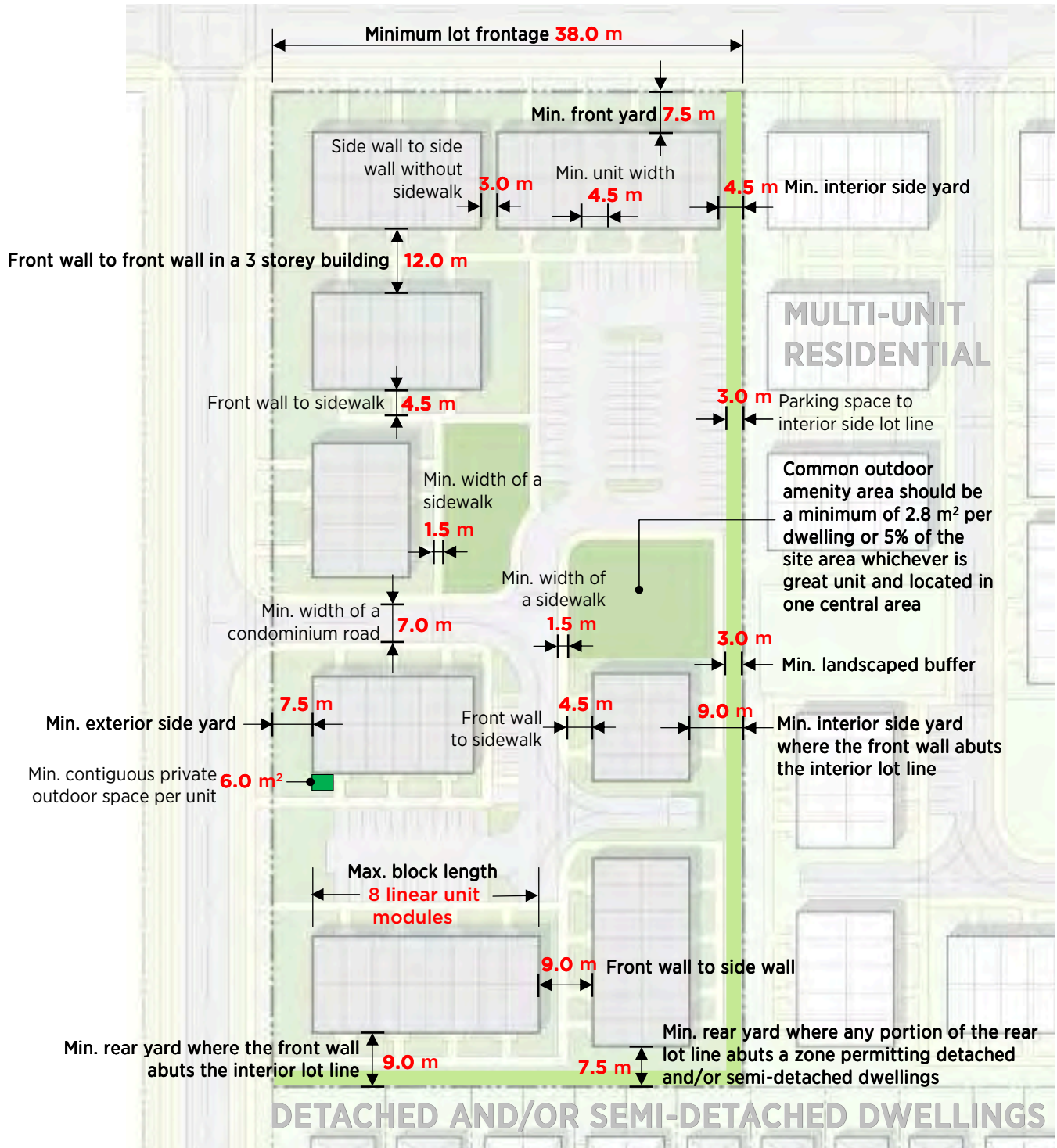


Figure 22: Standard dimensions for Back to Back Townhouses (RM11). For additional standards refer to the Zoning By-law. The above drawing is for illustration purposes only and is not to scale.

City of Mississauga

Corporate Report



Date: May 24, 2018

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:
CD.06-HOR

Meeting date:
2018/06/18

Subject

PUBLIC MEETING INFORMATION and RECOMMENDATION REPORT (ALL WARDS)
Proposed City-initiated Amendment to Mississauga Official Plan for Back to Back and Stacked Townhouses
File: CD.06-HOR
Bill 139

Recommendation

That the report dated May 24, 2018, from the Commissioner of Planning and Building recommending approval of the City-initiated amendment to Mississauga Official Plan to replace references to horizontal multiple dwellings throughout the Plan, be adopted in accordance with the following:

1. That notwithstanding the planning protocol, the City-initiated Mississauga Official Plan Amendment to replace references to horizontal multiple dwellings with townhouses throughout the Plan, in conformity with the provisions outlined in Appendix 1, be approved.

Background

The rise in popularity of back to back and stacked townhouse developments resulted in the need to amend the definitions and regulations in the Zoning By-law to replace both the outdated term horizontal multiple dwelling and the development standards that were associated with that built form. The purpose of this report is to make amendments to Mississauga Official Plan (MOP) to update terminology in MOP to maintain consistency with the proposed Zoning By-law regulations.

Comments

Provincial Policy Statement, 2014 (PPS) and Growth Plan for the Greater Golden Horseshoe 2017 (Growth Plan)

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

Consistency with PPS

Section 1.1.3.4 states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety."

Section 19.4.2 of MOP (Implementation) states that to ensure that the policies of this Plan are being implemented, various controls will be regularly evaluated, including Mississauga Official Plan.

This policy of Mississauga Official Plan is consistent with the PPS. The proposed amendment to MOP for Back to Back and Stacked Townhouses is consistent with the high level policies of the PPS.

Conformity with Growth Plan

Section 2.2.2.4 b) and f) in the Growth Plan directs Municipalities to "identify the appropriate type and scale of development and transition of built form to adjacent areas" which will "be implemented through official plan policies and designations, updated zoning and other supporting documents". The proposed amendment to MOP for Back to Back and Stacked Townhouses conforms to the Growth Plan.

Region of Peel Official Plan

All of Mississauga is located within the Urban System within the Region of Peel. General Objectives in 5.3.1 and General Policies in Section 5.3.2 directs development and redevelopment to the Urban System to achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services. The proposed amendment to MOP conforms to the Peel Region Official Plan.

Official Plan

The proposed MOP amendment is technical, and the intent is to replace references to horizontal multiple dwellings with townhouses throughout the Plan to be consistent with the new terminology in the proposed Zoning By-law for Back to Back and Stacked Townhouses. The terms are not defined in MOP, and this change means that any type of condominium, back to back and/or stacked townhouse development is permitted in the **Residential Medium Density** designation. Only the term street townhouse will remain in the Plan, as it refers to a specific built form with individual frontages on a public road.

There are 14 instances in MOP where the term townhouse will replace references to horizontal multiple (see Appendix 1). There are two additional instances where the use of the term horizontal multiple is in a section that is under appeal, so staff will need to request that the Local Planning Appeal Tribunal make this technical change as part of any settlement or decision. The change in terminology will not change the land use permissions on any of the subject sites, and is being proposed to maintain consistency between the proposed new zoning regulations and the official plan.

Notwithstanding the planning protocol, staff recommends that the City-initiated MOP amendment be approved. Full notice was provided for this report and the broader community, including stakeholders from the development industry, have been consulted on the related proposed Zoning By-law amendments and Urban Design Guidelines for Back to Back and Stacked Townhouses. A second meeting on this technical matter should not be necessary.

Financial Impact

Not applicable.

Conclusion

Staff has been working with the development industry to replace outdated terminology and regulations for horizontal multiple dwellings with new Zoning By-law regulations and Urban Design Guidelines for Back to Back and Stacked Townhouses. These changes result in the need to update the terminology in MOP as well. Following the Public Meeting and any comments addressed, an implementing Official Plan amendment will be brought forward to a future Council meeting for consideration and approval.

A second Recommendation Report with respect to the proposed Zoning By-law regulations will also be tabled at this Planning and Development Committee meeting on June 18, 2018, and if endorsed, the zoning amendments should be adopted by Council following consideration of this Official Plan amendment its meeting on July 4, 2018.

Attachments

Appendix 1: Proposed Mississauga Official Plan Amendment



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

Prepared by: Lisa Christie, Planner

PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENT

ITEM	SECTION	CHARACTER AREA	PROPOSED AMENDMENT
1.	11.2.5.5	General Land Use Designations – Residential	Replace a. and b. with new a. all forms of townhouse dwellings
2.	11.2.5.10	General Land Use Designations – Residential	Delete policy.
3.	16.5.5.6.2	Clarkson-Lorne Park Neighbourhood – Site 6	Replace "horizontal multiple" with "townhouse"
4.	16.5.5.10.2	Clarkson-Lorne Park Neighbourhood – Site 10	Replace "horizontal multiple" with "townhouse"
5.	16.6.5.3.2a	Cooksville Neighbourhood – Site 3	Replace "horizontal multiple" with "townhouse", and delete "and townhouse dwellings"
6.	16.8.3.8.2	East Credit Neighbourhood – Site 8	Replace "horizontal multiple" with "townhouse"
7.	16.16.3.1.3a	Meadowvale Neighbourhood – Site 1	Replace "horizontal multiple" with "townhouse"
8.	16.18.5.1.3	Mineola Neighbourhood – Site 1	Replace "horizontal multiple" with "townhouse"
9.	12.9.2a	Downtown Core – Site 9	Replace "horizontal multiple" with "townhouse"
10.	10.5.4	Lakeview Local Area Plan	Delete and replace preamble with: "Townhouses may be developed, subject to, among other things:"
11.	13.1.3.2a	Lakeview Local Area Plan – Site 3	Delete "other forms of horizontal multiple dwellings"
12.	13.1.12.2	Lakeview Local Area Plan – Site 12	Delete "and horizontal multiple"
13.	13.1.13.2	Lakeview Local Area Plan – Site 13	Replace "horizontal multiple" with "townhouse"
14.	14.10.1.1.2	South Common Community Node – Site 1	Replace "horizontal multiple" with "townhouse"
UNDER APPEAL			
1.	16.6.5.8.2	Cooksville Neighbourhood – Site 2	No change at this time
2.	11.1.3.1a	Downtown Core	No change at this time

City of Mississauga

Corporate Report



<p>Date: May 24, 2018</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building</p>	<p>Originator's file: OZ 18/004 W11</p>
	<p>Meeting date: 2018/06/18</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 11)

Application to permit one detached home

7060 Old Mill Lane, west side of Old Mill Lane, north of Old Derry Road

Owner: Credit Valley Conservation

File: OZ 18/004 W11

Bill 139

Recommendation

That the report dated May 24, 2018, from the Commissioner of Planning and Building regarding the application by Credit Valley Conservation (CVC) to permit one detached home, under File OZ 18/004 W11, 7060 Old Mill Lane, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires an amendment to the zoning by-law. Conformity with the Mississauga Official Plan and the Region of Peel Official Plan will be determined through processing of the application
- Prior to the next report, matters to be addressed include: environmental impacts, tree preservation, determining an appropriate building envelope and/or lot reconfiguration, and heritage concerns

Background

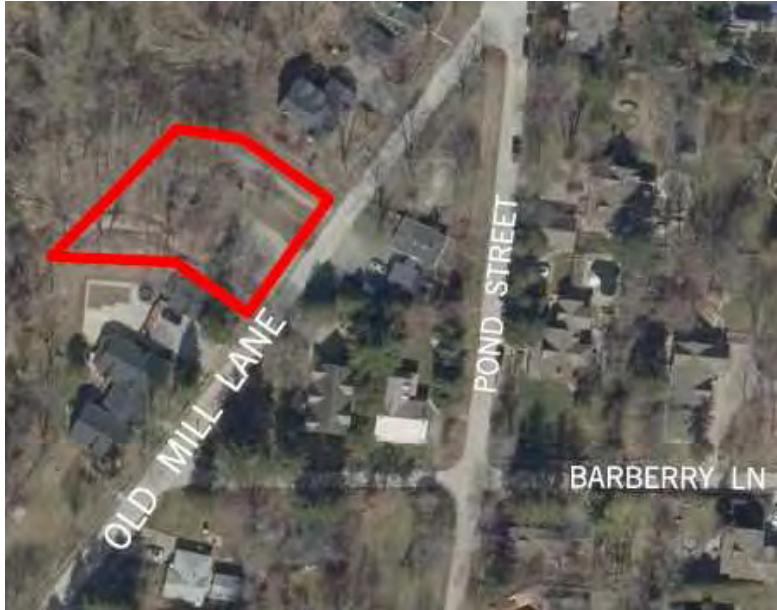
The application has been circulated for technical comments. A community meeting has not been held. The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Lot 1 – 7060 Old Mill Lane	
Frontage:	Approximately 20 m (112 ft.)
Depth:	Approximately 25 m (82 ft.)
Gross Lot Area:	0.1 ha (0.12 ac.)
Existing Use:	Part of the CVC Workshop
Lot 2 – Credit River valley land	
Frontage on Old Mill Lane:	Approximately 18 m (59 ft.)
Depth:	Irregular
Gross Lot Area:	74 ha (157 ac.)
Existing Use:	Part of the CVC Workshop and Meadowvale Conservation Area
Proposed Lot	
Frontage:	34 m (111.6 ft.)
Depth:	Irregular
Gross Lot Area:	0.2 ha (0.4 ac.)
Existing Use:	Part of the CVC Workshop and Meadowvale Conservation Area

The subject lands located at 7060 Old Mill Lane include part of the Meadowvale Conservation Area. The lands are home of Credit Valley Conservation's workshop; used by CVC for storage and operational needs. They are heavily treed along the southerly property line and at the rear, which were part of a historic mill pond. The lands are one of a few non-residential properties in the Meadowvale Village Neighbourhood Character Area. They are surrounded by detached heritage homes to the north, east and south developed between 1840 and 1940.



Aerial Image of Subject Lands

The surrounding land uses are:

North: Detached homes

East: Detached homes

South: Detached homes

West: Meadowvale Village Conservation Area and Credit River

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

DETAILS OF THE PROJECT

The CVC owns over 74 ha (157 ac.) of land west of Old Mill Lane, including 7060 Old Mill Lane, the address of the CVC workshop. The workshop straddles two lots, 40 and 41, on Registered Plan TOR-5 which dates back to 1856. Lot 40 appears to have been severed as the house to the south sits on a portion of the original Lot 40.

The CVC would like to sell their portion of Lot 40 and some of their portion of Lot 41 (shown in red on Appendix 3). The CVC will retain the portion of Lot 41 that is currently used as a trail access to the Conservation Area. The CVC is also proposing a lot line adjustment to create a larger lot of 0.2 ha (0.4 ac.) in size. The lot line adjustments will be dealt with through a separate process (the proposed lot is shown in dashed lines on Appendix 3).

The purpose of this application is to rezone the lands for residential uses and to establish a buildable area for a house and accessory structures. Once the zoning is in place and the lot has been severed from the larger holding, it will be sold to a third party to build a detached home.

Proposed elevations and other design details have not been provided at this time, but will be required as part of the site plan approval process.

Development Proposal	
Application submitted:	Received: February 27, 2018 Deemed complete: March 15, 2018
Applicant/ Owner:	Credit Valley Conservation
Number of Homes:	One
Existing Gross Floor Area:	168 m ² (551.2 ft ²)
Lot Coverage:	38.4% or less (based on Development Envelope proposed)
Anticipated Population:	3.54* *Average household sizes for all units (by type) based on the 2016 Census



Image of existing conditions

LAND USE CONTROLS

The subject lands are designated **Complementary Use Area** within the *Parkway Belt West Plan (1974)*. Uses permitted within the Complementary Use Area of the Plan include: 'existing uses'; residential uses and infilling of existing settlements. The Ministry of Municipal Affairs has confirmed that this application conforms with the land use designation within *the Parkway Belt West Plan*.

The western portion of the subject lands are located within the Core Woodland and Valley Area of the Greenlands System in the Region of Peel Official Plan (ROP), while the eastern portion is located within the Urban System in the ROP.

The subject lands are located in the Meadowvale Village Neighbourhood Character Area and designated **Parkway Belt West** in Mississauga Official Plan (MOP). They are also identified as containing natural hazards (see Appendix 4). The **Parkway Belt West** designation permits uses governed by the provisions of the *Parkway Belt West Plan*. The lands behind the existing workshop fall within the Significant Natural Area, CRR1. These form part of the Natural Heritage System of Mississauga. The proposed rezoning will be reviewed against the MOP policies. They are discussed further in Appendix 6.

The lands are also located within the Meadowvale Village Heritage Conservation District Boundary. The Meadowvale Village Heritage Conservation Plan stipulates that lot boundary adjustments require a Heritage Permit, as outlined in MOP.

Through the review of the Environmental Impact Study (EIS) and existing "lot of record" information, conformity with the ROP Greenlands System and MOP Natural Heritage System Lands will be determined. An amendment to the Regional and Mississauga Official Plan may be required.

The subject lands are currently zoned **PB1 (Parkway Belt West) and PB1-5 (Parkway Belt West 1 – Exception 5)** (see Appendix 5) which permits passive recreational and conservation uses, and a detached dwelling and accessory structures legally existing on the date of the passing of the Zoning By-law, respectively. The applicant is proposing to amend the **PB1 (Parkway Belt West 1) and PB1-Exception (Parkway Belt West 1 - Exception 5)** to permit one detached home, using the **R1-32 (Detached Dwelling-Exception 32)** zoning standards, which is the prevailing residential zone in the historic Village.

Detailed information regarding the existing and proposed official plan policies and proposed zone standards is found in Appendices 6 and 7.

WHAT DID THE COMMUNITY SAY

No community meetings were held yet and no written comments were received by the Planning and Building Department.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 8 and school accommodation information is contained in Appendix 9. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be answered and illustrate good planning to support the proposal:

- Are the policies and principles of the Provincial Policy Statement, *Parkway Belt West Plan*, Regional Official Plan and Mississauga official plan (including the natural hazards and green systems policies) maintained by this proposal?
- Is the proposal compatible with the Meadowvale Village Heritage Conservation District and the character of the neighbourhood?
- Is the proposed building envelope large enough for a home and a detached garage?
- Are the proposed zoning regulations appropriate?
- Have all other technical requirements and studies, including noise, environmental impact study, tree preservation plan and environmental site assessment related to the proposal been addressed and found to be acceptable?

OTHER INFORMATION

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

- Survey and Title Abstract
- Draft Zoning By-law
- Heritage Impact Assessment
- Grading Plan
- Phase I and 2 Environmental Site Assessments
- Context Map and Concept Plan
- Planning Justification Report
- Environmental Impact Study
- Stage I and II Archaeological Assessment
- Functional Servicing and Stormwater Management Report

Development Requirements

The City will require the applicant to enter into a development agreement to ensure any approved development parcel, tree preservation plans and noise warning clauses are registered on title. 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: Excerpt of Meadowvale Village Neighbourhood District Character Area Land Use Map

- Appendix 5: Existing Zoning and General Context Map
Appendix 6: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
Appendix 7: Summary of Existing and Proposed Zoning Provisions
Appendix 8: Agency Comments
Appendix 9: School Accommodation

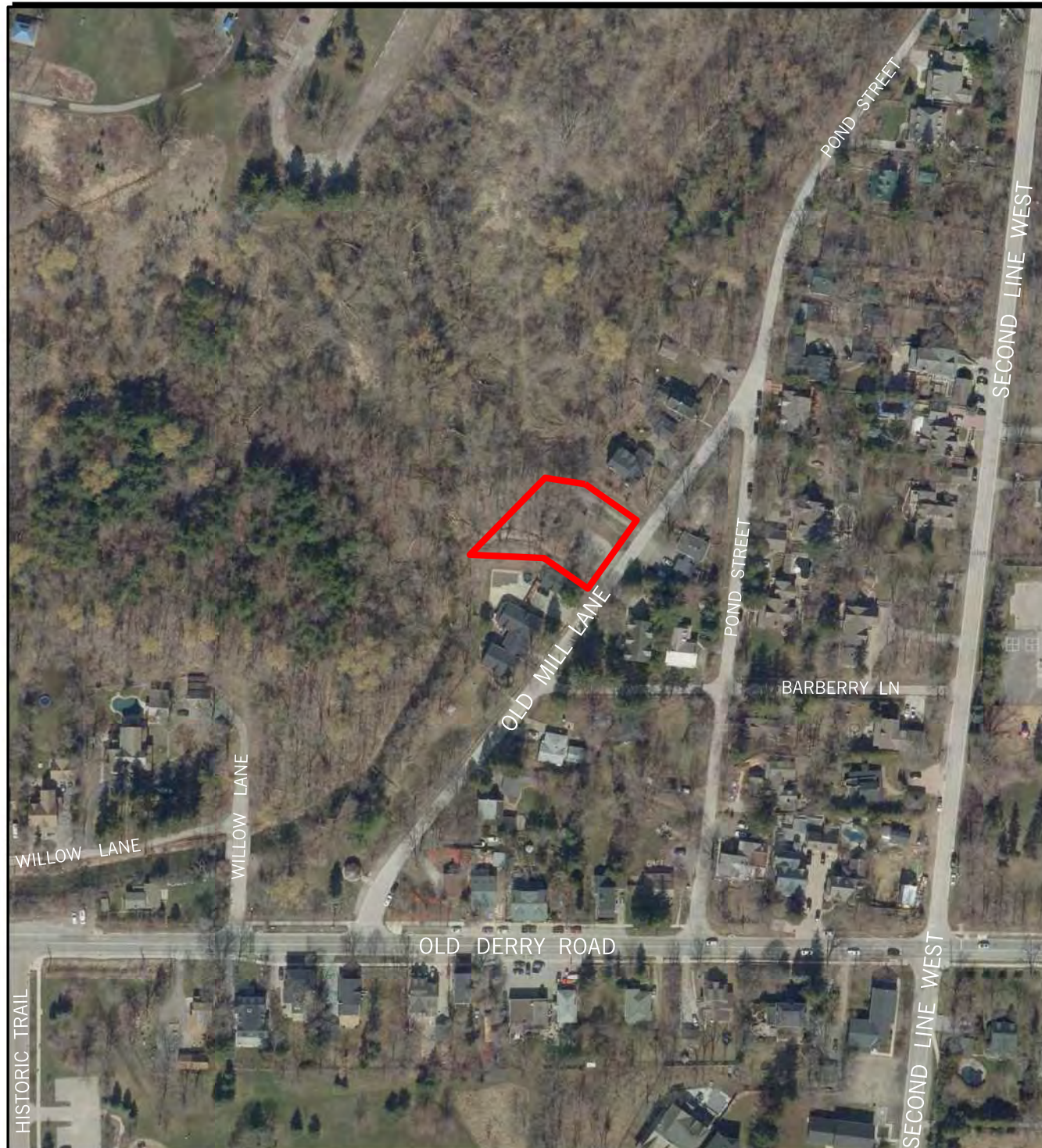


Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building


Prepared by: Caleigh McInnes, Development Planner

Site History

- 1840s – Francis Silverthorn attempted to operate a saw mill along the Credit River, including on the subject property
- July 21, 1856 – Plan Tor-5 "Bristow's Plan or Survey" was registered to create park lots in Meadowvale Village. The subject property was shown on this plan as parts of Lots 40 and 41
- 1963 – The property was sold to Credit Valley Conservation Authority, and the existing building was constructed
- June 9, 1980 – The property was designated under Part V of the Ontario Heritage Act (City of Mississauga By-law 453-80)
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. The subject lands are zoned **PB1-5** (Parkway Belt West) which permits the existing use
- July 5, 2004 – Amendment No. 172 to the Parkway Belt West Plan was approved by the Ministry of Municipal Affairs, amending the subject lands from Public Open Space and Buffer Area to Complementary Use Area within the Parkway Belt West Plan
- 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 the new Mississauga Official Plan apply. The subject lands are designated **Parkway Belt West** in the Meadowvale Village Neighbourhood Character Area
- March 3, 2014 – Meadowvale Village Heritage Conservation District Plan was approved (City of Mississauga By-law No. 0078-2014)



LEGEND:

 SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2017



TITLE: CREDIT VALLEY
CONSERVATION AUTHORITY

FILE NO: OZ 18/ 004 W11

 **MISSISSAUGA**

Produced by
T&W, Geomatics

SKETCH FOR DISCUSSION PURPOSES OF
PART OF LOT 11
CONCESSION 3
WEST OF HURONTARIO STREET
GEOGRAPHIC TOWNSHIP OF TORONTO, CO.
AND

CREDIT VALLEY FCNSERVATION
NO OBJECTION

DATE May 16 2014
SIGNATURE [Signature]
CVC FILE # SP 17/CVC

BE ADVISED FURTHER WORKS ON
THIS PROPERTY MAY REQUIRE
CVC APPROVAL

SCALE 1:200

GRAPHIC SCALE

CUNNINGHAM McCONNELL LIMITED
ONTAHO LAND SURVEYORS

METRIC NOTE
ALL DISTANCE MEASUREMENTS ARE IN METERS AND CAN
BE CONVERTED TO MILES BY DIVIDING BY 0.3048

LEGEND

MS	CSP	FTE	Mt.	S&M	IIP	MC	-	*	()	OH	T
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UTILITY NOTE:

ALL BURIED SERVICES HAVE NOT BEEN SURFACED. ALL SERVICES INCLUDING, BUT NOT LIMITED TO, NATURAL GAS, CABLE, BELL, WATER, SEWER AND SANITARY SERVICES MUST BE LOCATED BY THE RESPECTIVE UTILITY COMPANY PRIOR TO CONSTRUCTION OR EXCAVATION OF ANY KIND.

ELEVATION NOTE:

ELEVATION NOTE.
ALL ELEVATIONS SHOWN HEREON ARE DEERING AND ARE RELATED TO THE 1985 U.S. NATIONAL DATUM. LARGE DEPRESSIONS HAVING AN ELEVATION OF 17.5-17.7 METERS (57.7-58.1 FEET) WERE OBSERVED IN THE 1970S. THESE DEPRESSIONS WERE FORMED BY COLLAPSE OF THE UNDERLYING BEDROCK.

BEARING NOTE:

BEARING NOTE:
(7)HCHS (7)RCHL

PROPOSED LOT SIZE:

PROPOSED
(44007 BBL) 2007-2008

SURVIVOR'S CERTIFICATE

1. CLIMBY TOLD THE FILE WOULD BE OPEN FOR TWO MONTHS ON THE DAY OF FEBRUARY 2007.

Call: 800.368.10.2017




















THOMAS J. PACZEMSK
SUNY-ALBANY, ALBANY, NEW YORK

CUNNINGHAM MCCONNELL LIMITED













ONTARIO LAND SURVEYORS
205 MAIN STREET
MILTON, ONTARIO L7T 1W7
e-JUNE (905) 878-6872
FAX (905) 878-6572
ADDRESS: enquiries@lso.ca
CALL: (905) 845-3579
1200 SPYFFS ROAD, UNIT 36
MILLIKEN, ONTARIO L6L 2Y4
e-PAINT (905) 845-3497
CALL ADDRESS: enquiries@lso.net
G.D.N. GREAT VALLEY CORPORATION ALUMINUM
0.5 T.M. 10-10-2000

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**

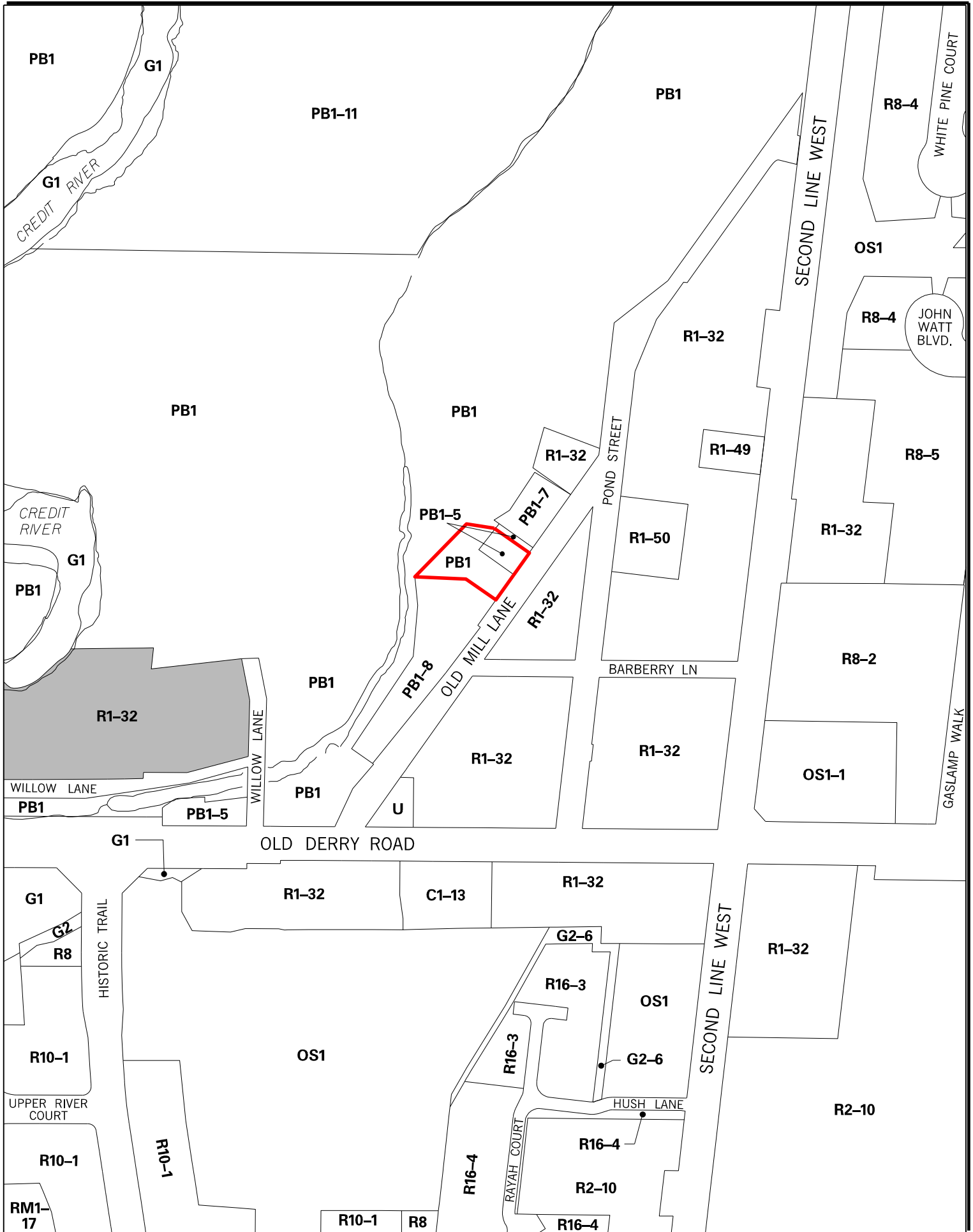


**TITLE: CREDIT VALLEY
CONSERVATION AUTHORITY**

FILE NO: OZ 18/ 004 W11

 **MISSISSAUGA**

Produced by
T&W, Geomatics



Credit Valley Conservation Authority

File: OZ 18/004 W11

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

Current Mississauga Official Plan Designation and Policies for the Meadowvale Village Neighbourhood District Character Area

Parkway Belt West which permits uses governed by the provisions of the Parkway Belt West Plan.

Proposed Official Plan Amendment Provisions

The applicant is not proposing to redesignate the subject lands. The application is in conformity with the land use designation.

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 (City Structure)	Sections 5.3 5.3.5 5.3.5.3 5.3.5.5 5.3.5.6	Neighbourhoods will accommodate the lowest densities and building heights. Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of the Plan. Development should be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.
Section 6 (Value the Environment)	Section 6.3, 6.3.12, 6.3.14.c1,6.3.2 4, 6.3.25, 6.3.26, 6.3.27,6.3.28, 6.3.28d, 6.3.32, 6.3.33, 6.7, 6.7.1, 6.7.2, 6.10.12	MOP requires protection, restoration, and expansion of the natural heritage system through a number of measures. Mississauga's Green System includes Natural Hazard Lands. Significant Natural Areas meet one or more of the following criteria: <ul style="list-style-type: none"> a. provincially or regionally significant life science areas of natural and scientific interest (ANSI) b. environmentally sensitive or significant areas c. habitat of threatened species or endangered species d. fish habitat e. significant wildlife habitat f. significant woodlands g. significant wetlands

Credit Valley Conservation Authority

File: OZ 18/004 W11

Section 6 (Value the Environment)	<p>Section 6.3, 6.3.12, 6.3.14.c1,6.3.2 4, 6.3.25, 6.3.26, 6.3.27,6.3.28, 6.3.28d, 6.3.32, 6.3.33, 6.7, 6.7.1, 6.7.2, 6.10.12</p>	<p>6.3.14 Natural Green Spaces are areas that meet one or more of the following criteria:</p> <p>c. watercourses do not fulfil the requirements of a significant valleyland, even if they are predominantly engineered</p> <p>6.3.24 The Natural Heritage System will be protected, enhanced, restored and expanded through the following measures:</p> <p>a. ensuring that the development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions through such means as tree preservation, appropriate location of building envelopes, grading, landscaping, and parking and amenity area locations</p> <p>Policy 6.3.25 discourages the creation of new lots that will have the effect of fragmenting the ownership of Significant Natural Areas, Natural Green Spaces, Residential Woodlands and their borders, and requires that these be supported by an Environmental Impact Study (EIS).</p> <p>6.3.26 Lands that meet the criteria of a Significant Natural Area and Natural Hazard Lands will be designated Greenlands and zoned to ensure their long term protection, life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure, and passive recreation.</p> <p>6.3.27 Development and site alteration as permitted in accordance with the Greenlands designation within or adjacent to a Significant Natural Area will not be permitted unless all reasonable alternatives have been considered and any negative impacts minimized. MOP identifies that an Environmental Assessment should be completed to evaluate this, and mitigation measures will be outlined in association with a development proposal. When not subject to the <i>Environmental Assessment Act</i>, an Environmental Impact Study will be required.</p> <p>6.3.28 Development and site alteration will not be permitted in Core Areas of the Greenlands System as defined in the Region of Peel Official Plan, except in accordance with Regional requirements.</p>
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Credit Valley Conservation Authority**File: OZ 18/004 W11**

<p>Section 6 (Value the Environment)</p>	<p>Section 6.3, 6.3.12, 6.3.14.c1,6.3.24, 6.3.25, 6.3.26, 6.3.27,6.3.28, 6.3.28d, 6.3.32, 6.3.33, 6.7, 6.7.1, 6.7.2, 6.10.2</p>	<p>6.3.32 Development and site alteration will not be permitted within or adjacent to Natural Green Spaces, Linkages and Special Management Areas unless it has been demonstrated that there will be no negative impact to the natural heritage features and their protection, restoration, enhancement and expansion have been identified. This will be demonstrated through a study in accordance with the requirements of the <i>Environmental Assessment Act</i>. Environmental Impact Study will be required. When not subject to the <i>Environmental Assessment Act</i>, an Environmental Impact Study will be required.</p> <p>6.3.33 Environmental Impact Studies will delineate the area to be analysed, describe existing physical conditions, identify environmental opportunities and constraints, and evaluate the ecological sensitivity of the area in relation to a proposal. It will also outline measures to protect, enhance, restore and expand the Natural Heritage System and associated ecological functions. Environmental Impact Studies will be prepared to the satisfaction of the City and appropriate conservation authority.</p> <p>Natural Hazard Lands are generally unsafe for development due to naturally occurring processes such as flooding and erosion.</p> <p>Mississauga will consider the potential impacts of climate change that may increase the risk associated with natural hazard lands.</p> <p>Vegetated protection area buffers that provide a physical separation of development from the limits of Natural Hazard Lands will be determined on a site specific basis as part of an Environmental Impact Study or other similar study, to the satisfaction of the City and appropriate conservation authority.</p> <p>Development and site alteration, as outlined in 6.3.28 of MOP, will not be permitted in habitat of endangered and threatened species, except in accordance with Provincial and Federal requirements.</p>
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Credit Valley Conservation Authority**File: OZ 18/004 W11**

Section 6.10 (Noise)	6.10, 6.10.2, 6.10.2.1, 6.10.2.2,	<p>6.10.2.1 Land uses located at or above the 1996 noise exposure projection (NEP)/2000 noise exposure forecast (NEF) will require a noise study as a condition of development, subject to the conditions outlined in MOP.</p> <p>6.10.2.2 Tenants and purchasers must be notified when a proposed development is located at the NEP/NEF composite noise contour of 25 and above</p> <p>6.10.2.3 A noise warning clause will be included in agreements that are registered on title</p> <p>6.10.2.4 Residential and other sensitive land uses within the Airport Operating Area will not be permitted as a principal or an accessory use with the following exceptions: a. lands identified as "Exception Area" as shown on Map 6-1</p>
Section 7 (Complete Communities)	Section 7.4, 7.4.3, 7.4.1.2, 7.4.1.1, 7.4.1.3, 7.4.1.6, 7.4.1.10, 7.4.1.12, 7.4.1.14, 7.4.1.15, 7.4.2.2, 7.4.2.3, 7.4.3.1, 7.4.3.3	<p>Policies 7.4.3 of MOP provide details and requirements on Heritage Conservation Districts.</p> <p>7.4.3.3 Applications for development within a Heritage Conservation District will be required to include a Heritage Impact Assessment and Heritage Permit, prepared to the satisfaction of the City and the appropriate authorities having jurisdiction.</p>

Credit Valley Conservation Authority**File: OZ 18/004 W11**

Section 9 – Build a Desirable Urban Form	Section 9.2 9.2.2 9.2.2.3 9.3.5 9.5.1 9.5.2	<p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transitions to the surrounding context and minimize undue impacts on adjacent properties.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will respect existing lotting patterns, respect the continuity of front, rear and side yard setbacks, respect the scale and character of the surrounding area, minimize overshadowing and overlook on adjacent neighbours, incorporate best stormwater management practices, preserve mature high quality trees and ensure replacement of the tree canopy, and be designed to respect the existing scale, massing, character and grades of the surrounding area.</p> <p>Private amenity areas will be required for all development. Residential development will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> <p>Buildings and site design will be compatible with the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>The arrangement of elements on a site, as well as their massing and design, should contribute to achieving the City's vision and the intended character for the area. The development of a property may include one or more buildings or structures, services and utilities, parking areas and driveways and landscaping. Site design which incorporates stormwater best management practices will assist in achieving sustainable development objectives.</p>
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Credit Valley Conservation Authority**File: OZ 18/004 W11**

	Specific Policies	General Intent
Section 19 - Implementation	Section 19.5.1	<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.

Credit Valley Conservation Authority

File: OZ 18/004 W11

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

PB1 (Parkway Belt West) and **PB1-5** (Parkway Belt West 1 – Exception 5), which passive recreational and conservation uses, and one detached dwelling and accessory structures legally existing on the date of passing of the City of Mississauga Zoning By-law 0225-2007, respectively.

Proposed Zoning Standards

Zone Standards	Base PB1-5 Zoning By-law Standards	Base R1-32 Zoning By-law Standards	Proposed PB1-Exception Zoning By-law Standards
Permitted uses	One detached dwelling and accessory structures legally existing on the date of passing of the Zoning By-law	One detached dwelling (and accessory structures)	One detached dwelling and accessory structures
Minimum lot area	-	1 050 m ² (11,302.12 ft. ²)	1 569 m ² (16,888.6 ft. ²)
Minimum lot frontage	-	15.0 m (49.2 ft.)	34.0 m (111.6 ft.)
Maximum lot coverage	-	25%	38.4%
Minimum front yard	-	9.0 m (29.5 ft.)	9.0 m (29.5 ft.)
Minimum exterior and interior side yards	-	Minimum combined width of side yards: 1) one-storey detached dwelling – 20% of the lot frontage (1.8 m, 5.91 ft.) 2) two-storey detached dwelling – 27% of the lot frontage (2.43 m, 7.97 ft.)	2.0 m (6.6 ft.) - north 7.5 m (24.6 ft.) - south
Minimum rear yard	-	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Maximum height – Highest ridge	-	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Maximum gross floor	-	160 m ² (1,722.2 ft. ²)	160 m ² (1,722.2 ft. ²)

Credit Valley Conservation Authority

File: OZ 18/004 W11

Zone Standards	Base PB1-5 Zoning By-law Standards	Base R1-32 Zoning By-law Standards	Proposed PB1-Exception Zoning By-law Standards
area – infill residential		plus 0.10 times the lot area	plus 0.10 times the lot area
Garage	-	An attached garage shall not be permitted	An attached garage shall not be permitted
Maximum floor area of a detached garage	-	50 m ² (538.2 ft. ²)	50 m ² (538.2 ft. ²)
Maximum projection of the front garage face of a detached garage beyond any portion of the first floor front wall or exterior side wall	-	0.0 m (0.0 ft.)	0.0 m (0.0 ft.)
Maximum driveway width	-	3.0 m (9.8 ft.)	-
Minimum landscaped soft area in the yard containing the driveway	-	40% of the front yard and/or exterior side yard	-

Note: The provisions listed are based on the applicant's preliminary concept plan and are subject to revisions as the plan is further refined.

Additional requirements may be imposed by the regulations in the Meadowvale Village Heritage Conservation District Plan.

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (May 18, 2018)	<p>The proposed lot line reconfiguration and proposed building envelope is located within a Core Woodland and Valley Area of the Greenlands System in Peel, under policy 2.3.2 and Schedule A of the Region of Peel Official Plan (ROP). As per Section 2.3.2.6 of the ROP, development and site alteration is not permitted within the Core Areas of the Greenlands System in Peel, except for:</p> <ul style="list-style-type: none"> • A new single residential dwelling on an existing lot of record, provided that the dwelling would have been permitted by the applicable planning legislation or zoning by-law on the date that ROP Amendment 21B came into effect. <p>The Region of Peel does not recognize the new lot line reconfiguration as an existing lot of record and therefore will not permit development and/or site alterations within the Core Areas of the Greenland System. Regional staff recognizes the existing lot of record being Part of Lots 40 and 41, Registered Plan TOR-5. This does not include the portion of lands located within the limits of the Core Areas of the Greenlands System.</p> <p>The Region of Peel will work with the applicant to establish an appropriate building envelope that does not include development within the Core Areas of the Greenlands System.</p> <p>An existing 150 mm (5.9 in.) diameter water main and an existing 250 mm (9.8 in.) diameter sanitary sewer is located on Old Mill Lane.</p> <p>Regional site servicing approvals are required prior to building permit issuance. Servicing of the proposed development must comply with the Ontario Building Code and the most current Region of Peel standards. All works associated with servicing the site will be at the applicant's expense.</p>

Agency / Comment Date	Comment
	<p>The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to outstanding site plan requirements.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (April 20, 2018 and April 25, 2018)</p>	<p>Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>Since the application is only proposing one residential unit, Peel District School Board does not have any comments on this application.</p>
<p>Credit Valley Conservation (April 25, 2018)</p>	<p>The property is subject to the Development, Interference with Wetlands, and Alterations to Shorelands & Watercourses Regulation (Ontario Regulation 160/06). This regulation prohibits altering a watercourse, wetland or shoreline and prohibits development in areas adjacent to Lake Ontario shoreline, river and stream valleys, hazardous lands and wetlands, without the prior written approval of Credit Valley Conservation (CVC) (ie. issuance of a permit). The subject property is located within the regulatory floodplain of the Credit River and contains Environmentally Significant Areas. The property also contains Regional Core Greenlands.</p> <p>CVC notes that the proposal seeks to recognize a previously existing lot through a lot line adjustment.</p> <p>As identified in the Environmental Impact Statement (EIS), prepared by North-South Environmental, February 2018, three of the trees proposed for removal are suitable for bat-roosting, with potential implications to species at risk (SAR). An information gathering form has been submitted to the Ministry of Natural Resources and Forestry (MNRF), and confirmation of the proposed mitigation measures are adequate to meet requirements as identified under the Endangered Species Act</p>

Agency / Comment Date	Comment
	<p>(ESA) should be received prior to final Site Plan and/or permit approvals.</p> <p>To minimize potential (future) negative impacts to the adjacent natural heritage features/areas, CVC staff recommend a gateless fence be required to be installed along the perimeter of the rear portion of the property as part of the site plan/permitting process.</p> <p>CVC staff are satisfied with the evaluation and recommendations/conclusions of the EIS. CVC staff expect that the recommendations as outlined in the EIS are appropriately implemented through the subsequent site plan/permitting processes.</p>
<p>City Community Services Department – Park Planning Section (May 7, 2018)</p>	<p>In comments dated May 7, 2018, Community Services indicated that the subject lands are adjacent to the Meadowvale Conservation Area (P-328) which is zoned PB1-11, G1, PB1, PB1-9) and contains picnic areas, washroom facilities and the adjoining Millstone Park (P-478).</p> <p>Future residents on this property will be served by Coopers Common (P-399) which is zoned OS1 and contains a playground that is located less than 677 m (2,221.1 ft.) from the subject lands. Old Ridge Park (P-391) is zoned OS1 and is located less than 540 m(1,771.7 ft.) from the subject lands.</p> <p>The applicant has submitted an Environmental Impact Statement prepared by Credit Valley Conservation and North-South Environmental Inc. dated February 2018. The EIS is deficient and does not meet City requirements. The top-of-bank and natural features field staking has not been established to the satisfaction of the City. A determination of if the proposal includes new lot lines considered development under the PPS, and whether the proposal is allowed under Region of Peel OP – Core Woodland policies are currently under review.</p> <p>Should this application be approved, gateless fencing will be required along the boundary of the Meadowvale Conservation Area (P-328). Additionally, securities will be required for</p>

Agency / Comment Date	Comment
	<p>greenbelt clean-up, restoration, parkland protection, hoarding, and fencing. Street tree contributions for the Old Mill Lane frontage will be required as a condition of site plan approval.</p> <p>Prior to the issuance of building permits, 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 City's Policies and By-laws.</p>
City Community Services Department – Parks and Forestry Division (March 21, 2018)	The CVC is exempt from requiring a tree permit as per the Tree Protection By-law 254-12.
City Community Services Department – Heritage Division (April 27, 2018)	<p>The Meadowvale Village Heritage Conservation District Plan, 2014 (“the Plan”) stipulates that lot boundary adjustments require a Heritage Permit, being a substantive alteration as specified by Section 4.2.2.j of the Plan. A Heritage Permit application has not been received to date.</p> <p>The criteria for a Heritage Permit are defined in Section 4.2.2.1 of the Plan.</p> <p>The Plan specifies in Section 4.2.4.1 that, with respect to scale and location:</p> <ul style="list-style-type: none"> • New construction should be sited on the lot to retain spatial relationships and a sense of open space between structures and neighbouring properties • Residential structures should be oriented to the street in a traditional manner • The setback from the street should be a median of neighbouring properties • New built garages or garage replacements, should be fully detached and set back from the front façade • The level of a structure’s foundation above grade should be kept to a minimum
Greater Toronto Airport Authority (May 8, 2018)	The subject property is affected by the Approach Surfaces for runways 05 (future designation 05L) and proposed runway 05R.

Agency / Comment Date	Comment
	<p>The proposed detached dwelling would be within the allowable height limits associated with the Airport Zoning Regulations for Toronto Pearson International Airport.</p> <p>The subject property lies within the 30-35 Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) of the composite contour map for Toronto Pearson International Airport and within the Pearson Airport Operating Area. Noise contours depicting the NEF and NEP are produced to encourage compatible land use planning in the vicinity of airports.</p> <p>The Greater Toronto Airport Authority (GTAA) requests the completion of a Noise Impact Study from a qualified noise engineer certifying that the design drawings submitted for the proposed residential dwelling are in compliance with all Ministry of Environment and Climate Change (MOECC) noise guidelines (Publication NPC-300).</p> <p>In addition, the GTAA requests an acoustical certification with all applicable MOECC noise guidelines and the noise study referred to above, and a noise warning clause in the development agreement registered on title to the property.</p>
City Transportation and Works Department (May 15, 2018)	<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"> • Clarification required with regards to the Environmental Site Assessment of the property (including a plan to manage the decommissioning of the existing private septic system) <p>The above aspects will be addressed in detail prior to the Recommendation Report. The completion and filing of a Record of Site Condition will be addressed prior to By-law Enactment.</p>
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical

Agency / Comment Date	Comment
	<p>matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> • City Community Services Department – Culture Division • Canada Post • Enbridge Gas • Alectra Utilities • Economic Development • City Community Services Department – Fire and Emergency Services Division • Bell Canada
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • Rogers Cable • Mississauga Transit

Credit Valley Conservation Authority

File: OZ 18/004 W11

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																				
<p>Since the application is only proposing one residential unit, the Board does not have any further comments on this application.</p>	<ul style="list-style-type: none"> • Student Yield: <table border="0" style="margin-left: 40px;"> <tr> <td style="text-align: right;">1</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td style="text-align: right;">1</td><td>Grade 9 to Grade 12</td></tr> </table> • School Accommodation: <table border="0" style="margin-left: 40px;"> <tr> <td colspan="2">St. Julia</td> </tr> <tr> <td style="text-align: right;">Enrolment:</td><td style="text-align: right;">499</td></tr> <tr> <td style="text-align: right;">Capacity:</td><td style="text-align: right;">579</td></tr> <tr> <td style="text-align: right;">Portables:</td><td style="text-align: right;">0</td></tr> <tr> <td colspan="2">St. Marcellinus</td> </tr> <tr> <td style="text-align: right;">Enrolment:</td><td style="text-align: right;">1806</td></tr> <tr> <td style="text-align: right;">Capacity:</td><td style="text-align: right;">1509</td></tr> <tr> <td style="text-align: right;">Portables:</td><td style="text-align: right;">6</td></tr> </table> 	1	Junior Kindergarten to Grade 8	1	Grade 9 to Grade 12	St. Julia		Enrolment:	499	Capacity:	579	Portables:	0	St. Marcellinus		Enrolment:	1806	Capacity:	1509	Portables:	6
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City of Mississauga

Corporate Report



Date: May 24, 2018

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's files:
OZ 17/012 W1 and
T-M17004 W1Meeting date:
2018/06/18

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Applications to permit a new multi-phase waterfront community comprising a mix of residential, commercial, institutional and open space uses

70 Mississauga Road South and 181 Lakeshore Road West (former Imperial Oil Lands)
Southwest quadrant of Lakeshore Road West and Mississauga Road South

Owner: Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Pre Bill 139

Recommendation

That the report dated May 24, 2018, from the Commissioner of Planning and Building regarding the applications by Port Credit West Village Partners Inc. to permit a new multi-phase waterfront community comprising a mix of residential, commercial, institutional and open spaces uses under Files OZ 17/012 W1 and T-M17004 W1, 70 Mississauga Road South and 181 Lakeshore Road West, 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 and a draft plan of subdivision
- Community concerns identified to date relate to traffic volumes, the road network, public access to the west side green corridor, height and density
- Prior to the next report, matters to be addressed include the adequacy of the road and open space networks, evaluation of campus uses, built form, density, site design, environmental remediation and the satisfactory resolution of other technical requirements

Background

On August 29, 2017, Port Credit West Village Partners Inc. (PCWVP) submitted Official Plan Amendment, Rezoning and Plan of Subdivision applications to the City, as well as a Master Plan document which outlined their vision of development for the lands. On March 1, 2018, the landowner appealed their development applications to the Local Planning Appeal Tribunal (LPAT) due to the failure by Council to make a decision within the required timelines under the *Planning Act*. An LPAT pre-hearing conference has not yet been scheduled.

The applications and the Master Plan have been circulated for technical comments and community meetings have 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	
Frontage:	498.7 m (1,636.1 ft.) - Lakeshore Road West 486.2 m (1,595.1 ft.) – Mississauga Road South
Depth:	523 m (1,715 ft.) - Irregular
Gross Lot Area:	29.14 ha (72.0 ac.)
Existing Uses:	Vacant, except for former gas station buildings

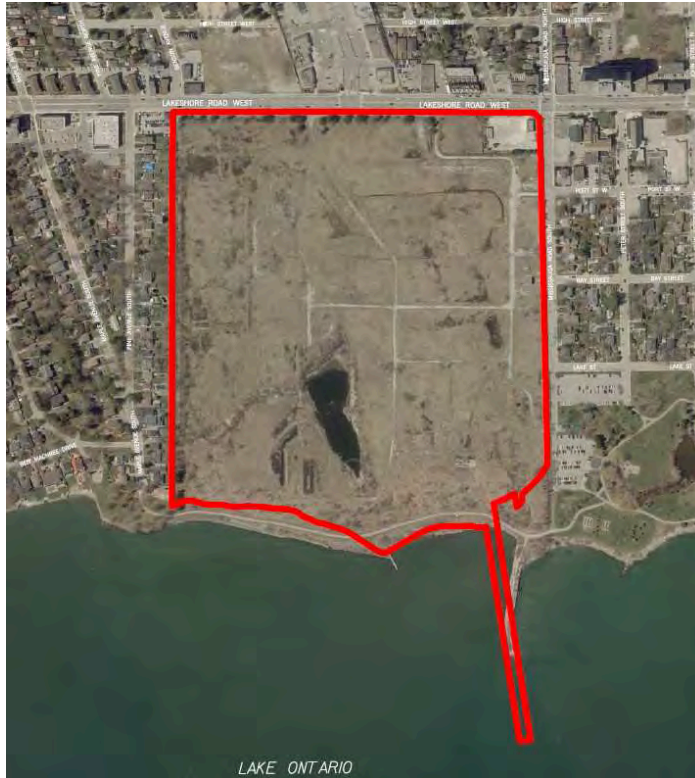
The property is located southwest of Lakeshore Road West and Mississauga Road South within the heart of Port Credit. Two established and unique low density residential neighbourhoods are found immediately to the west (Cranberry Cove) and east (Old Port Credit Village Heritage Conservation District). The north side of Lakeshore Road West is characterized by a mix of low rise retail commercial and residential uses, townhomes and two future 8 storey rental retirement buildings that are about to be constructed. J.C. Saddington Park borders the southeast corner of the site, which connects to the Waterfront Trail that runs through the shoreline portion of the subject lands. This public trail also crosses over abutting Crown lands owned by the province and provides direct public views and access to Lake Ontario.

The site has a long history of manufacturing and industrial uses. A brick manufacturing facility operated on the lands from the late 1800s to 1933. It was during this period that the excavation of shale for brickmaking occurred, leading to the creation of a large shale pit that was later used as a storm water management pond. This pond still exists and is the most noticeable feature on the site. From 1933 to 1985 the lands were used as an oil refinery and storage facility, which included a tank farm, a refinery processing area and administration buildings. In 1985, oil

Originator's files: OZ 17/012 W1 and T-M17004 W1

refining operations ended and in 1990 the site was decommissioned. It has been vacant since, except for the former gas station at the northeast corner of the site that recently ceased operations.

Aerial image of the subject lands



The surrounding land uses are:

- North: Across Lakeshore Road West, Credit Landing Shopping Centre, two and three storey residential/commercial buildings, Peel Chrysler Fiat car dealership, vacant lands approved for eight storey retirement residences
- East: Across Mississauga Road South, commercial uses along Lakeshore Road West, one and two storey detached homes, J.C. Saddington Park
- South: Provincial Crown land, Lake Ontario
- West: One and two storey detached homes, Peel Chrysler Fiat used car dealership

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 very significant mixed use redevelopment of this waterfront brownfield site. A range of residential, commercial, institutional and open space uses are proposed, as are a network of public and private roads. Dwellings include traditional townhomes, back to back and stacked townhomes, live-work units, mid-rise and high-rise condominium apartment units, with heights ranging from 2 ½ storeys to 26 storeys. The

applicant has indicated that some of the apartment units may be rentals. Retail commercial uses with a height range of two to three storeys are proposed along Lakeshore Road West. A central north-south "promenade" street and 25 m (82 ft.) wide linear public park are proposed to connect Lakeshore Road West to a new 3.2 ha (7.8 ac) waterfront park. The north end of this promenade will feature a "village square" framed by mid-rise mixed use retail commercial and residential buildings. The south end of the promenade leads to a "campus" precinct with a mix of residential and non-residential uses in mid-rise buildings which ultimately connects to the waterfront park. PCWVP is pursuing a partnership with YMCA as a possible non-residential campus use. Along the middle section of the promenade are a mix of townhomes, mid-rise and high-rise residential apartment buildings. Townhomes are proposed along the west and east portions of the site adjacent to the existing low density neighbourhoods. A public elementary school will be part of the development as requested by the Peel District School Board.

Development Proposal	
Applications submitted:	Received: August 29, 2017 Deemed complete: September 1, 2017 Revised: March 9, 2018
Owner/Applicant:	Port Credit West Village Partners Inc. (comprised of Diamond Corp., Dream Unlimited Corp., FRAM + Slokker Building Group and Kilmer Van Nostrand Co. Limited)
Townhome units:	359
Back to back & stacked townhome units:	146
Apartment units:	2,464
Total:	2,969
Height:	From 2 to 26 storeys
Floor Space Index:	See Appendix 3, Page 4
Public Park Area:	5.0 ha (12.4 ac)
Privately Owned Public Spaces (POPS):	2.0 ha (4.9 ac)
Landscaped Area (includes POPS but does not include public parks)	41%
Gross Floor Area:	Residential: 365 922 m ² (3,938,880 ft ²) Retail: 14 525 m ² (156,351 ft ²) Office: 13 764 m ² (148,159 ft ²) Inst. (YMCA): 8 648 m ² (93,089 ft ²) Total: 402 859 m ² (4,336,480 ft ²)

Development Proposal		
Road type:	Combination of public and standard condominium private roads	
Anticipated Population:	6,927* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required**	Proposed**
resident spaces	4,336	3,266
visitor spaces	609	446
commercial/institutional spaces	1,411	1,108
Total	6,355	4,820
	**Parking figures provided by the applicant for the entire site and based on high-level development assumptions. Required and Proposed figures will be lower once the shared parking formula for mixed use developments are applied as specific uses are confirmed through the site plan process.	
Green Initiatives:	<ul style="list-style-type: none"> • investigating low carbon energy sources, including geothermal, rooftop solar and district energy • targeting LEED Gold for office buildings • examining sustainable water management/flood risk mitigation measures including bio-retention, vegetated swales and filter strips, rain barrels, green roofs, tree pits and cisterns 	

The proposed Master Concept Plan is found in Appendix 3 and building renderings are shown in Appendix 4.



Image of existing conditions



Applicant's rendering of the proposed full site build-out

LAND USE CONTROLS

The subject lands are located within the Vacant Former Refinery and Mainstreet Neighbourhood Precincts of the Port Credit Neighbourhood Character Area and are designated **Special Waterfront – Special Site 3, Motor Vehicle Commercial, Public Open Space** and **Greenlands** (see Appendix 5). **Special Waterfront – Special Site 3** requires a comprehensive master plan to determine the appropriate use of the lands prior to redevelopment. **Motor Vehicle Commercial** permits a gas bar, motor vehicle repair, motor vehicle service station and

a motor vehicle wash. **Public Open Space** permits a range of uses including parkland, golf courses, recreational facilities, nursery gardening, conservation uses and accessory uses. **Greenlands** permits a range of uses including parkland, passive recreational activities, flood control/erosion management, conservation uses and accessory uses.

The applicant is proposing the following:

- Modify the **Special Waterfront – Special Site 3** policies and also apply them to the lands currently designated **Motor Vehicle Commercial** (the former Esso gas station site) as part of the mixed use proposal
- Technical changes to Schedule 1 (Port Credit Character Areas and Precincts), Schedule 1a (Urban System – Green System), Schedule 2A (Port Credit Neighbourhood Height Limits), Schedule 4 (Parks and Open Spaces), Schedule 5 (Long Term Road Network) and Schedule 10 (Land Use Designations) to make them consistent with the proposal
- Introduction of new Schedule 2C (Port Credit West Village Precinct Height Limits) to outline proposed height limits

The existing and proposed zones are listed in the chart below:

Existing Zones	Proposed Zones
D (Development) C5 (Motor Vehicle Commercial) G1 (Greenlands – Natural Hazards)	C4 - Exception (Mainstreet Commercial) RM9 – Exceptions A, B and C (Horizontal Multiple Dwellings With More Than 6 Dwellings) RA3 – Exception (Apartments) RA4 – Exception (Apartments) RA5 – Exception (Apartments) I – Exception (Institutional) OS1 – Exception (Open Space – Community Park) OS2 – Exception (Open Space – City Park)

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

A draft plan of subdivision is required in order to create separate development parcels/blocks, public road and public park blocks. Appendix 9 contains a copy of the applicant's proposed draft plan of subdivision as well as their proposed phasing of the development. Phase 1 would include the western townhome blocks and the commercial buildings along Lakeshore Road West. The higher density buildings and the Campus would be built in later phases.

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, or through LPAT, 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 the late Ward 1 Councillor Jim Tovey on November 21, 2017. This meeting included a workbook session for residents in attendance to fill out and return to the applicant. Staff have been given copies of all these responses. After the applicant submitted revised plans, two local ratepayers groups (Town of Port Credit Association and Cranberry Cove Ratepayers Association) hosted another community meeting on March 26, 2018 which was attended by the applicant, City staff and Ward 1 Councillor Dave Cook. A second community meeting took place on May 30, 2018 hosted by Councillor Cook. Many written submissions were also made by the public over the past several months.

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.

- Concern that this development will greatly increase traffic along Lakeshore Road West and in the larger community
- Specific concern that the proposal will create a significant increase in traffic infiltration into the Old Port Credit Village Heritage Conservation District immediately to the east of the subject lands
- Desire for no road connections to Mississauga Road South
- Taller buildings should not be near Lake Ontario but pushed further north
- Preference for the original master plan submission, as it showed taller buildings further south near the lake and therefore further away from the adjacent Heritage Conservation District
- There should be lower density throughout the entire site and mid-rise heights as a maximum
- Concern that there will not be enough privacy for residents who back on to the west side of the lands - public access should be removed from the green corridor proposed along the west property line
- The green corridor along Mississauga Road South will be removed which is concerning
- The Campus area should contain cultural, educational and recreational uses to benefit the larger community – residential and office uses should be excluded
- There should be more parkland along Lake Ontario, and it should have naturalized sections

- Affordable housing should be integrated throughout the project
- More details related to environmental site remediation are needed
- This development will be a positive addition to the community – the mix of uses is good
- The idea of a central north-south promenade is very good
- Pleased with the amount of parkland abutting Lake Ontario
- The proposed extension of retail commercial uses along Lakeshore Road West is well done

Staff have also received written and verbal communication from residents within the surrounding community, which are included in the above list of comments.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 10 and school accommodation information is contained in Appendix 11. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Adherence to the applicable policies and principles of Mississauga Official Plan
- Consistency with the Council approved Master Planning Framework, which is to provide guidance to the Master Concept Plan for the site
- Appropriateness of the proposed road network including the ratio of public versus private roads and related transportation and servicing issues
- Compatibility with the surrounding context and appropriateness with respect to the proposed land uses, built form, massing, density, site design and environmental sustainability features
- Has an appropriate transition been provided to the existing residential neighbourhoods to the east and west
- Are the proposed uses, built form and preliminary design of the Campus appropriate
- Are the size, location and configuration of public parks and other open spaces appropriate, including the proposed waterfront park
- Have views to Lake Ontario been adequately addressed
- Is there sufficient affordable housing proposed for the site
- Where should a new public elementary school be located on the site
- Are the proposed reduced parking standards appropriate
- Does the proposal adhere to the Urban Design Guidelines and revised Zoning By-law regulations for back to back and stacked townhomes contained in the report dated May 24, 2018 from the Commissioner of Planning and Building
- Appropriateness of the proposed zoning regulations and plan of subdivision
- Satisfaction of several technical requirements, including site remediation, grading, servicing, parking, street design and the finalization of studies related to the proposal

URBAN DESIGN REVIEW PANEL

The Urban Design Review Panel reviewed the Draft Master Plan on June 20, 2017 prior to submission of the development applications. Comments from the panel included the following:

- The character and quality of the central north-south promenade should be enhanced
- More intense density and built form than townhomes should be considered along the central north-south promenade
- Further definition and place-making in the Village Square and Campus areas are recommended
- The applicant should explore a greater proportion of institutional uses for the Campus

OTHER INFORMATION

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

- Survey
- Draft Plan of Subdivision
- Context, Site & Parking Plans
- Grading & Servicing Plans
- Master Plan, Urban Design Study & Planning Justification Report
- Shadow Study
- Pedestrian Level Wind Study
- Arborist Report
- Stage I Archaeological Assessment
- Heritage Impact Assessment
- Cultural Landscape Heritage Impact Assessment
- Healthy Development Assessment
- Streetscape Feasibility Study
- Land Registry Documents
- Healthy Community Guidelines (Sustainability)
- Environmental Impact Study
- Noise Feasibility Study
- Phase 1 & 2 Environmental Site Assessments
- Remedial Action Plan
- Construction Management Plan – Phase 1
- Functional Servicing & Stormwater Management Report
- Transportation Considerations Report
- Natural Hazards Summaries
- 3D Digital Model
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

Development Requirements

In conjunction with the development, there are certain other engineering and environmental matters including: noise, grading, servicing, stormwater management and environmental site remediation which will require the applicant to enter into the appropriate agreements with the City, the details of which will be dealt with during the processing of the plan of subdivision.

Prior to any development proceeding on-site, the City will require the submission and review of applications for site plan approval for each phase of development.

Financial Impact

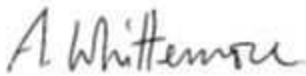
Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.

Conclusion

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

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Master Concept Plan
- Appendix 4: Renderings
- Appendix 5: Excerpt of Port Credit 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: Proposed Draft Plan of Subdivision and Phasing Plan
- Appendix 10: Agency Comments
- Appendix 11: School Accommodation



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

Prepared by: Ben Phillips, Development Planner

Port Credit West Village Partners Inc.**Files: OZ 17/012 W1 and T-M17004 W1**

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which were appealed and the subject lands were zoned D (Development), C5 (Motor Vehicle Commercial) and G1 (Greenlands – Natural Hazards)
- 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 the new Mississauga Official Plan apply. The subject lands are designated Special Waterfront – Special Site 3, Motor Vehicle Commercial, Public Open Space and Greenlands in the Port Credit Neighbourhood Character Area
- December 7, 2015 - Council endorsed a Master Planning Framework for the subject lands as part of the City-initiated Inspiration Port Credit visioning and master planning process. This document outlined the key considerations that should guide the future revitalization of the lands, including land use, remediation, transportation, open space and built form.
- June 26, 2017 - staff presented a report to the Planning and Development Committee outlining the key components of the Draft Master Plan submitted by the new owner of the lands, Port Credit West Village Partners Inc. (PCWVP).

LEGEND:

SUBJECT LANDS



DATE OF AERIAL IMAGERY: SPRING 2017

**TITLE:**

PORT CREDIT WEST VILLAGE PARTNERS INC.

FILE NO:OZ 17/012 W1
T-M 17004 W1**MISSISSAUGA**Produced by
T&W, Geomatics

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Concept Master Plan

Land Use Plan



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Street Level Use Plan

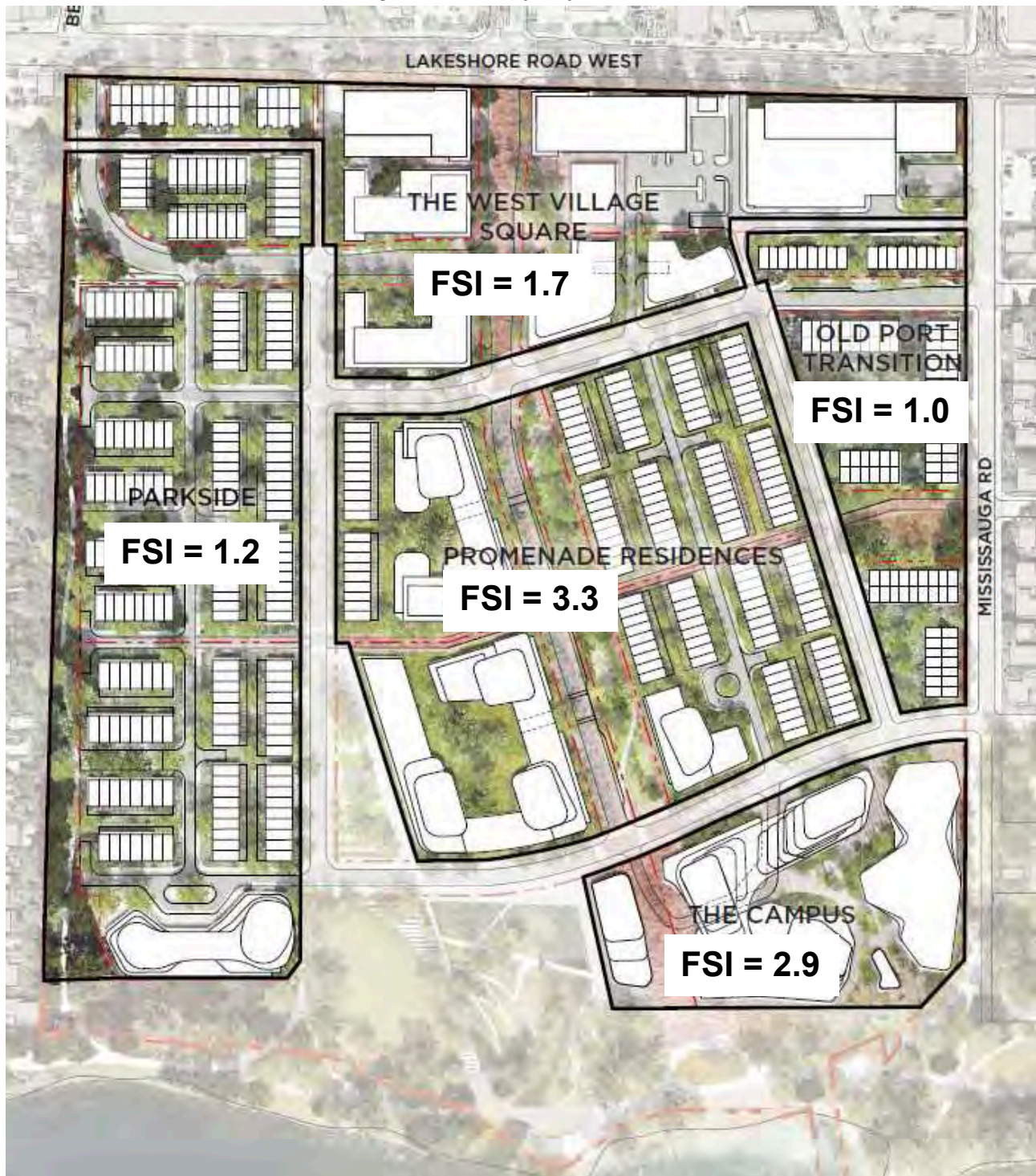
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Files: OZ 17/012 W1 and T-M17004 W1

Building Height Plan

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Sub-Precinct Plan with Floor Space Index (FSI) *

* FSI calculated by staff based on information provided by the applicant. Staff have requested that the applicant provide more detailed FSI figures for each development block.

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Parking Plan**LEGEND**

- INDIVIDUAL GARAGES AT GRADE
- DEPRESSED REAR LANE - BASEMENT PARKING, INDIVIDUAL GARAGES
- UNDERGROUND PARKING

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Renderings

1. The West Village Square Sub-Precinct



Lakeshore Road West looking east



Within the Village Square looking southeast

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

2. The Promenade Sub-Precinct



Looking south towards the Promenade Residences



Looking north towards Lakeshore Road West

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1



Conceptual sketch and programming of linear park looking south

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

3. The Campus Sub-Precinct



Campus looking east



Campus looking north

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1



Campus looking north

4. Old Port Transition Sub-Precinct



Conceptual elevations to convey building massing along Mississauga Road South

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1



View looking north



Looking south from Mississauga Road South

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

5. Parkside Sub-Precinct



Looking north towards Lakeshore Road West

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



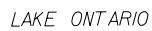
TITLE:
PORT CREDIT WEST VILLAGE PARTNERS INC.

FILE NO: OZ 17/012 W1
T-M 17004 W1

MISSISSAUGA

Produced by
T&W, Geomatics

LAKE ONTARIO



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

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

Current Mississauga Official Plan Designation and Policies for the Port Credit Neighbourhood Character Area

Special Waterfront – Special Site 3 requires a comprehensive master plan to determine the appropriate use of the lands prior to redevelopment (see Section 13.1.3 below).

Motor Vehicle Commercial permits a gas bar, motor vehicle repair, motor vehicle service station and a motor vehicle wash.

Public Open Space permits a range of active uses including parkland, golf courses, recreational facilities, nursery gardening, conservation uses and accessory uses.

Greenlands permits a range of passive uses including parkland, passive recreational activities, flood control/erosion management, conservation uses and accessory uses.

Proposed Official Plan Amendment Provisions

The applicant proposes to retain the **Special Waterfront** land use designation and extend it so that it replaces the **Motor Vehicle Commercial** designation that currently applies to the portion of lands located at the southwest corner of Lakeshore Road West and Mississauga Road South (i.e. the former gas station). The Special Site 3 policies would be replaced with several new policies, which are summarized below:

1. Street and Block Pattern
 - Mimic the surrounding context
 - Connect Lakeshore Road West to Lake Ontario
 - Facilitate a multi-modal transportation network
 - Incorporate a variety of street types will be incorporated (minor collectors, condominium roads, waterfront streets)
2. Open Space
 - Green system network will include parks, trails, privately-owned publicly accessible spaces (POPS), and natural hazard lands
 - Connect Lakeshore Road West to Lake Ontario
 - Landscape buffer will be maintained between the Precinct and the adjacent residential neighbourhood to the west

Port Credit West Village Partners Inc.**Files: OZ 17/012 W1 and T-M17004 W1**

- New waterfront park will build upon the existing waterfront trail and contribute to the formation of a regional waterfront destination, incorporating ecological habitats and programmable space
 - Parkland dedication shall consist of a combination of parkland conveyance, secured POPS, secured and protected hazard lands, and/or cash-in-lieu
3. The West Village Square Sub-Precinct
- Active gateway to entire site and the primary access point
 - Vibrant, multi-seasonal public square that leverages vitality of Lakeshore Road West featuring neighbourhood retail amenities as well as community services
 - Lakeshore Road West will be fronted by mostly low-rise commercial and retail uses with a requirement for non-residential uses on the ground floor
 - Live/work units will be permitted along Lakeshore Road West
 - Other buildings will contain non-residential uses on the ground floor with residential uses above
 - Mid-rise buildings permitted along the central boulevard
4. The Promenade Sub-Precinct
- Located in the centre of the site
 - Concentrated around a central public linear park leading from the West Village Square Sub-Precinct to the Campus Sub-Precinct
 - Public linear park features programming and a high quality public realm with a public street on its western edge
 - Contains a range of housing forms, has highest density in the Precinct and incorporates the broadest range of heights
 - Commercial and retail uses permitted on ground floor of apartment buildings
5. The Campus Sub-Precinct
- Located beside the waterfront park
 - Will act as a catalyst to attract movement into and through the site throughout the day and year
 - Mix of uses featuring a diverse built form
 - Non-residential uses will include community, cultural, educational, institutional, retail and office uses
 - Residential uses will be in the form of apartment buildings located above podiums comprised of non-residential uses
 - Traffic and parking impacts will be minimized
 - Parks, open spaces and POPS permitted

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

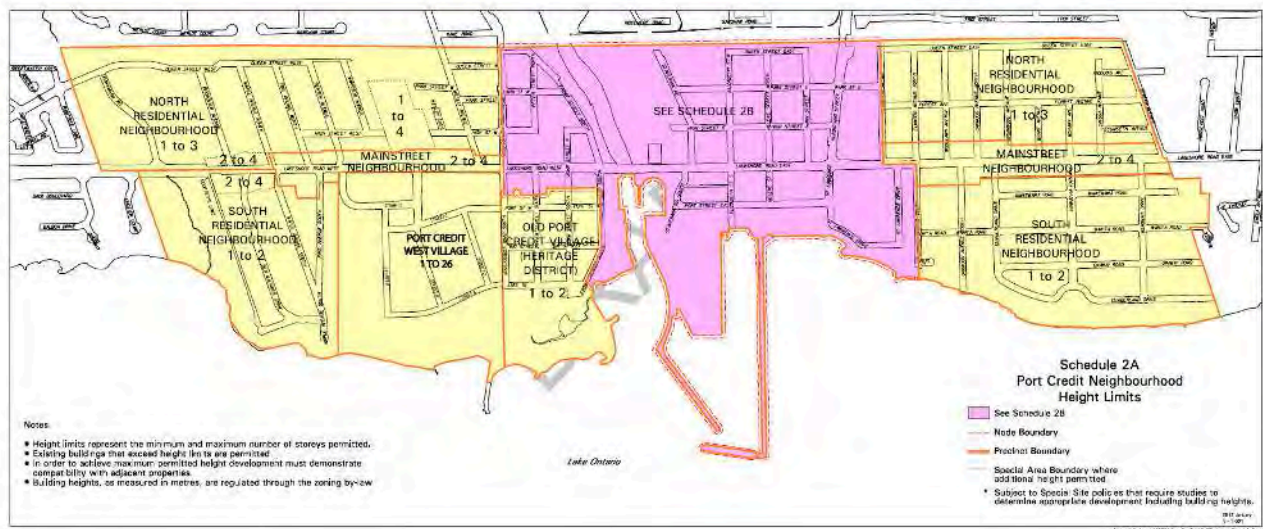
6. Old Port Transition Sub-Precinct

- East edge of lands that is to provide a transition to and have regard for the adjacent Old Port Credit Village Heritage Conservation District
- Comprised of low-rise residential, parks and open space uses

7. Parkside Sub-Precinct

- West edge of lands that will manage transition to the adjacent neighbourhood through built form and a landscaped edge condition
- Will contain predominately low-rise residential dwellings, with a taller, mixed-use signature element adjacent to the waterfront

Proposed Revised Schedule 2A (Port Credit Neighbourhood Height Limits)



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

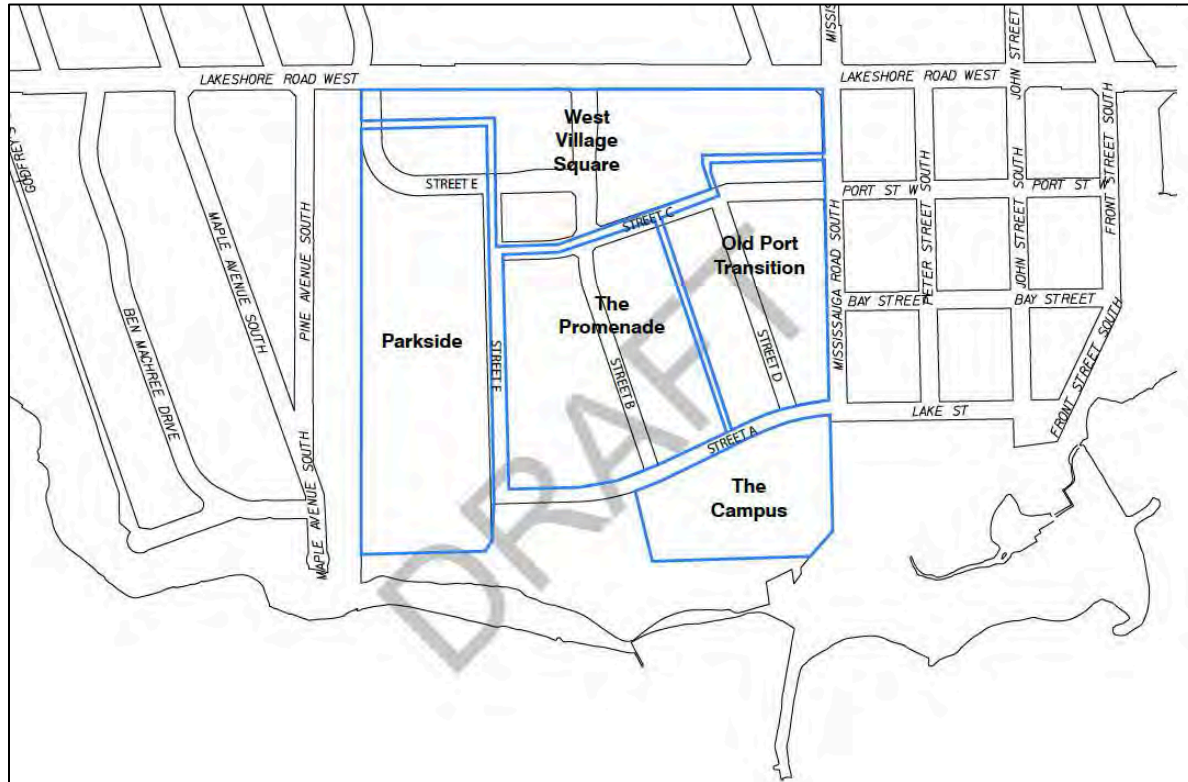
Proposed New Schedule 2C (Port Credit West Village Precinct Height Limits)



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Proposed Schedule 4 (Port Credit Village Sub-Precincts)



Additional wording changes are proposed throughout the Port Credit Local Area Plan to make it consistent with the development proposal and the policies outlined above. This includes a new Section 10.3.3 (Vacant Former Refinery Precinct) that outlines the historical context, vision and general provisions for the lands, which is proposed to be renamed as the “Port Credit West Village Precinct”. Schedule 1 (Port Credit Character Areas and Precincts) is also proposed to be amended to show the subject lands as “Port Credit West Village” instead of “Vacant Former Refinery”.

Technical changes to Schedule 1a (Urban System – Green System), Schedule 4 (Parks and Open Spaces), Schedule 5 (Long Term Road Network) and Schedule 10 (Land Use Designations) in Mississauga Official Plan are also proposed to reflect additional public and private open spaces, expansion of the Minor Collector Road network and expansion of the **Special Waterfront** land use designation.

Note: The proposed Special Site policies reflect a summary of key aspects of the draft official plan amendment submitted by the applicant. These policies are subject to further review and revisions as the applications are processed and the proposed Master Plan evolves. The applicant’s complete draft official plan amendment can be viewed at the following link on the City’s website (see Resubmission Documents - March 9, 2018):

<http://mississauga.ca/developmentapp-wvp>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

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
Section 5 – Direct Growth	5.1 5.3 5.3.5	<p>The focus for intensification will be the intensification areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas.</p> <p>Directing growth to locations with existing or planned higher order or express transit service and enhancing opportunities for walking and cycling will allow for competitive alternatives to vehicular travel, which will minimize impacts on our environment and promote public health.</p> <p>Mississauga's Neighbourhoods are characterized as physically stable areas with a character that is to be preserved. Neighbourhoods are not the focus of intensification. Residential intensification within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas and is to be sensitive to the context. Intensification may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of Mississauga Official Plan.</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Section 6 – Value the Environment	6.1 6.2 6.3 6.4 6.7	<p>Mississauga will build communities that are environmentally sustainable and encourage sustainable ways of living.</p> <p>Mississauga will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment.</p> <p>Development and site alterations along the Lake Ontario shoreline will be evaluated in the context of their potential impact on the overall physical and ecological functions occurring within the defined shoreline or watershed management area.</p> <p>As a condition of development approval, lands adjacent to the Lake Ontario shoreline may be placed in public ownership for their long term protection. Natural Hazard lands and buffers will be designated Greenlands and zoned to protect life and property.</p> <p>Public parkland will be designed to allow access for a variety of complementary activities through interconnections of pathways, a multi-use recreational trail and the public parkland network; and to provide a safe and accessible environment through development of clear sightlines, openness and visible entrances that can be achieved by maximizing street frontages, where possible.</p> <p>The design of stormwater management facilities and surface drainage facilities must conform to City standards, policies and guidelines. A buffer may be required as determined by the City.</p> <p>Contaminated sites must be identified and appropriately addressed by the proponent of development. This includes the submission of required information identifying potential contamination and planned remedial actions if contamination is confirmed.</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Section 7 – Complete Communities	<p>7.1 7.2 7.3 7.4</p>	<p>In order to create a complete community and develop a built environment supportive of public health, the City will encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses. The City will also design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking.</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. This includes the production of a variety of affordable dwelling types for both the ownership and rental markets.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>School sites will be determined during the processing of development applications and will have regard for the site policies established by the School Boards.</p> <p>Mississauga's cultural heritage resources are to be conserved and protected.</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Section 8 – Building a Multi-Modal City	8.1 8.2 8.3 8.4 8.5	<p>The City will create a multi-modal transportation network for the movement of people and goods that supports more sustainable communities. Proponents of development applications will be required to demonstrate how pedestrian and cycling needs have been addressed.</p> <p>Future additions to the road network should be public roads. Public easements may be required where private roads are permitted. Permanent below or at grade encroachments into the road system will not be permitted.</p> <p>Additional roads may be identified during the review of development applications and through the local area review process. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads.</p> <p>The City will strive to incorporate stormwater best management practices in the planning, design and construction of municipal road and off street parking facility projects. Decisions regarding the specific implementation of stormwater best management practices will be made on a project by project basis in accordance with relevant drainage plans and studies, and development standards and policies.</p> <p>Mississauga will encourage transportation demand management strategies that promote transit use and active transportation, and reduce vehicle dependency, single occupant vehicle travel, trip distance and time and peak period congestion.</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Section 9 – Build a Desirable Urban Form	9.1 9.2 9.3 9.4 9.5	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties. Neighbourhoods are stable areas where limited growth is anticipated. Development in neighbourhoods will be required to be context sensitive and respect the existing and planned character and scale of development.</p> <p>Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p> <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.</p>
Section 16 – Neighbourhoods	16.1	<p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ul style="list-style-type: none"> a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan.

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Section 19 - Implementation	19.5.1	<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.

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Port Credit Local Area Plan	10.3.3	<p>Vacant Former Refinery Precinct:</p> <p>The precinct represents a significant property along Lake Ontario that has the opportunity to create vibrant areas of interest that can enhance the existing community and offer increased public access to the waterfront. This precinct should ultimately be developed in a manner which is compatible with the surrounding lands, and which does not detract from the planned function of the Community Node.</p> <p>This precinct has redevelopment potential, however, further study is required to determine appropriate development. Building heights will provide appropriate transition to the adjacent South Residential and Old Port Credit Heritage Conservation District Precincts.</p> <p>A public road will be provided in any future development that separates any new development from the Lake Ontario waterfront open space and the continuous Waterfront Trail to maximize public access to and along the Lake Ontario waterfront. A landscaped buffer will be maintained between the precinct and the adjacent residential neighbourhood to the west.</p>
	10.3.6	<p>Mainstreet Neighbourhood Precinct:</p> <p>This Precinct is intended to contain a mixture of uses that help meet the day-to-day needs of residents. It will contain street related commercial uses with closely spaced storefronts lining the street to encourage and foster an active pedestrian street. Development will provide view corridors to the lake, where appropriate.</p>
	13.1.3	<p>Special Site 3:</p> <p>Notwithstanding the provisions of the Special Waterfront, Public Open Space, Greenlands designations, and the Desirable Urban Form policies, further study is required to determine the feasibility and appropriate type of redevelopment of these lands.</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Port Credit Local Area Plan	13.1.3	<p>A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form and transportation. In addition, the master plan will:</p> <ul style="list-style-type: none"> a. determine the type(s) and extent of contamination on the site, investigate remedial strategies and identify any constraints with respect to land uses proposed for the site; b. have regard for other City plans, policies and reports, such as the Lakeview and Port Credit District Policies Review and Public Engagement Process – Directions Report and the Waterfront Parks Strategy 2008; c. include provision of significant public parklands along and access to the waterfront including the Waterfront Trail; d. provide views to Lake Ontario; e. continue the mainstreet mixed use function along Lakeshore Road West; f. examine unique opportunities to take advantage of the site's size and location on the waterfront; and g. provide opportunities to accommodate employment uses. <p>Consultation on the comprehensive master plan will occur with the landowners, the local community, and other stakeholders. Approval of an Official Plan Amendment implementing the master plan is required prior to development.</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Summary of Existing and Proposed Zoning Provisions

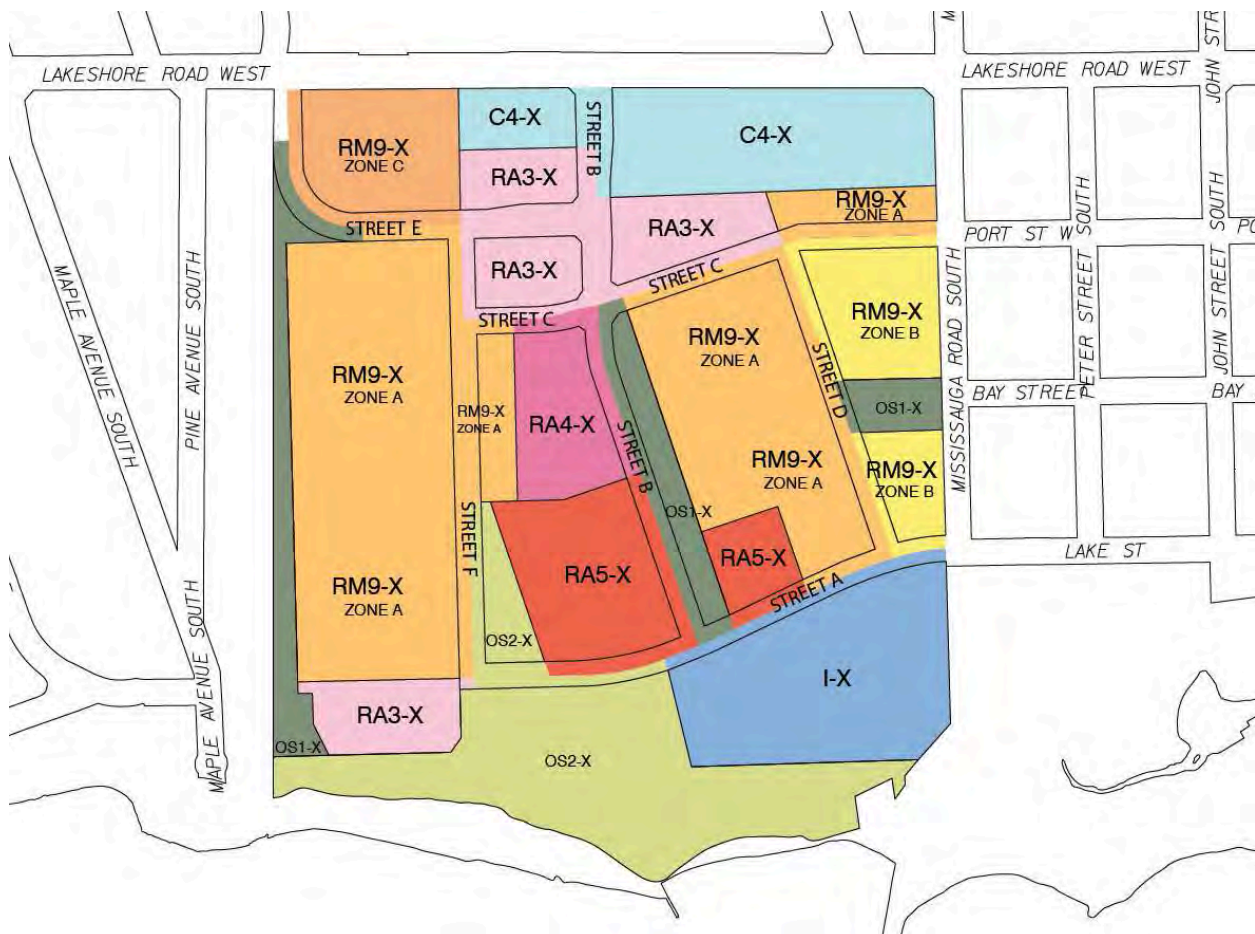
Existing Zoning By-law Provisions

D (Development) permits only legally existing buildings and structures.

C5 (Motor Vehicle Commercial) permits motor vehicle service uses including gas bars, motor vehicle service stations, car washes and motor vehicle repair facilities.

G1 (Greenlands – Natural Hazards) permits flood control, stormwater management, erosion management and natural heritage features and areas conservation.

Summary of Proposed Zones



Applicant's Draft Proposed Zoning Map

Port Credit West Village Partners Inc.**Files: OZ 17/012 W1 and T-M17004 W1**

Note: The provisions listed below represent a summary of the applicant's draft zoning by-law amendment. There are several additional changes to development standards that the applicant is proposing, which will be subject to further review and revisions as the applications are processed and the proposed Master Plan evolves. The applicant's complete draft zoning by-law amendment can be viewed at the following link on the City's website (see Resubmission Documents - March 9, 2018):

<http://mississauga.ca/developmentapp-wvp>

Zone Standards	Base C4 Zoning By-law Standards	Proposed C4-Exception Zoning By-law Standards
Uses	Extensive range of retail, service, office entertainment/ recreation, residential and other uses	The following additional uses: Long-term care dwelling; hospice dwelling; retirement dwelling; convenience retail and service kiosk; accessory outdoor patio
Minimum Height	2 storeys	7.5 m (24.6 ft.)
Maximum Height (flat roof)	12.5 m (41.0 ft.) and 3 storeys	15.0 m (49.2 ft.) and 3 storeys
Maximum Front Yard	3.0 m (9.8 ft.)	4.0 m (13.1 ft.)
Maximum Exterior Side Yard	3.0 m (9.8 ft.)	6.0 m (19.7 ft.)
Min. Interior Side Yard – Lot abutting a Residential Zone	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
No Dwelling Units	On first floor	On first and second floor

Zone Standards	Base RM9 Zoning By-law Standards	Proposed RM9-Exception A Zoning By-law Standards	Proposed RM9-Exception B Zoning By-law Standards	Proposed RM9-Exception C Zoning By-law Standards
Uses	Horizontal multiple dwelling with more than 6 dwelling units	The following additional uses: townhouses; street townhouses; parking lot; sales centre	The following additional uses: townhouses; street townhouses; semi-detached dwellings; parking lot; sales centre	The following additional uses: townhouses; street townhouses; long-term care dwelling; retirement dwelling; home occupation; sales centre; all C4 zone uses

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Zone Standards	Base RM9 Zoning By-law Standards	Proposed RM9-Exception A Zoning By-law Standards	Proposed RM9-Exception B Zoning By-law Standards	Proposed RM9-Exception C Zoning By-law Standards
Max. Height	Flat Roof – 13.0 m (42.6 ft.) Sloped Roof – 15.0 m (49.2 ft.)	No change	Units fronting on Mississauga Road South – 2.5 storeys	No change
Min. Front and Exterior side yard	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)	4.0 m (13.1 ft.)	0.0 m (0.0 ft.)
Min. Interior Side Yard	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)
Min. Rear Yard	7.5 m (24.6 ft.)	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)
Min. width of an internal road	7.0 m (22.9 ft.)	6.0 m (19.7 ft.)	6.0 m (19.7 ft.)	6.0 m (19.7 ft.)
Min. Landscaped Area	40% of lot area	30% of lot area	30% of lot area	30% of lot area
Minimum Amenity Area	The greater of 5.6 m ² (60.3 ft ²) per dwelling unit or 10% of the site area	No amenity area provided	No amenity area provided	No amenity area provided

Zone Standards	Base RA3 Zoning By-law Standards	Proposed RA3-Exception Zoning By-law Standards
Uses	Apartment; long-term care building; retirement building	The following additional uses: all uses permitted in the C2 Zone are permitted on the ground floor; parking lot; sales centre; convenience retail and service kiosk
Maximum Height	38.0 m (124.7 ft.) and 12 storeys	35.0 m (114.8 ft.) and 10 storeys
Max. Floor Space Index – Apartment Zone	1.0	Does not apply. Instead, a max. gross floor area of 405 000 m ² (4,359,526 ft ²) applies to the entire site
Min. Landscaped Area	40% of the lot area	30% of the lot area

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Zone Standards	Base RA4 Zoning By-law Standards	Proposed RA4-Exception Zoning By-law Standards
Uses	Apartment; long-term care building; retirement building	The following additional uses: all uses permitted in the C2 Zone are permitted on the ground floor; parking lot; sales centre; convenience retail and service kiosk
Maximum Height	56.0 m (183.7 ft.) and 18 storeys	59.0 m (193.6 ft.) and 18 storeys
Max. Floor Space Index – Apartment Zone	1.8	Does not apply. Instead, a max. gross floor area of 405 000 m ² (4,359,526 ft ²) applies to the entire site
Min. Landscaped Area	40% of the lot area	30% of the lot area

Zone Standards	Base RA5 Zoning By-law Standards	Proposed RA5-Exception Zoning By-law Standards
Uses	Apartment; long-term care building; retirement building	The following additional uses: all uses permitted in the C2 Zone are permitted on the ground floor; parking lot; sales centre; convenience retail and service kiosk
Maximum Height	77.0 m (252.6 ft.) and 25 storeys	83.0 m (272.3 ft.) and 26 storeys
Max. Floor Space Index – Apartment Zone	2.9	Does not apply. Instead, a max. gross floor area of 405 000 m ² (4,359,526 ft ²) applies to the entire site
Min. Landscaped Area	40% of the lot area	30% of the lot area

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Zone Standards	Base I Zoning By-law Standards	Proposed I-Exception Zoning By-law Standards
Uses	Hospital; university/college; and the following accessory uses: medical office; office; staff/student residence; restaurant; take-out restaurant; financial institution; retail store; personal service establishment; cogeneration facility	The following additional uses: all C4 zone uses; art gallery; museum; centre for the performing arts; sales centre; real estate office; outdoor patio accessory to a restaurant, take-out restaurant, daycare or office
Location of dwelling units	Not permitted	No dwelling units on the first or second floor
Minimum Front Yard	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Minimum Exterior Side Yard	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Minimum Interior Side Yard	7.5 m (24.6 ft.)	3.0 m (9.8 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	shall not apply
Min. landscape buffer width	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Maximum Height	No restriction	No restriction

Zone Standards	Base OS1 and Base OS2 Zoning By-law Standards	Proposed OS1-Exception and OS2- Exception Zoning By-law Standards
Uses	Passive recreational use; active recreational use; stormwater management facility	The following additional uses: parking lot; farmers' market; outdoor patio accessory to a restaurant, take-out restaurant, daycare or office; temporary tent and/or storage

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

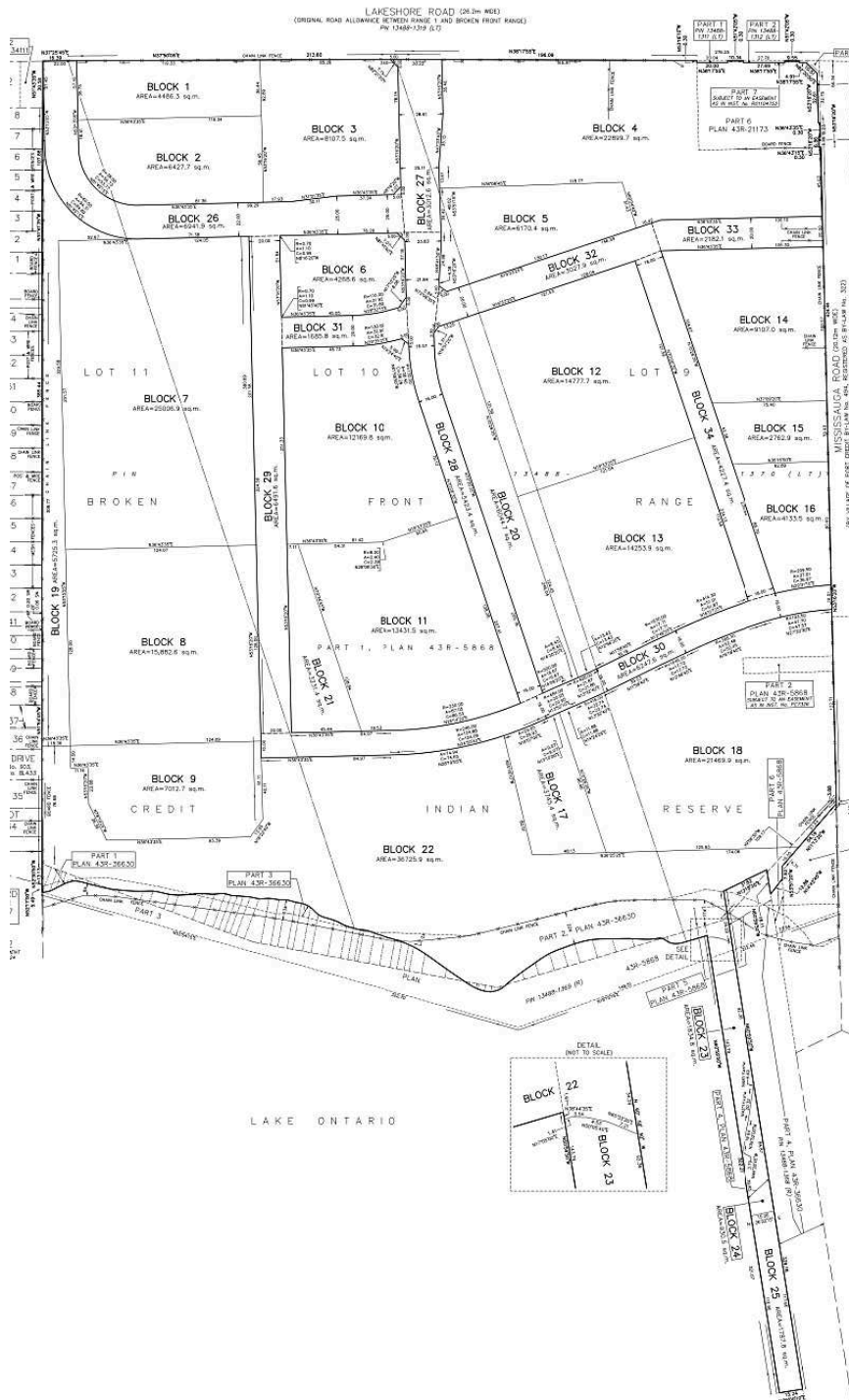
Parking Use	Min. Number of Parking Spaces - Zoning By-law Requirement	Min. Number of Parking Spaces - Proposed Requirement
Condominium Apartment	1.00 resident space per bachelor unit 1.25 resident spaces per one-bedroom unit 1.40 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 0.20 visitor spaces per unit	1.00 resident space per unit 0.15 visitor spaces per unit
Rental Apartment	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 0.20 visitor spaces per unit	1.00 resident space per unit 0.15 visitor spaces per unit
Condominium Townhouse Dwelling	2.0 resident spaces per unit 0.25 visitor spaces per unit	Without exclusive use garage: 1.00 resident space per unit 0.15 visitor spaces per unit With exclusive use garage: 2.00 resident spaces per unit 0.15 visitor spaces per unit
Live/Work units	Not specified	1.00 resident space per unit 0.15 visitor spaces per unit
Retirement Building	0.5 spaces per unit	0.3 spaces per unit
Long Term Care Building	0.33 spaces per bed	0.3 spaces per bed
Affordable housing apartment dwelling	Not specified – use rental/condominium apartment parking requirement	0.4 spaces per unit
Non-residential uses (excluding those below)	Per specified use (see Table 3.1.2.2 in Zoning By-law 0225-2007)	3.0 spaces per 100 m ² (1,076.4 ft ²) of gross floor area
Financial Institutions, real estate offices, medical offices, take-out restaurants	Per specified use (see Table 3.1.2.2 in Zoning By-law 0225-2007)	4.85 spaces per 100 m ² (1,076.4 ft ²) of gross floor area
Changes to the Mixed Use Development Shared Parking Formula (Table 3.1.2.3) are also proposed		

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Draft Plan of Subdivision and Phasing Plan

Draft Plan of Subdivision

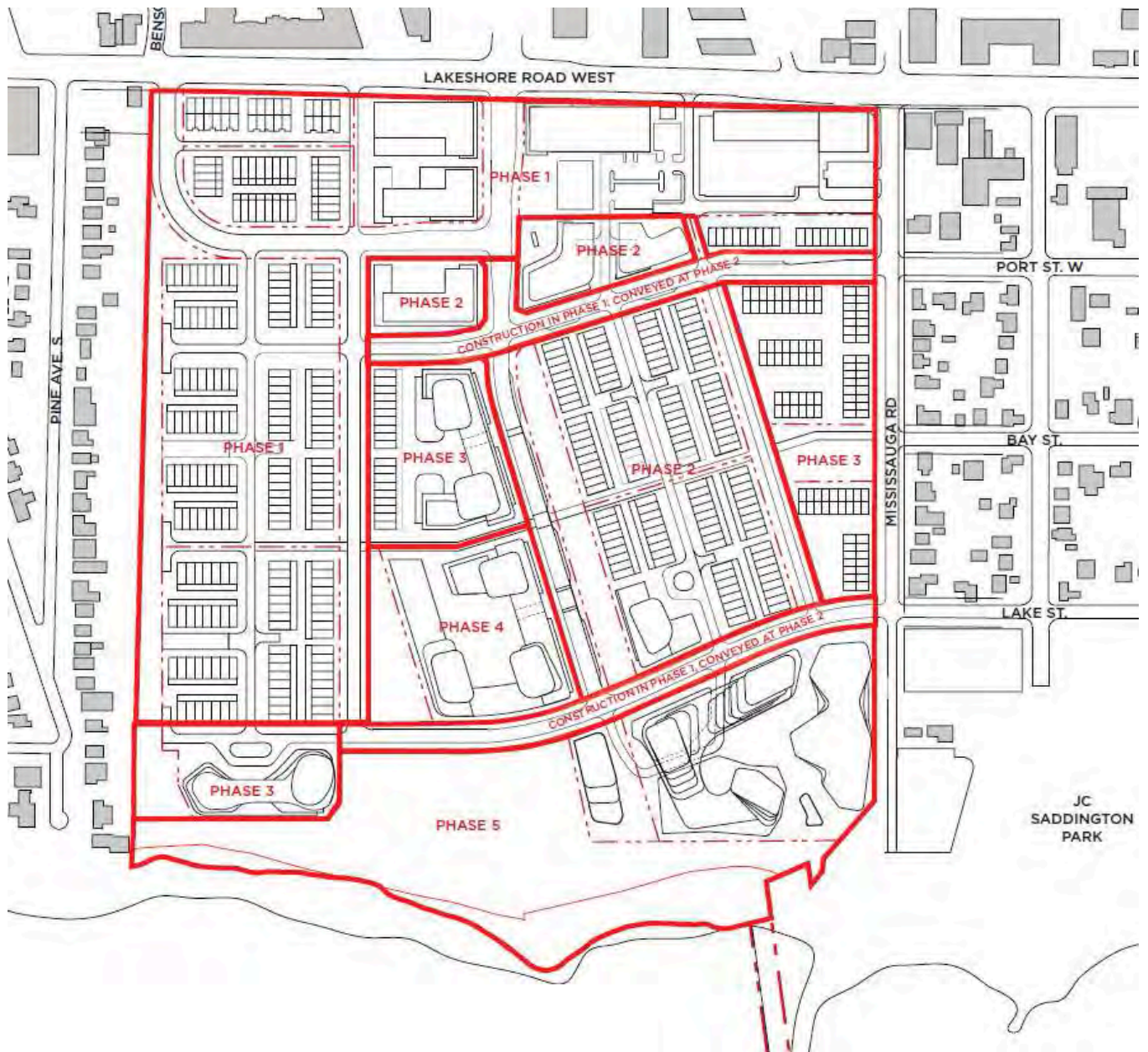


SCHEDULE OF LAND USE

PROPOSED LAND USE	BLOCKS	AREA (sq.m.)	AREA (ac.)
MEDIUM DENSITY-TOWNHOME	1, 2, 7, 8, 12, 14, 16	79,821.7±	19.72±
HIGH DENSITY-TOWER	3, 5, 6, 9, 11, 17, 18	64,206.0±	15.87±
MIXED USE RESIDENTIAL	10, 13	26,423.7±	6.53±
COMMERCIAL/RESIDENTIAL	4	22,899.7±	5.66±
PARK	15, 19, 20, 21, 22, 24	55,329.1±	13.67±
WATER LOT	23, 25	3,622.6±	0.90±
STREET			
16.0m WIDE	28, 30		
18.0m WIDE	34		
20.0m WIDE	29, 31, 32, 33	39,240.3±	9.70±
22.0m WIDE	26		
VARIED WIDTH	27		
TOTALS		291,543.1±	72.04±

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Phasing Plan

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (May 2, 2018)	<p>The Region is in receipt of the Affordable Housing Brief and is reviewing the proposed options for affordable housing on site.</p> <p>A revised Functional Servicing Report is required to address inconsistencies.</p> <p>Municipal sanitary sewer facilities consist of a 250 mm (10 in.) sewer on Mississauga Road, a 350 mm (14 in.) sewer and a 375 mm (15 in.) sewer on Lakeshore Road West. The site falls within the drainage area of the existing Front Street Sewage Pumping Station. Existing infrastructure consists of a 300 mm (12 in.) watermain on Mississauga Road South, a 300 mm (12 in.) watermain and 400 mm (16 in.) watermain on Lakeshore Road West.</p> <p>Prior to registration of the subdivision, the developer shall execute a subdivision agreement with the local municipality and Region for the construction of municipal sanitary sewer, water and regional roads associated with the lands.</p> <p>Prior to servicing, the developer shall submit a satisfactory engineering submission to the Region to review and approval.</p> <p>Revised plans are required to address the Region's comments related to the collection of garbage and recyclable materials.</p>
Dufferin-Peel Catholic District School Board (April 26, 2018) and the Peel District School Board (April 30, 2018)	<p>The Dufferin-Peel Catholic District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>The Peel District School Board indicated that there is no available capacity to accommodate students generated by these applications. Accordingly, the Board has requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied. Among other things, this condition</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Agency / Comment Date	Comment
	<p>requires that a development application include the following as a condition of approval:</p> <p>"Prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan."</p> <p>In addition, if approved, the Peel District School Board also requires 1 elementary school site on the subject lands. The Master Plan and draft plan of subdivision shall show the location of the required facility/future school block.</p>
Credit Valley Conservation (May 1, 2018)	<p>The site currently functions as a brownfield site. Notwithstanding this, the site currently provides important ecological functions as described in the Environmental Impact Statement (EIS). Considering this, it is expected that the environmental features and their functions will be further considered in the future proposed design concepts for the open space area along the Lake Ontario shoreline.</p> <p>A new outlet to Lake Ontario will require an impact assessment for the proposed condition.</p> <p>Technical revisions and additional information are required to the Storm Drainage Plan, Storm Servicing Plan and Report and the EIS.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (May 2, 2018)	<p>Pursuant to Section 42 of the <i>Planning Act</i>, parkland conveyance is calculated at a rate of 1 ha/300 units. The development is proposing approximately 2,969 residential units and, under S.42 of the <i>Planning Act</i>, up to approximately 9.89 ha (24.4 ac) of public parkland can be required to fulfill parkland dedication requirements.</p> <p>The proposed development is planning for 5.01 ha (12.4 ac) of Public Open space system within this site to partially fulfill S.42 requirements. This proposal is comprised of a waterfront park, two community parks, a central linear park and a natural corridor park representing approximately 17% of the total site area. The 5.01 ha (12.4 ac) of proposed Public Open Space also includes hazard lands and land required for ultimate storm water servicing facilities. Community Services is supportive of incorporating Privately Owned Public Accessible Space (POPS) within the development to enhance the public realm experience and the Park Open space network. However, Community Services notes that, pursuant to City of</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Agency / Comment Date	Comment
	<p>Mississauga Council endorsed Corporate Policy 07-07-21: Dedication of Land or Cash in Lieu Thereof, for Public Open Space, parkland conveyance credit will not be applied towards hazard lands, lands proposed for storm facilities and Privately Owned Public Accessible Space (POPS). As such, a revised Public Open space calculation will be required to determine parkland dedication credits and Cash-in-lieu of Parkland Dedication.</p> <p>Community Services also recommends relocating the proposed 10 storey building on the western edge of Campus Precinct to increase the size of waterfront park to allow for continuous unobstructed public access and a view corridor from the linear park to the waterfront park. This will also support the additional density of 450 residential units as proposed in the most recent submission (March 2018) and the requirement to accommodate a storm channel in the waterfront park.</p> <p>Additional information and further review will be required through the application review process, in consultation with the Planning & Building and Transportation & Works Departments to assess:</p> <ul style="list-style-type: none"> • Proposal of Low Impact Development (LID) within future public open space and public right-of-way (ROW) boulevard • Storm Channel Servicing through future public open space (waterfront park) • Streetscape Corridor within the Public ROW • Remedial Action Plan for lands to be dedicated
City Community Services Department – Culture Division (May 1, 2018)	<p>Additional revisions and information with respect to the Heritage Impact Assessment are requested.</p> <p>Concern has been expressed related to proposed buildings along Mississauga Road South that exceed two storeys given the proximity to the Old Port Credit Village Heritage Conservation District and the importance of respecting the District's character.</p> <p>The City of Mississauga strongly encourages the inclusion of public art in developments with greater than 10 000 m² (107,642 ft²) in gross floor area, with the exception of non-profit organizations and social housing. Furthermore, the waterfront has been identified in the City of Mississauga's Public Art Master Plan as one of the five priority zones for</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Agency / Comment Date	Comment
	<p>public art inclusion. Public art helps to 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>
City Transportation and Works Department (T&W) (May 2, 2018)	<p>The applicant has been requested to respond to comments on the proposed development and provide additional technical details. Some of the development matters that continue to be under review and consideration by T&W include:</p> <ul style="list-style-type: none"> • Transportation Impact Study • Functional Servicing Report • Stormwater Management Report • Low Impact Design Features and Infrastructure • Noise Feasibility Study • Environmental Site Assessments and Remedial Action Plan • Draft Plan of Subdivision • Road Design and Cross Sections • Proposed Phasing <p>T&W is in receipt of a Traffic Impact Study which currently under review along with proposed site accesses. Technical requirements within the study will be addressed prior to the Recommendation Report proceeding.</p> <p>The applicant has also been requested to provide additional technical information regarding the proposed road design and proposed cross sections, storm water outlet, environmental risk management measures, overall servicing and grading as</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Agency / Comment Date	Comment
	<p>well as to provide a Municipal Parking Plan.</p> <p>Notwithstanding the outstanding items noted above, it is T&W's understanding that modifications to the current applications (i.e. public road design and network) may be required that will alter the proposal. Updates to all appropriate drawings and reports will be necessary upon receipt of any new proposal.</p> <p>As the above-noted items and additional specific technical details requested remain outstanding, T&W is not in a position to confirm if the proposal is feasible and is not in favour of these applications proceeding to a Recommendation Report until the outstanding matters have been satisfactorily resolved.</p>
Economic Development Office (April 12, 2018)	<p>The proposal does not appropriately identify or describe a list of non-residential land uses being proposed. Planning instruments should incorporate the potential for minimum non-residential gross floor area requirements, particularly for office uses that are being proposed.</p> <p>Clarification on the proposed Campus employment uses is required.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> • City Community Services Department – Fire and Emergency Services Division • Alectra • Greater Toronto Airport Authority • Rogers Cable • Canada Post • Enbridge/Consumers Gas • Peel Regional Police
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • City Corporate Services Department – Realty Services • Conseil Scolaire de District Catholique Centre-Sud • Conseil Scolaire Viamonde • Bell Canada • Metrolinx • Trillium Health Partners • Mississaugas of the New Credit

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: 392 Kindergarten to Grade 8 76 Grade 9 to Grade 12 School Accommodation: Riverside Public School Enrolment: 300 Capacity: 438 Portables: 0 Port Credit Secondary School Enrolment: 1,164 Capacity: 1,203 Portables: 0 	<ul style="list-style-type: none"> Student Yield: 75 Junior Kindergarten to Grade 8 63 Grade 9 to Grade 12 School Accommodation: St. Luke Enrolment: 498 Capacity: 602 Portables: 0 Iona Catholic Enrolment: 886 Capacity: 723 Portables: 17

City of Mississauga
Corporate Report



Date: May 24, 2018

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:
OZ 16/014 W2

Meeting date:
2018/06/18

Subject

RECOMMENDATION REPORT (WARD 2)

Applications to permit a condominium development consisting of four semi-detached homes and six townhomes; and three freehold detached homes on Garden Road 1190 and 1200 Lorne Park Road, southwest corner of Lorne Park Road and Garden Road
Owner: 2517015 Ontario Inc. (Format Group)

File: OZ 16/014 W2

Pre Bill 139

Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That City Council direct the City Solicitor, representatives from the appropriate City Departments and any necessary consultants to attend the Local Planning Appeal Tribunal (LPAT) hearing on the subject applications under File OZ 16/014 W2, 2517015 Ontario Inc. (Format Group), 1190 and 1200 Lorne Park Road, to permit a condominium development consisting of four semi-detached homes and six townhomes; and three freehold detached homes on Garden Road, in support of the recommendations outlined in the report dated May 24, 2018, from the Commissioner of Planning and Building, that concludes that the proposed official plan amendment and rezoning applications are acceptable from a planning standpoint and should be approved subject to the provisions outlined in Appendix 3.

Report Highlights

- Comments were received from the public regarding compatibility of the proposal with the surrounding area, traffic and pedestrian safety, tree preservation and impacts of underground parking garage on adjacent properties
- The applicant has appealed the applications to the Local Planning Appeal Tribunal (LPAT). A second pre-hearing conference is scheduled for August 7, 2018
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including an increased setback of the townhomes to the adjacent residential lot at 1183 Garden Road; an increased setback of the proposed underground ramp to the proposed detached homes on Garden Road; and increased landscaping
- The applications are consistent with the Provincial Policy Statement and are in conformity with the Provincial Growth Plan for the Greater Golden Horseshoe
- Staff are seeking direction from Council to attend any LPAT proceedings which may take place in connection with the applications and in support of the recommendations outlined in this report

Background

A public meeting was held by the Planning and Development Committee on December 4, 2017, at which time an Information Report (Appendix 1) was received for information.

Recommendation PDC-0072-2017 was then adopted by Council on December 13, 2017.

1. That the report dated November 10, 2017, from the Commissioner of Planning and Building regarding the applications by 2517015 Ontario Inc. (Format Group) to permit a condominium development consisting of four semi-detached homes and six townhomes; and three freehold detached homes on Garden Road under File OZ 16/014 W2, 1190 and 1200 Lorne Park Road, be received for information.
2. That five oral submissions made to the Planning and Development Committee at its meeting held on December 4, 2017.

The applications were appealed to the Ontario Municipal Board (now the Local Planning Appeal Tribunal) by the applicant for non-decision on October 31, 2017. Since the public meeting, an initial pre-hearing conference was held on April 11, 2018. A second pre-hearing conference has been scheduled for August 7, 2018.

Comments

REVISED DEVELOPMENT PROPOSAL

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

- An increase in setback of the proposed townhomes to 1183 Garden Road from 4.0 m (13.12 ft.) to 4.6 m (15.1 ft.)
- An increase in setback from the rear property lines of the proposed detached lots on Garden Road to the proposed underground ramp of 0.00 m (0.00 ft.) to 0.60 m (1.96 ft.)
- A decrease in height from 3 storeys to 2 storeys for both the semi-detached homes (9.5 m [31.2 ft.] to the roof peak) and the townhomes (9.0 m [29.5 ft.] to the roof peak)
- The detached homes will now comply with the existing **R2-4** (Detached Dwelling) zoning

COMMUNITY COMMENTS

The issues below were raised by residents at the public meeting and the two community meetings held on March 22, 2017 and October 17, 2017, by Ward 2 Councillor Karen Ras.

Comment

The proposed development is out of character with the surrounding neighbourhood and is too dense.

Response

Comments regarding the appropriateness of the proposed development are included in the Planning Comments section of this report.

Comment

A concern was raised regarding the proposal and the potential impact on traffic on Lorne Park Road and surrounding residential streets.

Response

Transportation and Works concludes that the additional traffic as a result of the proposed 13 units is minimal and can be accommodated by the existing road network.

Comment

The inclusion of an underground garage will create negative impacts on the surrounding properties, in particular, the survival of existing mature trees and the displacement of surface drainage. The property should maintain the existing mature trees and provide for ample landscaping on site.

Response

Comments regarding these issues are included in the Planning Comments section of this report.

Comment

A concern was raised regarding the number of residential and visitor parking spaces.

Response

The applicant is providing parking spaces in accordance with the parking requirements in the Zoning By-law and is not seeking relief from the prescribed rates.

In addition, a petition was received at the May 23, 2018 Council meeting that was signed by a number of area residents indicating concerns with the density of the proposed development.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**City Transportation and Works Department**

Comments updated May 15, 2018 state that in the event that Council endorses the recommendation contained in this report, prior to the enactment of the Zoning By-law, the applicant will be required to deliver an executed Development Agreement in a form satisfactory to the City of Mississauga, Region or any other appropriate authority. The agreement may deal with matters including, but not limited to, the following: engineering matters such as grading, fencing, noise studies, noise mitigation, utilities relocation and warning clauses; financial issues, such as land dedications, securities or letters of credit.

Site specific details will be addressed through the future Consent and Site Plan review and approval processes.

PLANNING COMMENTS**Provincial Policy Statement, 2014 (PPS) and Growth Plan for the Greater Golden Horseshoe**

The Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

Consistency with PPS

The PPS contains the Province's policies concerning land use planning for Ontario. Section 1.1.3.3 of the PPS states that "planning authorities shall identify and promote opportunities for

intensification and redevelopment where this can be accommodated, taking into account existing building stock" and Section 1.1.3.4 of the PPS states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety."

The site's current designation is **Residential Low Density I** which permits detached homes. The proposal requires an amendment to change the designation for the semi-detached and townhome portion to **Residential Low Density II**. Chapter 5 – Direct Growth and Chapter 9 – Build A Desirable Urban Form of MOP indicate that intensification within Neighbourhoods can be accommodated, provided that the design is appropriate and context sensitive. Therefore, the applicable policies are consistent with the PPS.

With respect to the proposed designation for the subject site, as described in the Planning Comments section of the report, the proposal meets the applicable policies in MOP and therefore is consistent with the PPS.

Conformity to Growth Plan

The property is located within a delineated Built-Up Area (Section 2.2.2) that is to be planned to accommodate population and employment growth (Schedule 4 of the Growth Plan). Section 2.2.2.4 b) of the Growth Plan directs municipalities to identify the appropriate type and scale of development and transition of built form.

Chapter 5 – Direct Growth and Chapter 9 – Build a Desirable Urban Form of MOP include policies that guide appropriate and context sensitive intensification in Neighbourhood Character Areas. Achievement of design principles and development standards dictate the appropriate intensification that should occur on site. Therefore, MOP conforms to the Growth Plan as it applies to the designated Non-intensification areas of the City.

As described in the Planning Comments section of the report, the proposal represents a development that provides appropriate scale and transition and therefore, conforms to the Growth Plan.

Region of Peel Official Plan

The subject property is located within the Urban System of the Region of Peel Official Plan. The objectives of the Urban System designation require development to be compact and pedestrian oriented, transit supportive and address the more efficient use of underutilized lots.

The MOP general policies within Chapter 5 – Direct Growth and Chapter 9 – Build a Desirable Urban Form that recognize that redevelopment within Neighbourhoods should be context appropriate. The applicable policies generally encourage the redevelopment of underutilized lots and require redevelopment to be transit supportive, pedestrian oriented and context sensitive. Therefore, MOP conforms to the Region of Peel Official Plan.

The proposed change in designation to **Residential Low Density II** to permit the proposed semi-detached homes and townhomes would make a more efficient use of the servicing capacity for the site. Therefore, the proposal conforms to the Region of Peel Official Plan.

Official Plan

The proposal requires an amendment to the Mississauga Official Plan Policies for the Clarkson Lorne-Park Neighbourhood Character Area for the condominium component of the development to **Residential Low Density II** to permit four semi-detached homes and six townhomes. The applicant is proposing to maintain the **Residential Low Density I** designation for the three detached homes on Garden Road. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- *Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?*
- *Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?*
- *Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?*
- *Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?*

Planning staff have undertaken an evaluation of the criteria against this proposed development application.

Intensification

The subject site is located in the Clarkson Lorne-Park Neighbourhood Character Area, a stable residential neighbourhood. According to the City Structure policies of Mississauga Official Plan (MOP), Neighbourhoods are not intended to be the focus for intensification but it is recognized that these areas are not meant to stay static and that new development need not imitate previous development patterns. Where new development is proposed, it should be sensitive to the existing and planned character of the Neighbourhood.

Figure 1 - Clarkson Lorne-Park – Special Site 1



The subject site is currently designated **Residential Low Density I**, which permits detached homes subject to Special Site 1 policies. These additional policies speak to streetscape treatment and encourage new development to be two storeys in height. The Special Site 1 policies not only includes the subject lands but also applies to the broader area located east and west of Lorne Park Road and north and south of the CN Railway line (see Figure 1). Included within the Special Site 1 are the properties across the street that were approved and redeveloped for 4 semi-detached homes and 5 townhomes (1191 – 1203 Lorne Park Road). The inclusion of these properties within the Special Site 1 policy area is important when evaluating the appropriateness of the proposed intensification in relation to the existing neighbourhood.

The proposal meets the intent of these policies and will assist in maintaining and enhancing the distinct character of the Lorne Park Road corridor by incorporating high-quality architecture that is complimentary to the character of the surrounding built environment and that de-emphasizes the height of the second storeys. For example, the roofs are pitched which helps reduce the massing. The semi-detached homes facing Lorne Park Road have been designed as large detached homes with front doors facing Lorne Park Road to create continuity and rhythm with the other homes along the street. The proposal appropriately achieves a residential design in a form that enhances the local community character and respects the immediate context. The resultant increase in density on these lands is also appropriate given the site's location on a major road and its proximity to commercial facilities in the immediate area, including Centennial Plaza with Battaglia's Marketplace grocery store located next door at 1150 Lorne Park Road and the concentration of other commercial uses further to the south.

The proposal will also add to the existing housing stock by providing for more diverse housing types within the Clarkson Lorne-Park Neighbourhood Character Area, allowing area residents with the option of remaining in the community and living in a smaller home with less or no maintenance. The change in designation to **Residential Low Density II** to permit semi-detached homes and townhomes represents a form of intensification that already exists within the immediate context and will not adversely impact or destabilize the overall goals and objectives of MOP.

Compatibility with the Neighbourhood

The proposal is a compatible form of development with the surrounding context. The three proposed detached homes fronting onto Garden Road maintains the character of the street by providing for a built form that integrates well in the surrounding low density context. The proposed development does not impede the redevelopment or functioning of the adjacent properties.

An appropriate transition in height is achieved by the two storey nature of the proposal, which matches the heights of the existing homes in the immediate vicinity and throughout the larger context area. The semi-detached homes and townhomes portion of the development has been designed in a manner that fits the character of the area by providing for adequate setbacks to the adjacent residential lots and incorporates appropriate landscaping and planting, ensuring that overall compatibility is achieved. The design of the proposal is reflective of the scale and massing of the existing context.

Infrastructure

Based on the comments received from the applicable City departments and external agencies, the existing infrastructure is adequate to support the proposed development.

Summary

The proposed development has been designed to be sensitive to the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent uses. Overlook conditions and shadow impacts have been addressed through reduced building heights and the increase in building setbacks to the property lines. The applicant has also provided a Planning Justification Report in support of the applications that has adequately demonstrated that the proposal represents good planning and is consistent with the intent of MOP policies.

Additional Development Matters

Proposed Underground Parking Garage

The proposed underground parking garage will be designed in a manner that provides for sufficient unencumbered setbacks to the abutting residential lot lines. The vertical distance between the garage membrane and the surface of the property will ensure that a sufficient amount of soil volume can be accommodated to allow for vegetation growth related to any new landscaping works proposed on site. Having most of the required parking in an underground parking garage allows for more opportunity for landscaping and planting by reducing the paving materials required for private roadways and driveways. The proposed development will also include the planting of new trees. Landscaping works for the site will be further refined and finalized through the required site plan approval process.

Tree Protection

The removal of 74 existing trees above 15 cm (6 in.) diameter at breast height is required to facilitate the proposed development. A total of 8 trees require removal due to reasons unrelated to the proposed development. Of the total existing trees to be removed, 50 trees are located within the 3 detached lots. These lots will require individual arborist reports upon the submission of Site Plan Approval applications for each lot. The removal of trees for those lots will be further evaluated at that time. A total of 53 trees on site and near the property lines will be maintained. The applicant will be installing hoarding protection for the trees to be maintained on site and will be implementing root-sensitive excavation for groundbreaking activities within tree protection

zone in addition to other construction techniques outlined in the recommendations provided in the submitted Arborist Report.

Drainage

The applicant has also submitted a grading plan confirming that all surface drainage will be accommodated on site by proposing a combination of catch basins and drain swales. Grading and drainage will be further refined and reviewed through the Site Plan Approval process.

Zoning

The proposed **RM4-Exception** (Townhouse Dwellings) zone is appropriate to accommodate the semi-detached homes and townhomes component of the proposal with an underground parking garage. The current **R2-4** (Detached Dwellings – Infill Exception) zone is proposed to be maintained for the detached homes portion of the proposal.

Appendix 3 contains a summary of the revised proposed site specific zoning provisions.

Site Plan

Prior to development of the lands, the applicant will be required to obtain Site Plan approval. While the applicant has worked with City departments to address many site plan related issues through review of the Official Plan Amendment and Rezoning concept plan, further revisions will be needed to address matters such as tree preservation and landscaping.

Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. 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.

In this instance, community benefits are not being sought given the size of the proposal does not meet the minimum threshold of 5 000 m² (53, 819 ft²) of Gross Floor Area for a Section 37 contribution.

Financial Impact

Development charges will be payable in keeping with the requirements of the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met.

Conclusion

In accordance with subsection 34(17) of the *Planning Act*, Council is given authority to determine if further public notice is required. Since the requested revisions to the applications

are not considered major changes to the development, it is recommended that no further public notice be required.

The proposed Official Plan Amendment and Rezoning applications are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal for a condominium development consisting of four semi-detached homes and six townhomes; and three freehold detached homes on Garden Road is consistent with the overall intent, goals and objectives of Mississauga Official Plan as the site is located on Lorne Park Road and will not destabilize the surrounding residential neighbourhood.
2. The proposed built form is compatible with the surrounding land uses and incorporates appropriate building heights and setbacks that ensure compatibility with the surrounding area.
3. The proposed official plan provisions and zoning standards, as identified, are appropriate to accommodate the requested uses.

Attachments

Appendix 1: Information Report

Appendix 2: Updated Concept Plan and Underground Garage Plan

Appendix 3: Revised Summary of Existing and Proposed Zoning Provisions



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

Prepared by: David Ferro, Development Planner

City of Mississauga

Corporate Report



Date: November 10, 2017

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 16/014 W2

Meeting date:
2017/12/04

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 2)

Applications to permit a condominium development consisting of four semi-detached homes and six townhomes; and three freehold detached homes on Garden Road 1190 and 1200 Lorne Park Road, southwest corner of Lorne Park Road and Garden Road
Owner: 2517015 Ontario Inc. (Format Group)

File: OZ 16/014 W2

Recommendation

That the report dated November 10, 2017, from the Commissioner of Planning and Building regarding the applications by 2517015 Ontario Inc. (Format Group) to permit a condominium development consisting of four semi-detached homes and six townhomes; and three freehold detached homes on Garden Road under File OZ 16/014 W2, 1190 and 1200 Lorne Park Road, 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
- The applications have been appealed to the Ontario Municipal Board (OMB) by the applicant for failure by City Council to make a decision on the applications within the prescribed timeframes
- Community concerns identified to date relate to built form, density, tree removal, the proposed underground garage, traffic and pedestrian safety, stormwater management, visitor parking, and noise
- Prior to the next report, matters to be addressed include: appropriateness of the proposed built form and the proposed zoning regulations, tree preservation, noise mitigation, and the

□ satisfactory resolution of other technical requirements and studies related to the project

Background

The applications were deemed complete on January 17, 2017 and were appealed to the OMB by the applicant for non-decision on October 31, 2017. In that time span, the City has provided the applicant with comments based on their original submission. A formal resubmission has been made by the applicant, which has been circulated for technical comments and two community meetings have been held. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

Following the initial community meeting held in March of this year, the applicant has made revisions to the proposed development to address comments received from the public and City staff. These modifications include:

- Replacing the previously proposed semi-detached homes fronting onto Garden Road with a detached home
- Shifting the condominium road/access to the underground garage to Lorne Park Road; whereas previously it was proposed from Garden Road
- Designing the detached lots fronting on Garden Road to comply with the minimum area and frontage requirements of the **R2-4 (Detached Dwellings - Infill Exception)** zone
- Increasing the side yard from the proposed townhouse units to the existing detached home at 1183 Garden Road to 4.0 m (13.1 ft.); whereas, 2.2 m (7.2 ft.) was previously proposed
- Eliminating the 3rd floor windows on the townhomes

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	83.4 m (273.6 ft.) – Garden Road 108.5 m (356 ft.) – Lorne Park Road
Depth:	97.2 m (318.9 ft.)
Gross Lot Area:	0.5 ha (1.3 ac.)
Existing Uses:	St. Paul's Anglican Church and associated manse

The property is located in the Clarkson-Lorne Park Neighbourhood Character Area, which is a well-established residential neighbourhood characterized by predominantly detached homes on large lots with generous yards. There are a number of mature trees on the property and in the surrounding area.



Aerial Photo of
1190 & 1200
Lorne Park Road

The surrounding land uses are:

- North: Detached homes and a condominium development consisting of 4 semi-detached homes and 5 townhomes to the east
- East: Commercial plaza including Battaglia's Lorne Park Marketplace grocery store
- South: Detached homes
- West: 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 condominium development consisting of six 3 storey townhomes and four 2 storey semi-detached homes on the east portion of the site. Site access for the condominium development is proposed from Lorne Park Road by a single driveway which provides access to an underground parking garage. A secondary access is also provided off Lorne Park Road and is intended to serve predominantly as the fire route for the development. There is also one barrier free visitor parking space on this secondary driveway. The west portion of the site is proposed to be developed with three 2 storey freehold detached homes fronting onto Garden Road. The detached homes will each have their own driveways and attached garages. The condominium portion of the development will function independently of the freehold detached homes on Garden Road.

Development Proposal				
	Freehold Component		Condominium Component	
Applications submitted:	Received: November 10, 2016 Deemed complete: January 17, 2017 Revised submission: September 20, 2017 Appealed to OMB: October 31, 2017			
Developer/ Owner:	2517015 Ontario Inc. (Format Group)			
Applicant:	Ruth Victor & Associates			
Number of units:	3 detached homes		4 semi-detached homes <u>6 townhomes</u> 10 condominium units	
Height:	2 storeys		Semi-detached homes: 2 storeys Townhomes: 3 storeys	
Lot Coverage:	Unit "E" (corner lot): 24% Unit "F" & "G": 30%		32.5%	
Floor Space Index:	N/A		0.7	
Landscaped Area:	Unit "E" (corner lot): 68% Unit "F": 58% Unit "G": 59%		50%	
Net Density:	13 units/ha 5 units/ac		32 units/ha 13 units/ac	
Gross Floor Area:	Unit "E" (corner lot): 302.2 m ² (3,253 ft ²) Unit "F" & "G": 322 m ² (3,466 ft ²)		2 154.1 m ² (23,187 ft ²)	
Road type:	Public road (Garden Road)		Private condominium road	
Anticipated Population:	12* *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.		34* *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: resident spaces	Required 2 per unit	Proposed 4 per unit (with garage)	Required 20 spaces	Provided 20 spaces
visitor spaces	0 per unit	0 per unit	3 spaces	3 spaces
Total	2 per unit	4 per unit	23 spaces	23 spaces

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



Image of
Existing
Condition –
Lorne Park
Road Frontage



Image of
Existing
Condition –
Garden Road
Frontage



Applicant's
rendering of
detached
homes on
Garden Road



Applicant's rendering of semi-detached homes and townhomes from Lorne Park Road

LAND USE CONTROLS

The subject lands are located within the Clarkson-Lorne Park Neighbourhood Character Area and are designated **Residential Low Density I** (see Appendix 5) which permits detached homes. The site is also in Special Site 1 of the Clarkson-Lorne Park Neighbourhood Character Area (see Appendix 7 for Special Site 1 policies). The applicant is proposing to maintain the **Residential Low Density I** designation for the proposed detached homes and to change the designation for the condominium component of the development to **Residential Low Density II** to permit semi-detached homes and townhomes.

The lands are currently zoned **R2-4 (Detached Dwellings - Infill Exception)** (see Appendix 6) which permit detached homes. A rezoning is proposed to **RM4 - Exception (Townhouse Dwellings)** to permit semi-detached and townhouse dwellings on the condominium portion of the site, in accordance with the proposed zone standards contained within Appendix 8.

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

Two community meetings were held by Ward 2 Councillor, Karen Ras on March 22, 2017 and October 17, 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 townhomes are out of character with the surrounding area. The site should be redeveloped with detached homes since that is what is permitted
- Numerous trees will need to be removed to allow for the proposed development, which is unacceptable. The proposed underground garage will further impact tree preservation
- The proposed homes are not unique in design or appearance
- The site is too small to accommodate 13 homes
- The requirements of the Zoning By-law (lot sizes, setbacks and height) should be maintained to ensure consistency with the surrounding area
- The proposed development will add to the existing traffic congestion in the area and will impact pedestrian safety, especially with the number of students in the area
- There are flooding issues in the area
- The number of proposed visitor parking spaces is inadequate
- Surface parking is preferred to underground parking
- The development, if approved, will set a precedent for the community
- The noise from the common amenity space for the townhomes is a concern
- Where will the ventilation shafts for the underground parking garage be located
- The changes along Garden Road are good but the number of townhomes could be reduced
- The City is running out of land and infill development is needed
- Some area residents spoke in support of the project, indicating that they would like to have the option to stay in the community and live in a smaller home with less/no maintenance

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 types appropriate
- Are the proposed zoning regulations acceptable
- Does the proposed development comply with Fire Route By-law 1036-081
- Have all other technical requirements and studies, including stormwater management, traffic impacts, noise assessment and tree preservation been addressed and found to be acceptable

OTHER INFORMATION

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

- Planning Justification Report
- Neighbourhood Compatibility Report
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Concept Plan
- Preliminary Elevations and Floor Plans
- Vegetation Management Plan and Arborist Report
- Landscape Concept Plan
- Functional Servicing Report
- Grading and Servicing Plans
- Noise Impact Study
- Phase I and II Environmental Site Assessment
- Public Consultation Strategy
- Reference Plan

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. Staff also require additional information concerning the creation of the detached lots, vehicle movements in the underground garage, clarification regarding the Phase II Environmental Site Assessment, and tree removal. 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. Given that the applications have been appealed to the OMB, a subsequent Recommendation Report on this project will need to be brought forward to Planning and Development Committee requesting that City Council provide direction to Legal Services prior to any OMB hearing.

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept Plan
- Appendix 4: Proposed Elevations
- Appendix 5: Excerpt of Clarkson-Lorne Park 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: Ashlee Rivet, Development Planner

2517015 Ontario Inc.

File: OZ 16/014 W2

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R2-4 (Detached Dwellings – Infill Exception)**
- November 6, 2008 – Committee of Adjustment approved consent application B 55/08 to sever the portion of the property with the municipal address 1183 Garden Road from the larger land holding that contains the existing church and manse
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Residential Low Density I** in the Clarkson-Lorne Park Character Area



LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2016



TITLE:

2517015 ONTARIO INC.

FILE NO:

OZ 16/ 014 W2



MISSISSAUGA

Produced by
T&W, Geomatics

2517015 Ontario Inc.

File: OZ 16/014 W2

Proposed Concept Plan



2517015 Ontario Inc.

File: OZ 16/014 W2

Proposed Elevations

Detached Home Unit 'E' (corner lot)



Detached Homes Units 'F' & 'G'



Semi-Detached Homes



FRONT ELEVATION 'A' & 'B'



SIDE ELEVATION 'A'



REAR ELEVATION 'A' & 'B'



SIDE ELEVATION 'B'



FRONT ELEVATION 'C' & 'D'



SIDE ELEVATION 'C'

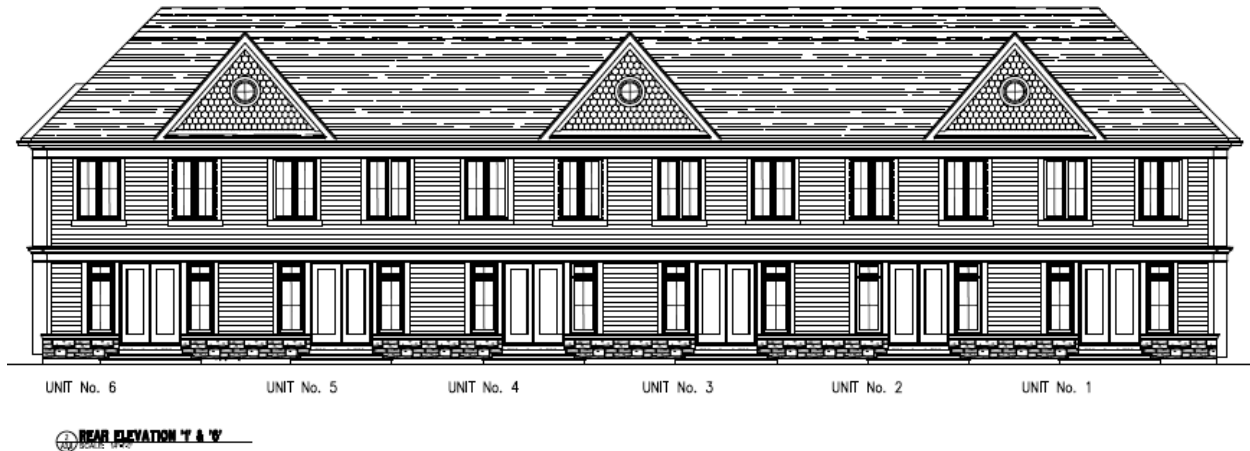
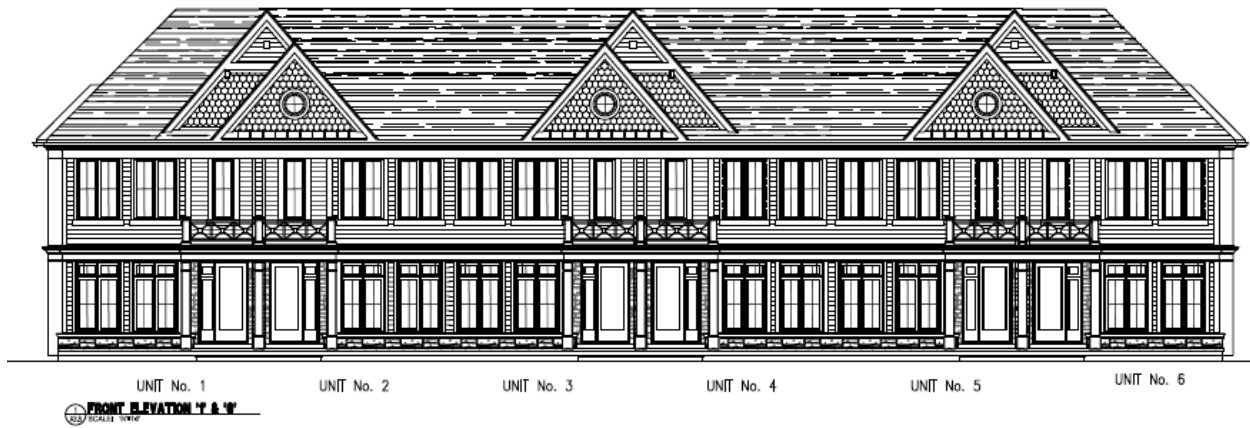


REAR ELEVATION 'C' & 'D'






















SIDE ELEVATION 'D'

Townhomes















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:

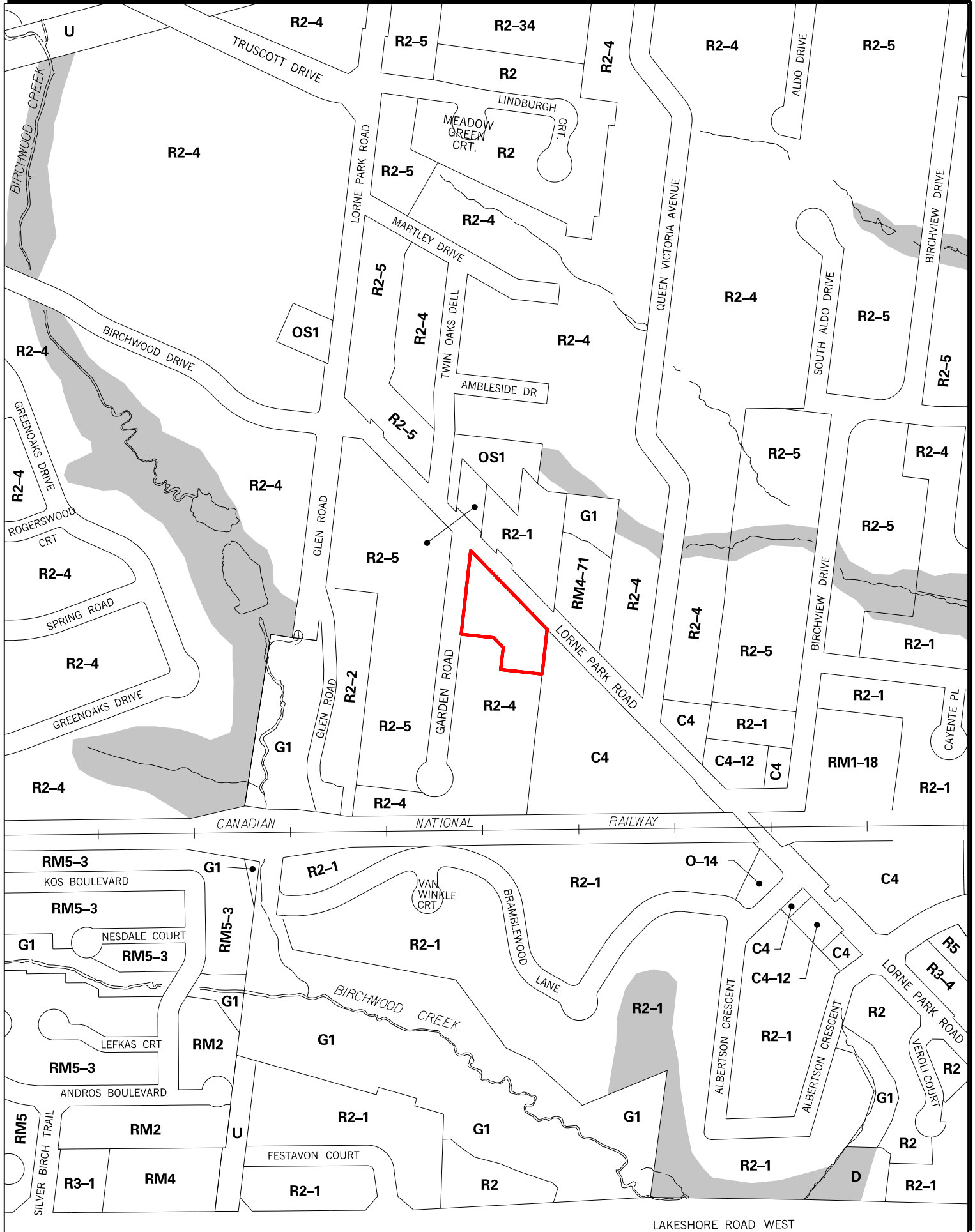
2517015 ONTARIO INC.

FILE NO:

OZ 16/ 014 W2



Produced by
T&W, Geomatics



2517015 Ontario Inc.

File: OZ 16/014 W2

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

Current Mississauga Official Plan Designation and Policies for the Clarkson-Lorne Park Neighbourhood Character Area.

Residential Low Density I which permits detached dwellings. The site is also in the area subject to the Special Site 1 policies (see Section 16.5.5.1 – Neighbourhoods below)

Proposed Official Plan Amendment Provisions

The condominium portion of the lands are proposed to be designated **Residential Low Density II** and to add Special Site Policies to permit semi-detached and townhouse dwellings.

There are other policies in Mississauga Official Plan that are also applicable in the review of these applications, some of which are found below.

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.3.5 - Neighbourhoods	Neighbourhoods are considered to be physically stable areas and are not intended to be the focus of intensification. Where higher density uses are proposed, they should be located on sites identified by a local area review, on Corridors or in conjunction with existing apartment sites or commercial centres. Intensification in Neighbourhoods will generally occur through infilling and will be considered where the proposed development is compatible in built form, density and scale to the existing and planned context.
Section 7 – Complete Communities	Section 7.2 - Housing	A range of housing choices in terms of types, tenure and price will be provided while ensuring that community infrastructure and engineering services are maximized. Opportunities for aging-in-place or alternative housing within the community will assist households as they move through the lifecycle. This may include introducing alternative forms of housing within Neighbourhoods.

2517015 Ontario Inc.

File: OZ 16/014 W2

Section 11 – General Land Use Designations	11.2.5.3 11.2.5.4	Lands designated Residential Low Density I permit detached dwellings, semi-detached dwellings and duplex dwellings, Lands designated Residential Low Density II permit detached dwellings, semi-detached dwellings, duplex dwellings, triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.
Section 16 - Neighbourhoods	Section 16.1.2 – Residential Section 16.5 Clarkson- Lorne Park	<p>To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots created by land division or units or parcels of tied land (POTLs) created by condominium will generally represent the greater of:</p> <ol style="list-style-type: none"> The average frontage and area of residential lots, units or POTLs on both sides of the same street within 120 m (393.7 ft.) of the subject property. In the case of a corner development lot, units or POTLs on both streets within 120 m (393.7 ft.) will be considered; or The requirements of the Zoning By-law. <p>Where the average lot frontage and area of residential lots determined through the above policy is less than the minimum requirements of the zoning by-law, consideration may be given to a minor variance.</p> <p>Development should integrate into the surrounding area by ensuring that it is compatible with the character of Clarkson-Lorne Park.</p> <p>Development of detached dwellings on lands subject to Site Plan Approval the following will apply:</p> <ol style="list-style-type: none"> Preserve and enhance the generous front, rear and side yard setbacks; Ensure that existing grades and drainage conditions are preserved; Encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation; Garages should be recessed or located behind the main face of the house, Alternatively, garages should be located in the rear of the property; Ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;

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Section 16 - Neighbourhoods	Section 16.5.5.1 – Special Site 1	<p>f. Encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;</p> <p>g. Reduce the hard surface areas in the front yard;</p> <p>h. Preserve existing mature high quality trees to maintain the existing mature nature of these areas;</p> <p>i. House designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged; and</p> <p>j. The building mass, side yards and rear yards should be respected and relate to those of adjacent lots.</p> <p>Lands designated Residential Low Density I permit only detached dwellings in the Clarkson-Lorne Park Neighbourhood Character Area.</p> <p>Lands designated Residential Low Density II permit only detached dwellings in the area east of Southdown Road in the Clarkson-Lorne Park Neighbourhood Character Area.</p> <p>On lands in Special Site 1 that are designated Residential Low Density I the following policies will apply:</p> <ul style="list-style-type: none"> a. This streetscape should emphasize older buildings which are close to the street; and b. Encourage two storey development, with buildings designed to de-emphasize height, and to be consistent with the residential character of the neighbourhood.
Section 19 - Implementation	Section 19.5.1	<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;

2517015 Ontario Inc.**File: OZ 16/014 W2**

		<ul style="list-style-type: none">• 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.
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2517015 Ontario Inc.

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

R2-4 (Detached Dwellings – Infill Exception), which permits detached dwellings in accordance with the R2 infill exception regulations and a minimum lot frontage of 22.5 m (73.8 m).

**Proposed Zoning Standards
Condominium Development**

Zone Standards	Base RM4 Zoning By-law Standards	Proposed RM4 Exception Zoning By-law Standards (based on Concept Plan dated September 6, 2017)*
Permitted uses	Townhouse Dwelling	Townhouse Dwelling and Semi-detached Dwelling
Minimum lot area per dwelling unit	200 m ² (2,153.8 ft ²)	142 m ² (1,528.5 ft ²)
Minimum lot frontage	30.0 m (98.4 ft.)	66.6 m (218.5 ft.)
Minimum dwelling unit width	5.0 m (16.4 ft.)	5.7 m (18.7 ft.)
Minimum landscaped area	40% of lot area	50% of the lot area
Minimum setback from the front and/or side wall of a dwelling to all other street lines	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Minimum setback from the side wall of a dwelling to a lot line that is not a street line	2.5 m (8.2 ft.)	2.4 m (7.9 ft.)
Minimum setback from the rear wall of a townhouse dwelling to a lot line that is not a street line	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum setback from a front and/or side wall of a dwelling to an internal road, sidewalk or visitor parking space	4.5 m (14.8 ft.)	2.3 m (7.5 ft.)
Minimum setback from a side wall of a dwelling to a side wall of another dwelling	3.0 m (9.8 ft.)	2.4 m (7.9 ft.)

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Zone Standards	Base RM4 Zoning By-law Standards	Proposed RM4 Exception Zoning By-law Standards (based on Concept Plan dated September 6, 2017)*
Minimum setback from a side wall of a dwelling to an internal walkway	1.5 m (4.9 ft.)	3.4 m (11.2 ft.)
Minimum setback from a rear wall of a dwelling to an internal road or walkway	7.5 m (24.6 ft.)	2.3 m (7.5 ft.)
Maximum projection of a porch or deck located at and accessible from the first storey of the dwelling, inclusive of stairs, attached to the front and/or side wall of a townhouse dwelling	1.6 m (5.2 ft.)	1.2 m (3.9 ft.)
Maximum dwelling height	10.7 m (35.1 ft.)	Townhouses: 10.5 m (34.4 ft.) to the highest ridge Semi-detached: 9.5 m (31.2 ft.) to the highest ridge
Minimum setback between a visitor parking space and a street	4.5 m (14.8 ft.)	10.0 m (32.8 ft.)
Minimum setback between a visitor parking space and any other lot line	3.0 m (9.8 ft.)	7.5 m (24.6 ft.)
Minimum setback of a parking structure constructed completely below finished grade exclusive of any exit stairwell structure and mechanical venting structures, to any lot line	3.0 m (9.8 ft.)	0.2 m (0.7 ft.)
Minimum width of an internal road/aisle	7.0 m (23 ft.)	6.0 m (19.7 ft.)
Minimum width of a sidewalk	2.0 m (6.6 ft.)	1.8 m (5.9 ft.)

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

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File: OZ 16/014 W2

**Proposed Zoning Standards
Unit 'E' Detached Unit (Corner Lot)**

Zone Standards	Existing R2-4 Zoning By-law Standards	Proposed R2-4 Exception Zoning By-law Standards (based on Concept Plan dated September 6, 2017)*
Minimum Lot Area (Corner Lot)	810.0 m ² (8,718.8 ft ²)	810.0 m ² (8,718.8 ft ²)
Minimum Lot Frontage	22.5 m (73.8 ft.)	32.2 m (105.6 ft.)
Maximum Lot Coverage	30%	24%
Minimum Front Yard (Corner Lot)	7.5 m (24.6 ft.)	7.9 m (25.9 ft.)
Minimum Exterior Side Yard	7.5 m (24.6 ft.)	6.0 m (19.7 ft.)
Minimum Interior Side Yard	2.4 m (7.9 ft.) (1.8 m + 0.61 m for each additional storey above 1 storey)	3.0 m (9.8 ft.)
Minimum Rear Yard (Corner Lot)	3.0 m (9.8 ft.)	8.2 m (26.9 ft.)
Maximum Height – Highest Ridge (Sloped Roof)	9.5 m (31.2 ft.)	9.5 m (31.2 ft.)
Maximum Height of Eaves	6.4 m (21 ft.)	7.0 m (23 ft.)
Maximum Gross Floor Area – Infill Residential	352.2 m ² (3,791 ft ²) (190 m ² / 2,045.1 ft ² + 0.20 times the lot area)	346 m ² (3,724.3 ft ²)
Maximum Projection of a Garage	0.0 m (0.0 ft.)	0.0 m (0.0 ft.)
Maximum Dwelling Unit Depth	20.0 m (65.6 ft.)	16 m (52.5 ft.)
Maximum Driveway Width	Width of garage door openings + 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.)	6.1 m (20 ft.)
Minimum Landscaped Soft Area in the Yard Containing the Driveway	40%	84%

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

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**Proposed Zoning Standards
Unit 'F' Detached Unit (Centre Lot)**

Zone Standards	Existing R2-4 Zoning By-law Standards	Proposed R2-4 Exception Zoning By-law Standards (based on Concept Plan dated September 6, 2017)*
Minimum Lot Area (Interior Lot)	695 m ² (7,481 ft ²)	723.7 m ² (7,790 ft ²)
Minimum Lot Frontage	22.5 m (73.8 ft.)	22.5 m (73.8 ft.)
Maximum Lot Coverage	30%	30%
Minimum Front Yard (Interior Lot)	9.0 m (29.5 ft.)	7.5 m (24.6 ft.)
Minimum Interior Side Yard	2.4 m (7.9 ft.) (1.8 m + 0.61 m for each additional storey above 1 storey)	2.4 m (7.9 ft.) & 3.3 m (10.8 ft.)
Minimum Combined Width of Side Yards for dwelling with more than 1 storey	6.1 m (20.0 ft.) (27% of the lot frontage)	5.7 m (18.7 ft.)
Minimum Rear Yard (Interior Lot)	7.5 m (24.6 ft.)	9.0 m (29.5 ft.)
Maximum Height – Highest Ridge (Sloped Roof)	9.5 m (31.2 ft.)	9.5 m (31.2 ft.)
Maximum Height of Eaves	6.4 m (21 ft.)	7.0 m (23 ft.)
Maximum Gross Floor Area – Infill Residential	334.8 m ² (3,603.8 ft ²) (190 m ² / 2,045.1 ft ² + 0.20 times the lot area)	370.3 m ² (3,985.9 ft ²)
Maximum Projection of a Garage	0.0 m (0.0 ft.)	0.0 m (0.0 ft.)
Maximum Dwelling Unit Depth	20.0 m (65.6 ft.)	15.5 m (50.9 ft.)
Maximum Driveway Width	Width of garage door openings + 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.)	6.1 m (20 ft.)
Minimum Landscaped Soft Area in the Yard Containing the Driveway	40%	64%

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

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**Proposed Zoning Standards
Unit 'G' Detached Unit**

Zone Standards	Existing R2-4 Zoning By-law Standards	Proposed R2-4 Exception Zoning By-law Standards (based on Concept Plan dated September 6, 2017)*
Minimum Lot Area (Interior Lot)	695 m ² (7,481 ft ²)	718.9 m ² (7,738 ft ²)
Minimum Lot Frontage	22.5 m (73.8 ft.)	22.5 m (73.8 ft.)
Maximum Lot Coverage	30%	30%
Minimum Front Yard (Interior Lot)	9.0 m (29.5 ft.)	7.5 m (24.6 ft.)
Minimum Interior Side Yard	2.4 m (7.9 ft.) (1.8 m + 0.61 m for each additional storey above 1 storey)	2.4 m (7.9 ft.) & 3.4 m (11.2 ft.)
Minimum Combined Width of Side Yards for dwelling with more than 1 storey	6.1 m (20.0 ft.) (27% of the lot frontage)	5.8 m (19.0 ft.)
Minimum Rear Yard (Interior Lot)	7.5 m (24.6 ft.)	9.0 m (29.5 ft.)
Maximum Height – Highest Ridge (Sloped Roof)	9.5 m (31.2 ft.)	9.5 m (31.2 ft.)
Maximum Height of Eaves	6.4 m (21 ft.)	7.0 m (23 ft.)
Maximum Gross Floor Area – Infill Residential	333.8 m ² (3,593 ft ²) (190 m ² / 2,045.1 ft ² + 0.20 times the lot area)	370.3 m ² (3,985.9 ft ²)
Maximum Projection of a Garage	0.0 m (0.0 ft.)	0.0 m (0.0 ft.)
Maximum Dwelling Unit Depth	20.0 m (65.6 ft.)	15.5 m (50.9 ft.)
Maximum Driveway Width	Width of garage door openings + 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.)	6.1 m (20 ft.)
Minimum Landscaped Soft Area in the Yard Containing the Driveway	40%	65%

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

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Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (October 24, 2017)	The Region of Peel has indicated that a copy of the most up to date PINS is required to determine if it will be necessary to consolidate the PINS or register a section 118 on title. A satisfactory FSR was received and is currently being modelled to determine if there is adequate capacity in the area to accommodate the proposed development.
Dufferin-Peel Catholic District School Board and the Peel District School Board (February 2017)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application. In addition, if approved, both School Board also require that the appropriate warning clauses be included in all offers of purchase and sale for the proposed development.
City Community Services Department – Parks and Forestry Division/Park Planning Section (October 27, 2017)	Community Services has indicated that the subject site is located within 50 m (164 ft.) of Twin Oaks Park which contains a play site. The park is zoned “ OS1 ” (Open Space – Community Park). Street tree cash contributions will be required for eight (8) street trees to be planted along Garden Road. The fee is subject to the current fees and charges by-law. Prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.
City Community Services Department – Fire and Emergency Services Division (September 25, 2017)	Fire has reviewed the revised OPA/rezoning applications from an emergency response perspective and has no concerns; emergency response time to the site and watersupply available are acceptable. Fire access to the townhomes is to be in conformance with By-law 1036-81 and will be assessed through the site plan approval process.

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Agency / Comment Date	Comment
	Fire will require further clarification on the design of the fire route, including surface materials, width, and load carrying capacity
City Transportation and Works Department (October 23, 2017)	<p>The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by the Transportation and Works Department include:</p> <ul style="list-style-type: none"> • Revisions to the Grading Plan, Servicing Plan and Site Plan • Clarification on the creation of detached lots • Provision of an Underground Parking Plan • Confirmation of Fire Route design and cross-sections • Provision of cross-section and profile of garage ramp and turning templates diagram • Revisions to the Functional Servicing Report • Clarification regarding the Phase II ESA <p>In addition, confirmation will be required from GO Transit/Metrolinx regarding noise barrier requirements for this proposal and any warning clauses, as well as Region approval for waste collection method and location.</p> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> • Urban Forestry, Community Services Department • Cultural Planning, Community Services Department • MiWay • Alectra Utilities • Rogers Cable • Canada Post • Enbridge Gas Distribution Inc. • Greater Toronto Airports Authority <p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • Bell Canada • Metrolinx (comments pending at the time of preparing Information Report)

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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"> 3 Kindergarten to Grade 5 2 Grade 6 to Grade 8 2 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Lorne Park Public School <ul style="list-style-type: none"> Enrolment: 244 Capacity: 303 Portables: 0 Tecumseh Public School <ul style="list-style-type: none"> Enrolment: 384 Capacity: 392 Portables: 1 Lorne Park Secondary School <ul style="list-style-type: none"> Enrolment: 994 Capacity: 1,236 Portables: 0 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 2 Junior Kindergarten to Grade 8 1 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> St. Luke Catholic Elementary School <ul style="list-style-type: none"> Enrolment: 498 Capacity: 602 Portables: 0 Iona Catholic Secondary School <ul style="list-style-type: none"> Enrolment: 886 Capacity: 723 Portables: 17

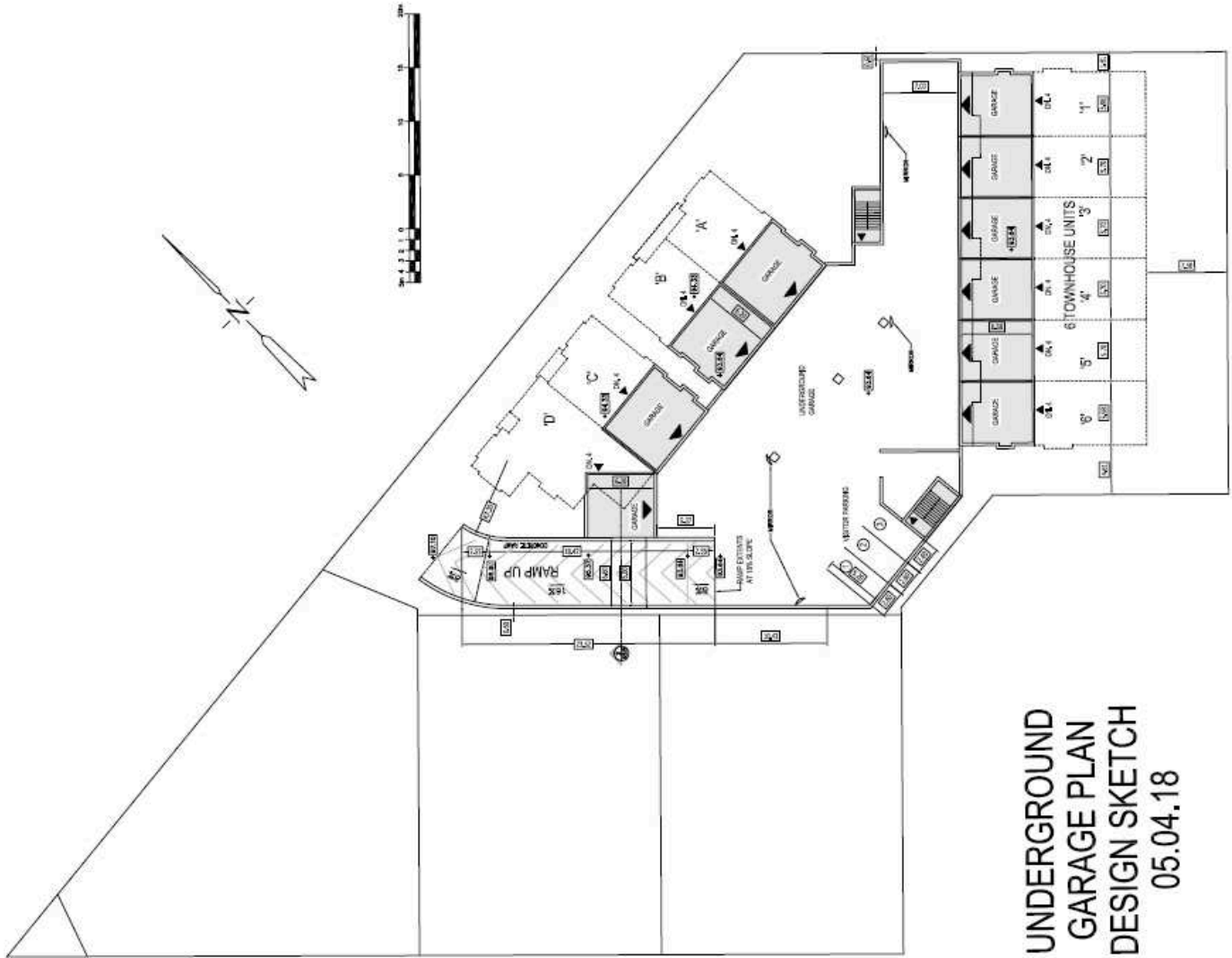
Updated Concept Plan



2517015 Ontario Inc. (Format Group)

File: OZ 16/014 W2

Updated Underground Garage Plan



2517015 Ontario Inc. (Format Group)

File: OZ 16/014 W2

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

R2-4 (Detached Dwellings – Infill Exception), which permits detached dwellings in accordance with the R2 infill exception regulations and a minimum lot frontage of 22.5 m (73.8 m).

Proposed Zoning Standards
Semi-Detached and Townhouse Dwellings - Condominium Development

Zone Standards	Base RM4 Zoning By-law Standards	Proposed RM4 Exception Zoning By-law Standards
Permitted uses	Townhouse Dwelling	Townhouse Dwelling and Semi-detached Dwelling
Minimum lot area per dwelling unit	200 m ² (2,153.8 ft ²)	142 m ² (1,528.5 ft ²)
Minimum lot frontage	30.0 m (98.4 ft.)	66.6 m (218.5 ft.)
Minimum dwelling unit width	5.0 m (16.4 ft.)	5.7 m (18.7 ft.)
Minimum landscaped area	40% of lot area	50% of the lot area
Minimum setback from the front and/or side wall of a dwelling to all other street lines	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Minimum setback from the side wall of a dwelling to a lot line that is not a street line	2.5 m (8.2 ft.)	1.81 m (5.93 ft.)
Minimum setback from the rear wall of a townhouse dwelling to a lot line that is not a street line	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum setback from a front and/or side wall of a dwelling to an internal road, sidewalk or visitor parking space	4.5 m (14.8 ft.)	2.3 m (7.5 ft.)
Minimum setback from a side wall of a dwelling to a side wall of another dwelling	3.0 m (9.8 ft.)	2.4 m (7.9 ft.)
Minimum setback from a side wall of a dwelling to an internal walkway	1.5 m (4.9 ft.)	3.4 m (11.2 ft.)

2517015 Ontario Inc. (Format Group)

File: OZ 16/014 W2

Zone Standards	Base RM4 Zoning By-law Standards	Proposed RM4 Exception Zoning By-law Standards
Minimum setback from a rear wall of a dwelling to an internal road or walkway	7.5 m (24.6 ft.)	2.3 m (7.5 ft.)
Maximum projection of a porch or deck located at and accessible from the first storey of the dwelling, inclusive of stairs, attached to the front and/or side wall of a townhouse dwelling	1.6 m (5.2 ft.)	1.2 m (3.9 ft.)
Maximum dwelling height	10.7 m (35.1 ft.)	Townhouses: 9.5 m (31.2 ft.) to the highest ridge Semi-detached: 9.0 m (29.5 ft.) to the highest ridge
Minimum setback between a visitor parking space and a street	4.5 m (14.8 ft.)	10.0 m (32.8 ft.)
Minimum setback between a visitor parking space and any other lot line	3.0 m (9.8 ft.)	7.5 m (24.6 ft.)
Minimum setback of a parking structure constructed completely below finished grade exclusive of any exit stairwell structure and mechanical venting structures, to any lot line	3.0 m (9.8 ft.)	0.2 m (0.7 ft.)
Minimum width of an internal road/aisle	7.0 m (23 ft.)	6.0 m (19.7 ft.)
Minimum width of a sidewalk	2.0 m (6.6 ft.)	1.8 m (5.9 ft.)

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

City of Mississauga
Corporate Report



Date: May 24, 2018

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:
 OZ 11/015 W7

Meeting date:
 2018/06/18

Subject

RECOMMENDATION REPORT (WARD 7)

**Applications to permit 144 Back to Back Stacked Townhomes
 2024 and 2040 Camilla Road**

North side of North Service Road, west side of Camilla Road

Owner: Consulate Management Ltd.

File OZ 11/015 W7

Bill 139

Recommendation

1. That notwithstanding that subsequent to the public meeting, a change to the applications has been proposed, Council considers that the change does not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application under File OZ 11/015 W7, Consulate Management Ltd., 2024 and 2040 Camilla Road to amend Mississauga Official Plan to **Residential High Density – Special Site** to permit horizontal multiple dwellings (i.e. back to back stacked townhomes), be approved subject to the conditions referenced in the staff report dated May 24, 2018 from the Commissioner of Planning and Building.
3. That the application under File OZ 11/015 W7, Consulate Management Ltd., 2024 and 2040 Camilla Road to change the zoning to **RM9-Exception** to permit 144 back to back stacked townhomes in accordance with the provisions contained in Appendix 2 (Proposed RM9-Exception), be refused.
4. That the Planning and Building Department recommended alternative proposal to change the zoning to **H-RM9-Exception** in accordance with the provisions contained in Appendix 2 (P&B Alternative RM9-Exception), be approved subject to the conditions referenced in the staff report dated May 24, 2018 from the Commissioner of Planning and Building.

5. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
6. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
7. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall remain the same.

Report Highlights

- Comments were received from the public regarding flooding and concern about apartment dwellings
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting, including removal of apartments as a permitted use under the zoning
- Staff are satisfied that the proposed official plan amendment is acceptable from a planning standpoint, and recommend that the official plan amendment application be approved
- Staff are not satisfied with the concept plan and proposed zoning standards, lack of on-site amenity area, and landscape buffers and therefore recommend refusal of the proposed Rezoning
- Staff are recommending alternative zoning standards be approved

Background

A public meeting was held by the Planning and Development Committee on June 8, 2015 and April 9, 2018, at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0027 -2018 was then adopted by Council on April 25, 2018.

PDC-0027-2018

1. That the report dated March 16, 2018, from the Commissioner of Planning and Building regarding the applications by Consulate Management Ltd. to permit 144 back to back stacked townhomes, under File OZ 11/015 W7, 2024 and 2040 Camilla Road, be received for information.
2. That four oral submissions made to the Planning and Development Committee on April 9, 2018, be received.

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has agreed to amend their rezoning application to only permit back to back stacked townhomes (horizontal multiple dwellings) thus removing apartment dwellings as a permitted use. The proposed official plan amendment would permit apartment dwellings in addition to the request for back to back stacked townhomes (horizontal multiple dwellings).

COMMUNITY COMMENTS

The issues below are a summary of those raised by residents at the community meeting held on May 27, 2015, by Councillor Iannicca, and at the public meetings held June 8, 2015 and April 9, 2018.

Comment

Due to the flooding and location within the Cooksville Creek floodplain, these lands are not suitable for development and there is a risk to basement units

Response

The Cooksville Creek floodplain is regulated by a two-zone floodplain management concept, with the Floodway being the most protected area, to be used for flood and erosion works and passive recreation activities. The Flood Fringe area may permit development provided the use and building are flood proofed to the regulatory flood level as required by the Credit Valley Conservation Authority (CVC), and safe emergency access is provided in times of flooding. The subject lands are located within the Flood Fringe. CVC has advised that they are satisfied with the increased grades and use of underground water storage tanks. Based on this the lands will be suitable for the proposed townhomes.

Comment

The proposed apartments are too dense for this site

Response

The applicant has revised their proposal and are now contemplating 144 back to back stacked townhome units. While no apartments are currently proposed, the applicant wants to keep the existing apartment permissions within the High Density Residential official plan designation. However, they have agreed to remove the apartment dwelling use from the proposed zoning by-law. Therefore, if they decided they wanted to revise their proposal and pursue apartments on these lands, they would be required to make an application to the City to rezone the property.

Comment

The apartment density will lead to increased strain on public services and infrastructure

Response

As noted above, apartments are no longer proposed. There is sufficient servicing capacity to accommodate the proposed development. See the Planning Comments for further information.

Comment

There will be adverse traffic, parking and safety impacts generated by the proposed development

Response

The applicant has submitted a Traffic Impact Study and Parking Justification to evaluate both the future traffic flows and possible impacts from the proposed development and the proposed reduction in parking. These studies were reviewed and assessed by staff and found to be acceptable with little impact to the surrounding area.

Comment

There will be excessive shadow impacts and a lack of privacy with overlook conditions from apartment dwellings

Response

The proposal is not contemplating any apartments at this time. Should the applicant alter their plans for the property, they will need to submit a rezoning application in order to permit apartments and at that time shadow impacts and overlook will be assessed.

Comment

The small unit sizes of the apartments and potential for rental will increase local crime rates

Response

The proposal has been revised and is now proposing back to back stacked townhomes consisting of 2 and 3 bedroom units which will largely be marketed towards families.

Comment

There are health concerns for the future residents of the development due to its proximity to the QEW and Hydro One Corridor

Response

The location of residential dwellings within close proximity to highways and hydro corridors is a common occurrence within Mississauga and elsewhere and there have been no clearly demonstrated detrimental health impacts. The City and Province have no distance separation criteria limiting residential development from locating adjacent to these uses.

Comment

Construction-related disruptions will impact the surrounding community

Response

A construction management plan will be required prior to any development in order to minimize disruption, dust and mud-tracking. In addition, the site development will have to abide by the noise by-law for appropriate hours of construction.

Comment

The City should purchase the lands and turn them into a park

Response

The Community Services Department monitor parkland provision and have not identified any park acquisition for this immediate area. It should be noted that Camilla Park is located approximately 800 metres (2,625 ft.) from the site.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**Community Services Department**

Comments updated May 7, 2018, state that the subject site is adjacent to a utility corridor, zoned H-U-4, and under Hydro One Networks Inc. ownership. The City currently has a license agreement with Hydro One Networks Inc. to construct and maintain a multi-use trail in this corridor. The City however, is not responsible to provide maintenance to the entire licensed area. There is a commitment to maintain one metre (3.3 ft.) on either side of the proposed multi-use trail. The proposed pedestrian connection to an area which is not maintained by the City could potentially create an unsafe condition and future residents can access the trail from Camilla Road and North Service Road. Based on this situation, Community Services recommends removing the mid-block pedestrian connection to Hydro lands from the proposal.

Through the review of a site plan application, a cash contribution for street trees will be required for Camilla Road and North Services Road. Prior to the issuance of a building permit, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the *Planning Act* and in accordance with the City's policies and by-laws.

Transportation and Works Department

Comments updated May 28, 2018, state that should the rezoning application be approved in principle by Council, the outstanding matters noted below are to form part of the conditions to lift the 'H' holding symbol:

- Delivery of an executed Development Agreement including Municipal Infrastructure schedules in a form satisfactory to the City of Mississauga, Region or any other appropriate authority. The agreement may deal with matters including, but not limited to engineering matters such as grading, fencing, noise studies, noise mitigation, utilities relocation, additional provisions, restrictions and warning clauses; as well as any required fees, easements, land dedications, securities or letters.

- Updated Grading and Servicing drawings to confirm additional technical details and reflect the most current Site Plan;
- Update the Functional Servicing /SWM Report;
- Final Remediation Report to address environmental comments;
- Completion and filing of a Record of Site Condition on the MOECC's Environmental Site Registry and provision of all required supporting environment documents;

Final clearances from the Region (waste collection) and Fire/EMS will be required with respect to internal access, travel distance and circulation as well as approval from the Ministry of Transportation for Ontario (MTO), C.V.C., Hydro One and Trans-Northern Pipelines.

Site specific details i.e. access, parking ramp, turnaround details and requirements for the proposed restricted emergency access on North Service Road are to be addressed through the site plan review and approval process.

PLANNING COMMENTS

Provincial Policy Statement, 2014 (PPS) and Growth Plan for the Greater Golden Horseshoe 2017 (Growth Plan)

Under the Planning Act, all planning decisions must be consistent with the PPS and conform to the Growth Plan

Consistency with PPS

Section 1.1.3.3 of the PPS states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock" and Section 1.1.3.4 states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety."

Section 5.5.1 of MOP indicates that the Downtown is part of the City's Intensification Areas and are to be the focus for intensification.

Section 12.1.1.4 of MOP states that lands within the Downtown should provide both a transition between higher density and height of development within the Downtown and lower density and height of development in the surrounding area.

Section 3.16 of the PPS states that where the two zone concept for flood plains is applied, development may be permitted in the flood fringe, subject to appropriate floodproofing to the flooding hazard elevation. Section 3.1.7 states development may be permitted in hazard lands where development is done in accordance with floodproofing and access standards, vehicles and people have a way of safely entering and exiting the site during times of flooding, new

hazards are not created and existing hazards are not aggravated, and no adverse environmental impacts will result.

Section 12.5.1 of MOP establishes a two-zone flood management concept for Cooksville Creek, designating the subject property within the flood fringe and allowing for development subject to floodproofing and safe emergency access to the satisfaction of the Credit Valley Conservation Authority and the City.

The subject property is located within the Downtown Hospital Character Area. This area proposes moderate intensification, transitioning away from the higher densities along Hurontario Street, and propose floodproofing measures and safe access to the site during flooding and do not create any adverse environmental impacts. The MOP policies are consistent with the PPS.

These applications for amendments to the existing MOP designation and proposed zoning are consistent with the high level policies of the PPS.

Conformity with Growth Plan

Section 2.2.2.4 b) in the Growth Plan directs municipalities to identify the appropriate type and scale of development and transition of built form to adjacent areas in intensification areas, and Section 2.2.1.2 e) states development will be generally directed away from hazardous lands.

MOP also states in Section 9.5.1.5 that developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. Section 6.3.5.1 of MOP states development and site alteration is generally prohibited on lands subject to flooding, and Section 6.3.50 says that development in flood plains will be subject to the one-zone concept, except where a special policy area or two-zone floodplain management concept has been approved. The policies in MOP are in conformity with the Growth Plan.

These applications for amendments to the existing MOP designation and proposed zoning conform to the Growth Plan.

Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve an urban structure, form and densities which are pedestrian-friendly and transit supportive.

Section 5.1.4 of MOP (Direct Growth) indicates that most of Mississauga's future growth will be directed to Intensification Areas. The proposed development is located within the Downtown Hospital Intensification Area.

Section 2.4.5.2.2 of the Region of Peel Official Plan directs municipalities, in consultation with conservation authorities, to address flood susceptibility through the one zone approach to Flood Plan planning and where appropriate through the two zone and special policy area concepts as outlined in provincial policy.

Section 12.5.2.2 provides permission for development subject to meeting conditions for flood hazards satisfactory to the Credit Valley Conservation.

The policies in MOP conform to the Region of Peel Official Plan.

These applications conform to the Peel Region Official Plan. The proposed development adequately takes into account the existing context and provides an appropriate transition of built form to adjacent areas as referenced in the Official Plan section below.

Official Plan

The proposal requires an amendment to the Mississauga Official Plan Policies for the Downtown Hospital Character Area. The lands are currently designated **Residential High Density** and **Office** under Mississauga Official Plan. The Residential High Density designation permits apartment dwellings. An amendment is proposed to include special site policies that would also permit horizontal multiple dwellings (back to back stacked townhomes). The Office designation permits an office on a small property along Camilla Road. It is also proposed to be amended to **Residential High Density Special Site**. The proposal would amend some of the mapping to show a Floor Space Index of 1.0 to 2.9 for the subject lands (versus 1.5 to 2.9 currently). The floodway and flood fringe limits will also be amended as a result of the updated studies and review under this application.

Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the criteria against this proposed development application.

The current Official Plan designation contemplates apartment dwellings and a small office for the subject property. Given the location of the property within the Downtown Hospital District, within an Intensification Area, and within close proximity to the future Hurontario Light Rail Transit Corridor, the lands are suitable for high density residential development.

However, the Official Plan also speaks to providing appropriate transitions in height and density to surrounding existing low density residential development, such as that on the east side of Camilla Road. Section 12.1.1.2 of MOP states that a minimum building height of three storeys is required on lands within the Downtown. The subject site is located at the eastern limit of the Downtown and is designated for high density development. Given the density of dwellings contained in the proposed 3 storey back-to-back stacked townhouse format and adherence to the minimum height requirement, staff find that the proposed townhomes will provide for an appropriate transition between the apartment buildings located along Hurontario Street and the existing single family homes along Camilla Road.

The lands are suitable for the proposed residential uses as the flooding concerns have been addressed to the satisfaction of the City and the (CVC). The limits of the floodway and flood fringe can be amended as a result of the detailed study through this application.

Phase 1 and Phase 2 Environmental Site Assessments were submitted and reviewed to assess site contamination. While some contamination was found, a Remedial Action Plan has been submitted. Site clean-up will be undertaken and then a final Remediation Report will be provided prior to lifting of the "H" Holding Symbol in compliance with Ministry of Environment requirements.

The subject lands are located within walking distance to the future LRT at Hurontario Street and North Service Road (within 500 metres/1,640 ft.). Hurontario is currently served by MiWay Transit routes 19 and 103 that take riders to the two GO stations and to the Downtown. There is bus service (Route 4) and bike lanes on Camilla Road to encourage alternative modes of transportation and contribute to reduced car dependency.

The applicant has submitted a Planning Justification Report and Urban Design Brief to demonstrate the appropriateness of the proposed development. The proposed amendment will meet the overall goals and objectives of the City's Official Plan and will not result in any adverse impacts on adjacent lands.

Zoning

The official plan also gives direction on site development and building a desirable urban form. Section 9.2.1.30 states that development will provide open space, including squares and plazas appropriate to the size, location and type of the development.

The Zoning By-law contains requirements for minimum amenity areas within medium and high density residential zones so that when there is a concentration of units that will accommodate families and the units do not have individual private backyards, there will be common space for the use and enjoyment of the residents including children. The current RM9 base zone requires the greater of 5.6 m² (60.3 ft²) per dwelling unit or 10% of the site area to be provided for common amenity area with a minimum of 50% of the required amenity to be in one contiguous area, resulting in 1,244 m² (13,390 ft²) amenity area with 622 m² (6,695 ft²) in one contiguous area for the proposed development.

The proposal does not provide for any common amenity area, but instead proposes to count the landscaped areas (walkways to units) as their amenity area. This has been found to be unacceptable, as there is a lack of alternative play area and amenity space in close proximity to the subject lands (closest is Camilla Park approximately 800 metres (2,625 ft.), a 10 minute walk). The hydro corridor to the north is only proposed to contain a multi-use trail. There should be an on-site amenity area to allow a play structure or an area for gathering besides the front walkways of buildings.

The proposed **RM9-Exception (Horizontal Multiple Dwellings with more than 6 Dwelling Units)** zoning as outlined in Appendix 2 (Proposed RM9-Exception) is recommended for refusal, as the proposed 144 back to back stacked townhomes does not provide an appropriate space for a central common amenity area on-site for use by the residents or sufficient landscape buffers to screen the garbage/loading area.

Alternative Zoning – Planning and Building Department Recommendation

The form of development (back to back stacked townhomes) is appropriate for the site. It provides a housing form that will accommodate families. However, there is a need for an on-site common outdoor amenity area for residents. Planning staff have prepared an alternative development concept (see Appendix 3) to show how the proposed development could be modified to accommodate: the required amenity area to serve the residents of this development; and provide an increased landscape buffer to screen the garbage/loading area. An increased buffer is required to the units from North Service Road (14 metres (45.9 ft.) to 17 metres (55.8 ft.)), to accommodate landscaping and the Ministry of Transportation (MTO) setback for future infrastructure improvements as reflected in light green on Appendix 3. To accommodate the required on-site amenity area and landscape buffer the applicant would need to remove approximately 23 units from the proposal.

The Planning and Building Department **RM9-Exception (Horizontal Multiple Dwellings with more than 6 Dwelling Units)** alternative zoning as contained in Appendix 2 (P&B Alternative RM9-Exception) is appropriate to accommodate a central common amenity area of sufficient size on-site and provide appropriate landscape buffers.

New Back to Back and Stacked Townhouse Zoning Regulations/Urban Design Guidelines

Staff is currently finalizing proposed zoning regulations and new urban design guidelines for back to back and stacked townhomes. Even though the subject application was made in advance of Council's consideration of the revised regulations and guidelines, staff undertook a review of the proposal against the draft regulations and guidelines as part of the evaluation of the application. While staff cannot compel the applicant to adhere to the proposed zoning regulations and guidelines, the proposal generally adheres to them with the exception of common amenity area. The new regulations require a minimum amenity area of the greater of 2.8 m² (30 ft²) per dwelling unit or 5% of the lot area, all in one contiguous area, resulting in a minimum amenity area of 622 m² (6,695 ft²) using the net site area of 12,439 m² (133,892 ft²).

Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. 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.

The subject lands are currently zoned **H-D-6** (Development) which only permits buildings and structures legally existing and H-O-9 (Office) which only permits offices uses. As the applicant is seeking to permit a redevelopment of the site for back to back stacked townhome residential units, which are not currently permitted, it represents an increase in density and meets the minimum threshold for a Section 37 contribution (increase in both height and number of units).

Should these applications be approved by Council, staff will hold discussions with the applicant to secure community benefits and return to Council with a Section 37 report outlining the recommended benefits and corresponding contribution amount.

Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the Rezoning concept plan, further revisions will be needed to address matters such as the provision of a central amenity area of sufficient size on-site for the residents of this proposed development.

"H" Holding Provision

A number of technical matters must be addressed prior to allowing for site plan approval and building permits to be issued. As a result, the Zoning By-law will incorporate an "H" Holding provision which can be lifted upon clearance of the conditions.

Section 19.7 of Mississauga Official Plan (MOP) permits the enactment of an "H" Holding Provision to implement the policies of MOP for staging of development and specific

requirements. It is recommended that the following conditions be fulfilled prior to removal of the "H" Holding Symbol:

- Provision of updated grading and servicing drawings
- Provision of an updated Functional Servicing Report/Stormwater Management Report
- Submission of Final Remediation Report
- Completion and filing of a Record of a Site Condition with the Ministry of Environment and Climate Change
- Execution of a Section 37 Agreement for the provision of community benefits
- Execution of a Development Agreement including municipal infrastructure schedules to the satisfaction of the City

Upon confirmation that the above-noted matters have been satisfactorily addressed, the "H" Holding provision would be removed by further amendment to the Zoning By-law.

Financial Impact

Development charges will be payable in keeping with the requirements of the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met.

Conclusion

In accordance with subsection 34(17) of the *Planning Act*, Council is given authority to determine if further public notice is required. Since the requested revisions to the application are not considered major changes to the development, it is recommended that no further public notice be required.

The proposed official plan amendment and the Planning and Building Department alternative rezoning are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal for back to back stacked townhomes is consistent with the overall intent, goals and objectives of the official plan as the site is located within the Downtown Hospital Intensification Area and will not destabilize the surrounding neighbourhood.
2. The proposed back to back stacked townhomes are compatible with the surrounding land uses as they propose residential uses at an appropriate density and provide a transition between high density apartments closer to Hurontario Street and low density uses to the east.
3. The proposed official plan provisions, as identified, are appropriate to accommodate the requested uses.

4. The proposed zoning standards, as identified in Appendix 2 (Proposed RM9-Exception), are not appropriate to accommodate the requested uses as they do not provide for any central amenity area on-site for use by the future residents and lack sufficient landscape buffers and should not be approved.
5. The proposed Planning and Building Department alternative zoning standards, as identified in Appendix 2 (P&B Alternative RM9-Exception), are appropriate to accommodate the requested uses with a sufficiently sized central amenity space and landscape buffers.

Attachments

Appendix 1: Information Report

Appendix 2: Zoning Standards

Appendix 3: Planning and Building Department Alternative Development Concept



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

Prepared by: Jonathan Famme, Development Planner - Central Area

City of Mississauga

Corporate Report



Date: February 22, 2018

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 11/015 W7

Meeting date:
2018/04/09

Subject

SECOND PUBLIC MEETING INFORMATION REPORT (WARD 7)

Applications to permit 144 Back-to-Back Stacked Townhomes

2024 and 2040 Camilla Road

North side of North Service Road, west side of Camilla Road

Owner: Consulate Management Ltd.

File: OZ 11/015 W7

Recommendation

That the report dated March 16, 2018, from the Commissioner of Planning and Building regarding the applications by Consulate Management Ltd. to permit 144 Back-to-Back Stacked Townhomes, under File OZ 11/015 W7, 2024 and 2040 Camilla Road, be received for information.

Report Highlights

- This report has been prepared for a second public meeting to hear from the community, as the previous public meeting on June 8, 2015 (see Appendix 1) was for a 20 storey apartment building with 168 stacked townhomes and the applicant has since removed the apartment tower and revised the plan to propose 144 back-to-back stacked townhomes
- The proposed development requires amendments to the official plan and zoning by-law
- Community concerns identified to date relate to flooding, traffic, height and density
- Prior to the next report, matters to be addressed include provision of satisfactory amenity space, landscaping and buffers, screening of garbage/loading area, safety of access, traffic impact study clearance by the Ministry of Transportation, and resolution of flood control measures to the satisfaction of the Credit Valley Conservation Authority.

Background

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.



Aerial photo of subject lands

DETAILS OF THE PROJECT

The applications were amended on March 29, 2017 from a proposal for a 20 storey apartment building and 168 stacked townhomes to 144 back-to-back stacked townhomes.

Development Proposal	
Developer Owner:	Consulate Management Ltd.
Applicant:	Glen Schnarr & Associates Inc.
Number of units:	144
Height:	3 storeys
Floor Space Index:	1.4
Landscaped Area:	39%
Gross Floor Area:	17,352 m ² (186,775 ft ²)
Anticipated Population:	315* *Average household sizes for all units (by type) based on the 2016 Census.
Parking:	Required Proposed

Development Proposal		
resident spaces	237	196
visitor spaces	36	28
Total	273	224

Proposed concept plan is found in Appendix 2 and the elevations are contained in Appendix 3.



Existing site condition

LAND USE CONTROLS

The subject lands are located within the Downtown Hospital Character Area and are designated **Office** and **Residential High Density** (see Appendix I-3 within Appendix 1). The Office designation permits major office, secondary office, post-secondary educational facilities and accessory uses, while the Residential High Density designation permits apartment dwellings. As the lands are located within part of the Downtown, they are within a designated **Intensification Area**. The lands are also subject to the two-zone floodplain management concept, and are located in the flood fringe of Cooksville Creek. The flood fringe permits development provided the buildings are flood proofed to the regulatory flood level as required by Credit Valley Conservation and emergency access and pedestrian movement are not prevented during times of flooding. The applicant is proposing to change the designation to **Residential High Density – Special Site** to permit horizontal multiple dwellings (i.e. stacked-back-to-back townhomes in addition to apartment dwellings, and remove the lands from the flood fringe for Cooksville Creek.

The lands are currently zoned **H-O-9** (Office) and **H-D-6** (Development) (see Appendix I-4 within Appendix 1). The Office exception zone permits offices, medical offices, financial institutions, commercial schools and veterinary clinics. The Development exception zone only permits buildings and uses legally existing on the date the by-law was passed. Both are subject to regulations that require special measures to deal with flooding from Cooksville Creek. The “H” holding provision applying to these two zones both require a letter from an engineer certifying that the building meets flood proofing requirements to the satisfaction of the City and

Credit Valley Conservation, and confirmation that safe access to the site has been provided. A rezoning is proposed from **H-O-9** (Office) and **H-D-6** (Development) to **RA5-Exception** (Apartment Dwellings) to permit 144 back-to-back stacked townhomes with site specific exceptions as outlined in Appendix 6.

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

See Information Report dated May 19, 2015 in Appendix 1 for an outline of community comments from the May 27, 2015 community meeting held by Ward 7 Councillor Iannicca.

At the June 8, 2015 Public Meeting the same key concerns were highlighted and a petition was received from 45 residents against the proposed 20 storey high condominium apartment building. A community meeting was not held for the revised proposal.

The comments will be addressed along with any comments raised at the public meeting in the Recommendation Report, which will come at a later date.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 4 and school accommodation information is contained in Appendix 5. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Submission of a satisfactory concept plan including provision of an amenity area on-site and sufficient landscaping and buffers
- Sufficient screening of garbage/loading area from the street
- Location of a site access satisfactory to the City
- Clearance from the Ministry of Transportation on Traffic Impact Study
- Resolution of flood control measures to the satisfaction of Credit Valley Conservation
- Are the proposed zoning standards appropriate
- Will municipal service upgrades be required to service the site

Development and Design staff are in the process of preparing Urban Design Guidelines and revised Zoning by-law regulations for Horizontal Multiple Dwellings. Although the applications were submitted in advance of the guidelines being endorsed and the Zoning by-law regulations coming into effect, staff are reviewing the applications in the context of good urban design

principles, existing guidelines and standards, and existing RM9 (Horizontal Multiple Dwellings with more than 6 dwelling units) zoning regulations.

Development Requirements

There are engineering matters including: storm drainage, noise, traffic, and servicing 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

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

Attachments

- Appendix 1: Information Report dated May 19, 2015
- Appendix 2: Proposed Concept Plan
- Appendix 3: Proposed Elevations
- Appendix 4: Agency Comments
- Appendix 5: School Accommodation
- Appendix 6: Summary of Existing and Proposed Zoning Provisions



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Jonathan Famme, Planner, Development Central



Corporate Report

4-1

Clerk's Files

Originator's
Files OZ 11/015 W7

DATE: May 19, 2015

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 8, 2015

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Applications to Permit a 20 Storey Condominium Apartment
Building, Stacked Townhouses and Townhouses
2024 and 2040 Camilla Road
North side of North Service Road, west side of Camilla Road
Owner: Consulate Management Ltd.

Public Meeting/Information Report **Ward 7**

RECOMMENDATION: That the Report dated May 19, 2015, from the Commissioner of Planning and Building regarding the applications by Consulate Management Ltd. to permit a 20 storey condominium apartment building, stacked townhouses and townhouses under File OZ 11/015 W7, at 2024 and 2040 Camilla Road, be received for information.

**REPORT
HIGHLIGHTS:**

- This report has been prepared for a public meeting to hear from the community;
- The project does not conform with the Residential High Density and Office designations and requires an official plan amendment and a rezoning;
- Community concerns identified to date include the appropriateness of development in the Cooksville Creek floodplain, proposed density and traffic impacts;

- Prior to the next report, matters to be addressed include compatibility with the surrounding neighbourhood and resolution of design details and technical matters.

BACKGROUND:

The applications have been circulated for technical comments and a community meeting has been scheduled for May 27, 2015. 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:	195 m (640 ft.) – North Service Road 61 m (200 ft.) – Camilla Road
Gross Lot Area:	1.47 ha (3.63 ac.)
Existing Uses:	Vacant land (2040 Camila Road) and a two storey house that has been converted into an office (2024 Camila Road)

The property is located east of Hurontario Street and north of the Queen Elizabeth Way (QEW) in an area containing a mixture of residential, commercial, institutional and utility uses. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

North: Hydro One utility corridor and apartment buildings
 East: Automobile service station and detached homes
 South: Across North Service Road and the QEW, townhomes and a retail plaza
 West: Hydro One utility corridor and St. Hilary's Anglican Church

DETAILS OF THE PROJECT

The proposal is for a high density condominium residential development to be constructed in two phases. The first phase would see the construction of 168 stacked townhouse units in five buildings, all with a height of three and a half storeys. A 20 storey

apartment building with 158 units and five townhouses along the south base of the tower is proposed for the second phase. All parking is proposed to be underground. Three access points are proposed for the site, two off the North Service Road and one off of Camilla Road.

As the site is within the “flood fringe” of the Cooksville Creek floodplain, the developer proposes to add fill to the lands to ensure that it will be protected from flooding during a serious storm event. Flood-free access to the development would be available through the northwest driveway entrance from North Service Road.

Development Proposal		
Applications submitted:	Received: November 8, 2011 Deemed complete: November 30, 2011 Revised: October 7, 2014	
Developer/Owner:	Consulate Management Ltd.	
Applicant:	Glen Schnarr & Associates Inc.	
Number of units:	331	
Gross Floor Area:	28 057 m ² (302,013 sq. ft.)	
Height:	20 storeys – apartment 3.5 storeys – stacked townhouses	
Lot Coverage:	49%	
Floor Space Index:	1.9	
Landscaped Area:	30%	
Gross Density:	225 units/ha 91 units/acre	
Road type:	Condominium private road	
Anticipated Population:	932* *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	(Phase I + Phase II) 454 (236 + 218)	(Phase I + Phase II) 454 (236 + 218)
visitor spaces	76 (42 + 34)	67 (34 + 33)
Total	530	521
Green Initiatives	<ul style="list-style-type: none"> Carbon monoxide monitoring system in parking garages to increase energy 	

Development Proposal	
	<p>efficiency of fans used for fresh air distribution</p> <ul style="list-style-type: none"> • High efficiency HVAC systems • Low Impact Development (LID) techniques including bioswales and pervious stable surfaces • Electric car rough-ins for recharging

Additional information is provided in Appendices I-1 to I-11.

LAND USE CONTROLS

The subject lands are designated **Office** and **Residential High Density** within Mississauga Official Plan. In addition, the lands are located within the Downtown Hospital Character Area and are subject to the two-zone floodplain policies associated with Cooksville Creek. The applicant has requested that the lands be redesignated to **Residential High Density - Special Site** and that Maps 12-5.1 and 16-6.1 of Mississauga Official Plan be changed to illustrate revised limits of the floodway and flood fringe areas.

A rezoning is proposed from **H-O-9** (Office) and **H-D-6** (Development) to **RA5-Exception** (Apartment Dwellings).

Detailed information regarding the Official Plan and Zoning is in Appendices I-9 and I-10.

Bonus Zoning

Section 37 of the *Planning Act* and policies in the Official Plan allow the City to seek community benefits when increases in permitted height and/or density are found to be good planning by Council. If these applications are approved, staff will report back to the Planning and Development Committee on the provision of community benefits as a condition of approval.

WHAT DID THE COMMUNITY SAY?

A community meeting is scheduled to be held by Ward 7 Councillor Nando Iannicca on May 27, 2015. Two written comments have been received to date, one from an area resident who indicated traffic-related concerns and one from the Cooksville Munden Homeowners Organization (CMPHO). CMPHO's concerns are summarized below:

- Due to the flooding and location within the Cooksville Creek floodplain, these lands are not suitable for development;
- The proposal is too dense for this site;
- There will be an increased strain on public services and infrastructure;
- There will be adverse traffic, parking and safety impacts generated by the proposed development
- The shadow impacts will be unacceptable;
- There will be a lack of privacy due to overlook conditions;
- The condominium units will be converted to rental units given their small unit size. This could increase local crime rates.
- There are health concerns for residents of the proposed development due to the proximity of the QEW and the Hydro One corridor;
- Construction-related disruptions will impact the surrounding community.

These issues, along with any others raised by the community at the May 27, 2015 meeting and the public meeting, will be addressed in the Recommendation Report, which will come at a later date.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-7 and school accommodation information is contained in Appendix I-8. 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;
- Is the proposal compatible with the character of the area given its land use, height, massing, setbacks, landscaping, building configuration and technical requirements;
- Have all concerns related to flooding and grading been fully addressed;
- Do the lands require environmental remediation;
- Are the proposed design details and zoning standards appropriate;
- Will municipal service upgrades and associated easements be required to service the site;
- Have all other technical requirements and studies related to the project been found to be acceptable.

OTHER INFORMATION

A number of studies, reports and drawings have been submitted by the applicant in support of the applications. The list is below and these documents are available for review.

- Planning Justification Report
- Functional Servicing and Stormwater Management Report
- Comprehensive Two Zone Study of the Cooksville Creek – Camilla Road Area
- Traffic Study
- Urban Design Brief
- Preliminary Pedestrian Level Wind Study
- Shadow Study
- Noise Control Feasibility Study
- Phase I Environmental Site Assessment
- Development Concept Plan, Elevations and Floor Plans
- Preliminary Fill Plan
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

Development Requirements

There are engineering matters including storm drainage, noise reduction, sidewalks and utilities which will require the applicant to enter into agreements with the City.

FINANCIAL IMPACT:

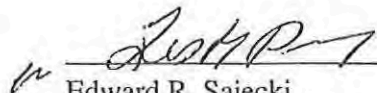
Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other official commenting agency must be met.

CONCLUSION:

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

ATTACHMENTS:

Appendix I-1: Site History
 Appendix I-2: Aerial Photograph
 Appendix I-3: Excerpt of Mississauga Official Plan
 Appendix I-4: Existing Land Use and Proposed Zoning Map
 Appendix I-5: Concept Plan
 Appendix I-6: Elevations
 Appendix I-7: Agency Comments
 Appendix I-8: School Accommodation
 Appendix I-9: Summary of Existing and Proposed Mississauga Official Plan Policies
 Appendix I-10: Summary of Existing and Proposed Zoning Provisions and Applicant's Draft Zoning By-law Amendment
 Appendix I-11: General Context Map


 Edward R. Sajecki
 Commissioner of Planning and Building

Prepared By: Ben Phillips, Development Planner

Consulate Management Ltd.

File: OZ 11/015 W7

Site History

- July 17, 1986 – A minor variance application (A 86/481) was submitted to permit the temporary use of a medical/dental office at 2024 Camilla Road. Approval was received and subsequent applications were approved in 1991 (A 91/285) and 1996 (A 96/393) to secure the continuation of the temporary use approval.
- September 12, 1986 – A building permit (BP 86/9385) and certificate of occupancy (COC 86/4661) were issued for 2024 Camilla Road.
- November 5, 1986 - A demolition permit (BP 86/1260) was issued for the dwelling at 2040 Camilla Road.
- August 27, 1987 – A rezoning application (OZ 87/082 W7) was submitted to permit the medical/dental office at 2024 Camilla Road. A site plan application (SP 89/035 W7) was submitted on February 2, 1989. Both files were subsequently cancelled on January 11, 1994.
- Between 1972 and 1994 there were four official plan amendment and rezoning applications submitted for the lands at 2040 Camilla Road. All applications were eventually cancelled between 1988 and 2007.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed.



LEGEND:



SUBJECT LANDS

DATE OF AERIAL PHOTO: SPRING OF 2014



SUBJECT:

CONSULATE MANAGEMENT LTD.



FILE NO:

OZ 11015 W7

DWG. NO:

11015A

SCALE:

1:3000

PDC DATE:

2015 06 08

DRAWN BY:

B. KRUGER

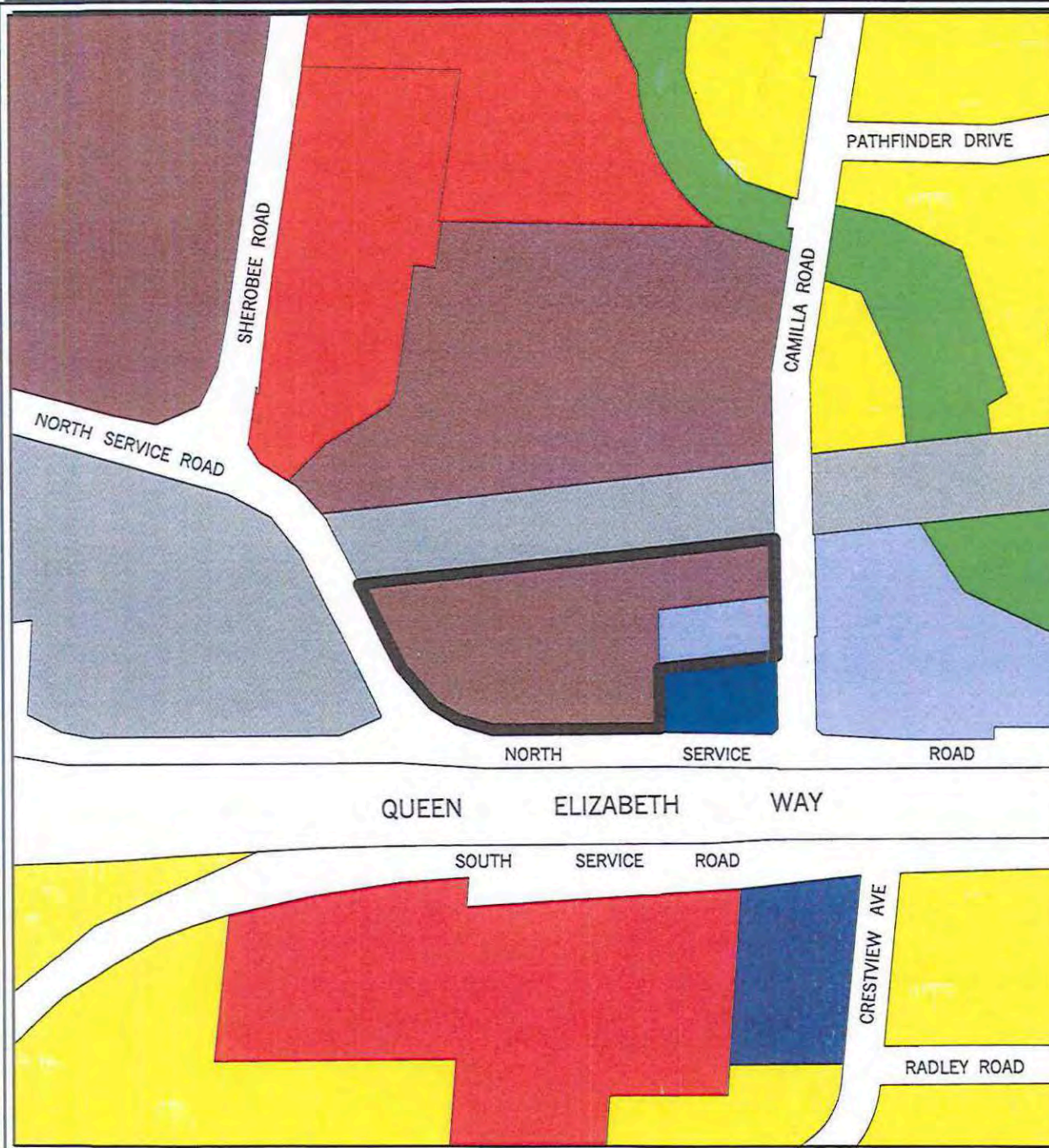


MISSISSAUGA

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T&W, Geomatics

APPENDIX I-2

4-9



PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

Residential Low Density I	Business Employment
Residential Low Density II	Industrial
Residential Medium Density	Airport
Residential High Density	Institutional
Downtown Mixed Use	Public Open Space
Downtown Core Commercial	Private Open Space
Mixed Use	Greenbelt
Convenience Commercial	Parkway Belt West
Motor Vehicle Commercial	Utility
Office	To Be Determined

LAND USE LEGEND

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

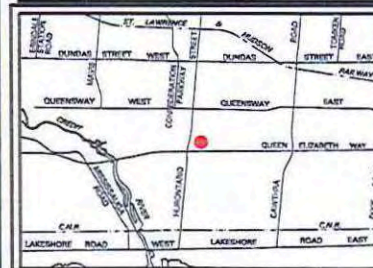
CITY STRUCTURE

Elements	Corporate Centre
Downtown	Employment Area
Major Node	
Community Node	
Neighbourhood	

SUBJECT LANDS



SUBJECT:
CONSULATE MANAGEMENT LTD.

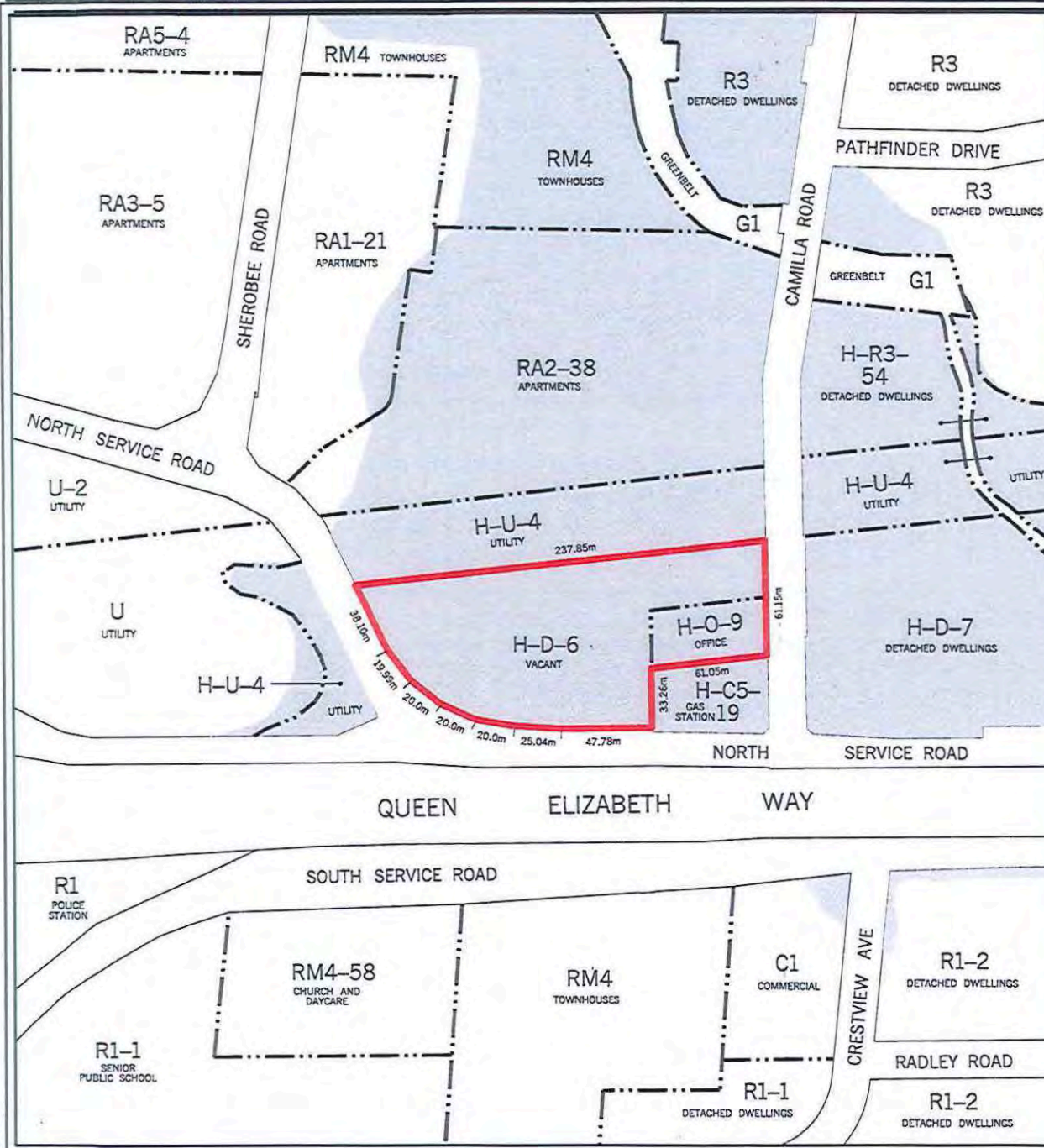


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OZ 11015 W7
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11015L
SCALE:
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PDC DATE:
2015 06 08
DRAWN BY:
B. KRUGER

APPENDIX I-3

MISSISSAUGA

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LEGEND:



PROPOSED OFFICIAL PLAN AMENDMENT FROM "OFFICE" AND "RESIDENTIAL HIGH DENSITY" TO "RESIDENTIAL HIGH DENSITY - SPECIAL SITE" AND PROPOSED REZONING FROM "H-O-9" (OFFICE) AND "H-D-6" (DEVELOPMENT) TO "RAS-EXCEPTION" (APARTMENT DWELLINGS) TO PERMIT A 20 STOREY CONDOMINIUM APARTMENT BUILDING WITH 158 UNITS, 168 STACKED TOWNHOUSES AND 5 TOWNHOUSES.



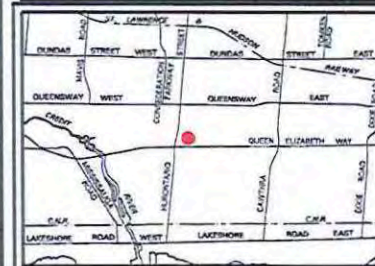
GREENBELT OVERLAY

THIS IS NOT A PLAN OF SURVEY.



SUBJECT:

CONSULATE MANAGEMENT LTD.



FILE NO:
OZ 11015 W7

DWG. NO:
11015R

SCALE:
1:3000

PDC DATE:
2015 06 08

DRAWN BY:
B. KRUGER

APPENDIX 1-4

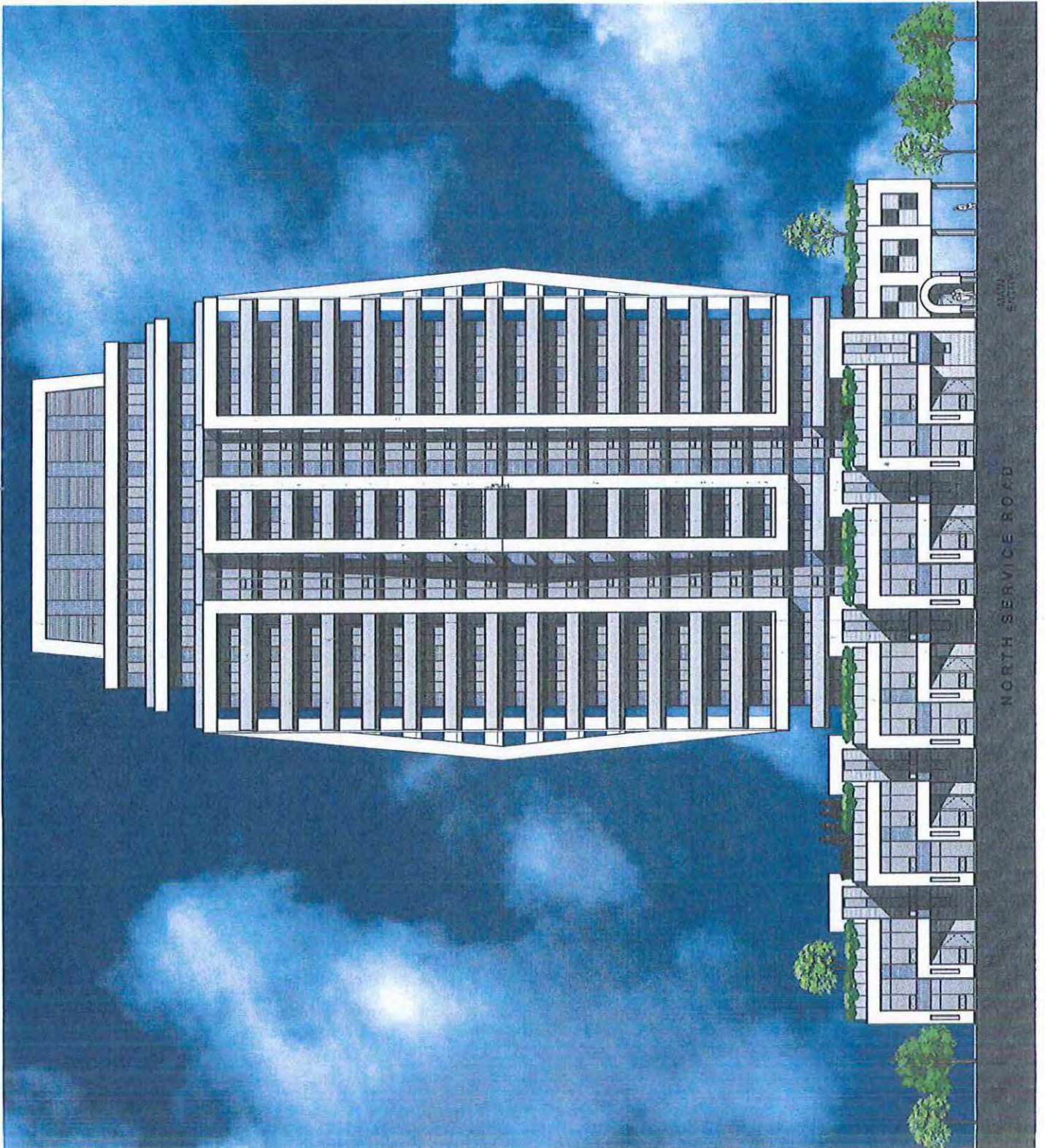


MISSISSAUGA

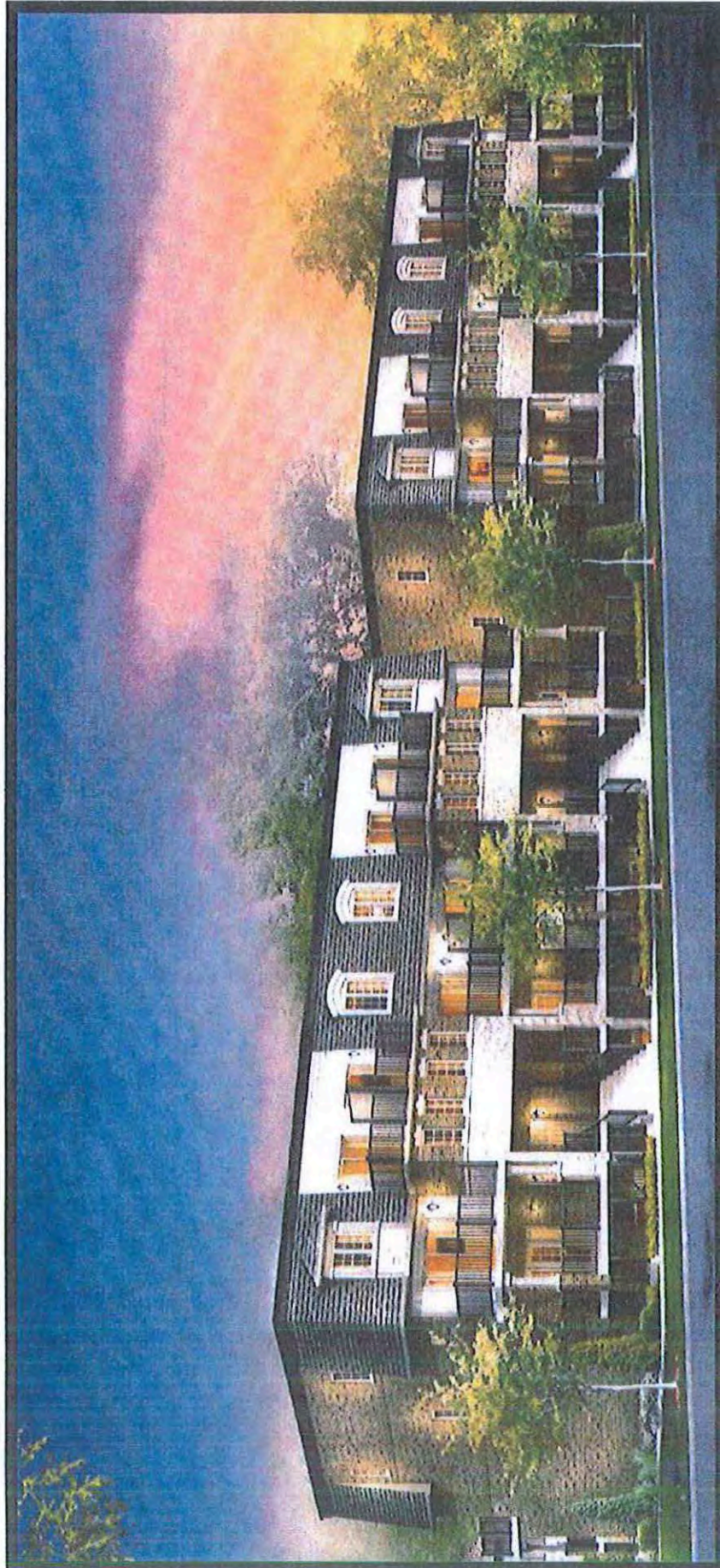
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T&W, Geomatics

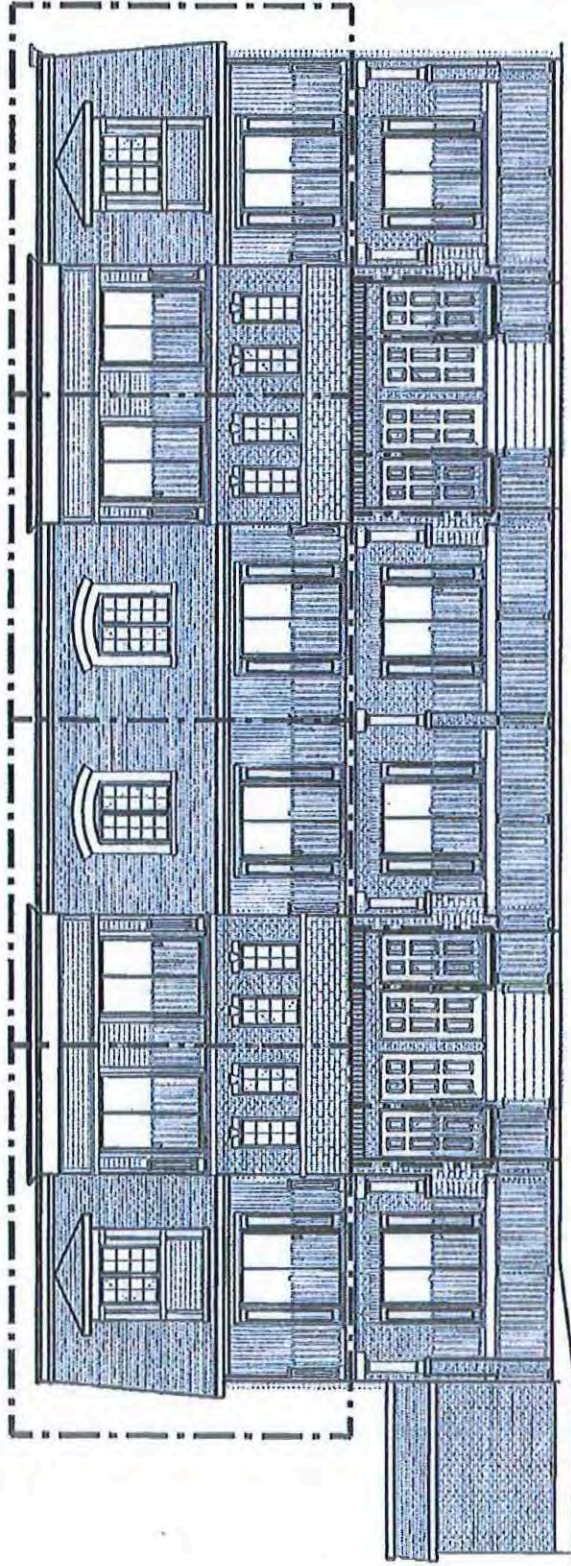


ELEVATIONS

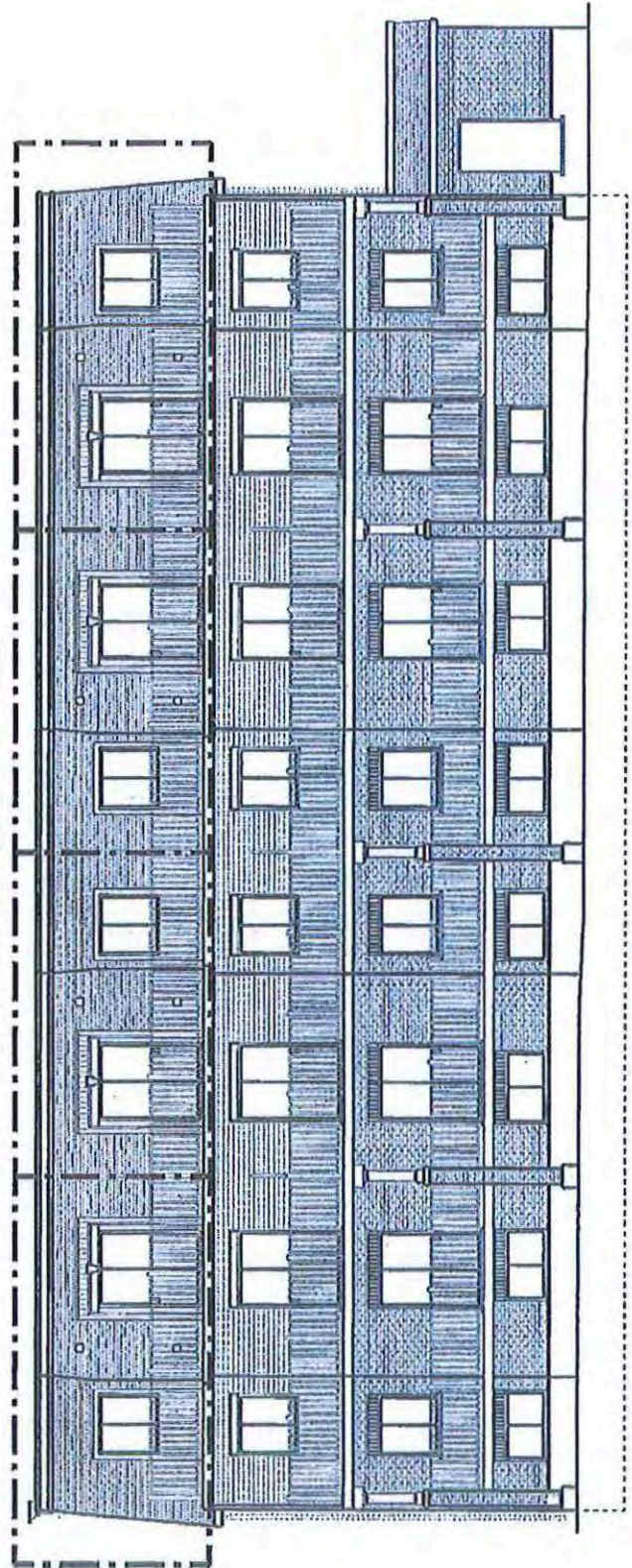


ELEVATIONS





FRONT ELEVATION - BELL



REAR ELEVATION - BELL

Consulate Management Ltd.

File: OZ 11/015 W7

Agency Comments

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

Agency / Comment Date	Comment
Ministry of Transportation (March 19, 2015)	<p>In general, the Ministry of Transportation (MTO) has no objection to the proposed applications. However, a number of comments must be addressed during the site plan approval stage, including the following:</p> <ul style="list-style-type: none"> - Any embankment/slope that is essential for the development is not permitted within the 14.0 m (45.9 ft.) MTO setback. If the embankment/slope is not essential for the development, MTO permits a maximum 3:1 slope. If this non-essential embankment/slope is to be removed in the future, it must not affect the development/structure; - MTO building and land use permit must be obtained prior to any grading/construction activities; - The proponent will be required to meet all applicable standards prior to obtaining any permits; - The Highway Engineering Office has confirmed that the previously requested the ministry standard of the 14.0 m (45.9 ft.) setback was applied and it is acceptable; - Please be advised that all proposed permanent buildings and structures both above and below ground, utilities, frontage roads/fire routes, essential parking spaces, storm water management facilities (including ponds and associated berms) and noise walls must be set back 14.0 m (45.9 ft.) from the highway right-of-way limit; -The Traffic Impact Study was prepared in 2011 with a different proposed site plan showing two residential high rise buildings (Tower A - 21 stories and Tower B - 18 stories). However, in the revised site plan there is only one high rise building as well as townhouses. The consultant should revise the analysis and report accordingly.

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Agency / Comment Date	Comment
Region of Peel (December 9, 2015)	<p>An existing 300 mm/350 mm (12 in./14 in.) diameter water main is located on North Service Road (Pressure Z1). An existing 150 mm (6 in.) diameter water main is located on Camilla Road (Pressure Z2). An existing 250 mm (10 in.) diameter sanitary sewer is located on Camilla Road.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services.</p> <p>The Functional Servicing Report (FSR) prepared by Crozier & Associates, dated July 2014 was reviewed as part of the revised submission. A number of technical revisions are required, including matters related to servicing design, connection information and hydrant flow tests.</p> <p>The Region of Peel will provide front-end and curbside collection of garbage and recycling to the residential units provided that the Developer meets the requirements set out in Section 2 of the Waste Collection Design Standards Manual.</p>
Dufferin-Peel Catholic District School Board (April 1, 2015)	<p>The Dufferin-Peel Catholic District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Dufferin-Peel Catholic District School Board also requires that certain warning clauses regarding transportation, signage and temporary accommodation be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.</p>
Peel District School Board (April 1, 2015)	<p>The Peel District School Board has indicated that there is no available capacity to accommodate students generated by these applications. Accordingly, the Board has requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May</p>

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File: OZ 11/015 W7

Agency / Comment Date	Comment
	<p>27, 1998 be applied. Among other things, this condition requires that a development application include the following as a condition of approval:</p> <p>"Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development."</p> <p>In addition, if approved, the Peel District School Board requires that certain warning clauses regarding transportation, signage and temporary accommodation be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.</p>
Credit Valley Conservation (CVC) (February 3, 2015)	<p>Figure 1 of the Comprehensive Two Zone Study (prepared by Crozier and Associates, dated July 2014) illustrates the area within the floodplain that can be filled without causing adverse impacts, as well as the extent of safe ingress/egress within the floodplain. The information provided also demonstrates the subject property is located within the area of theoretical fill placement (ATFP), that safe ingress/egress can be achieved and the site can be flood proofed by filling to an elevation of 99.9 m (327.7 ft.) (0.30 m [1 ft.] above the regulatory flood elevation).</p> <p>CVC staff recognizes it may not be practical for the entire ATFP to be filled - recognizing technical constraints such as the size, location and configuration of lots in relation to the floodplain characteristics. Notwithstanding this, the conclusions and recommendations of the report are generally acceptable for these purposes.</p> <p><i>Flood Remediation</i></p> <p>Although the study concludes the reconstruction of the culvert at the QEW is not required, CVC staff continues to encourage the City to pursue a 'flood remediation' financial agreement - consistent with the provisions in Sections 12.5.2 and 16.6.3 of Mississauga Official Plan. The approval of the Two Zone</p>

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File: OZ 11/015 W7

Agency / Comment Date	Comment
	<p>floodplain management approach for this area was based on the Two Zone being an 'interim condition'. In this regard, it was expected future improvements to the QEW culvert would provide permanent flood relief and eliminate flood risks for a substantial portion of the study area and/or reliance on flood proofing measures. Recognizing the timing for the opportunity to replace the QEW culvert may be uncertain, any funds collected could be used for alternative flood remediation projects that benefit this study area.</p> <p><i>Planning Process</i></p> <p>Recently, CVC and City staff held discussions regarding the anticipated process for the implementation of this development proposal. The existing Mississauga Official Plan provides guidance on utilizing a holding zone to provide direction as to future permitted uses while ensuring flood proofing and safe access are addressed prior to development. It is CVC staff's expectation that the implementing Zoning By-law will be amended to remove the holding symbol when the requirements for flood proofing, the provision for safe access to the proposed development and a detailed spill assessment have been completed. Recognizing the findings of the submitted materials, it is anticipated mechanisms such as Servicing Agreements, Development Agreements and Letters of Credit will be used to assist in facilitating the implementation and phasing of the development.</p> <p>As previously stated, the submitted Comprehensive Two Zone Study sufficiently demonstrates flood proofing provisions may be achieved for the subject property - although some minor items remain outstanding. It should be noted the development potential for other areas within the study area are limited (flood fringe) and/or restricted (floodway) due to a lack of safe access and the location of flood fringe/floodway on the properties. Technical revisions in the areas of stormwater management (servicing, quality control, erosion control, water balance), floodplain management, and grading and safe ingress/egress are required.</p> <p>It is expected that the development will be phased so that the subject lands are flood proofed prior to final site plan approval</p>

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Agency / Comment Date	Comment
	or building permit issuance (i.e. filled to an elevation a minimum 0.3 m [1 ft.] above the Regulatory Flood Elevation). In this regard, confirmation/certification that the site has been flood proofed in accordance with the approved plans will be required prior to CVC staff recommending final site plan approval or issuance of building permits.
Enbridge Gas Distribution (April 1, 2015)	<p>-Enbridge Gas Distribution does not object to the proposed applications.</p> <p>-Easement(s) are required to service this development and any future adjacent developments. The applicant will provide all easement(s) to Enbridge Gas Distribution at no cost.</p> <p>-Enbridge Gas Distribution's records indicate that soil in this area may be contaminated. Information on soil quality, including identification of contaminants and concentrations in soil (if any), will be required such that appropriate health and safety measures can be implemented for Enbridge workers, and soil disposal arrangements can be made in advance of any gas service construction work. If the area is remediated, confirmation from the owner, with supporting documentation will be required prior to gas service construction.</p>
Enersource Hydro Mississauga Inc. (December 9, 2014)	<p>-Initial supply could be made available subject to timing, prior use and coordination with adjacent lands.</p> <p>-Electrical servicing shall be in accordance with Enersource Hydro Mississauga's requirements.</p> <p>-Easement may be required for guying new supply circuits (crossing QEW).</p> <p>-The applicant is requested to contact Enersource Hydro Mississauga well in advance to arrange for the design and installation of the electrical distribution system. An Offer to Connect will be made for the development that is consistent with the rules outlined in Chapter 3 of the Ontario Energy Board's Distribution System Code.</p>
Hydro One Networks Inc. (November 28, 2014)	The proposed development not only abuts the Hydro One corridor but also illustrates a berm on the corridor lands. It is general practice that Hydro One Networks Inc. (HONI) does not allow a developer to drain any water towards the corridor. At the site plan stage a number of conditions will be required, including the following:

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File: OZ 11/015 W7

Agency / Comment Date	Comment
	<p>- Permanent 1.5 m (4.9 ft.) high chain link fencing must be installed after construction is completed along the common property line at the developer's expense.</p> <p>-The proponent must obtain approval from HONI for any uses (i.e. parking, landscaping, road crossings, etc.) as shown on the circulated plans. Proposals for any secondary land use on the corridor are processed through the Provincial Secondary Land Use Program (PSLUP). The transmission corridor is not to be used without the express written permission of HONI. During construction there will be no storage of materials or mounding of earth, snow or other debris on the transmission corridor. The proponent will be responsible for restoration of any damage to the transmission corridor or HONI facilities.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (April 9, 2015)</p>	<p>In comments dated November 26, 2015 and updated April 9, 2015 this Department notes that Camilla Park (P-028) is located approximately 800 m (2,625 ft.) from the site and provides passive recreation opportunities and two play sites. In the event that the application is approved, the Community Services Department - Park Planning notes that street tree contributions will be required prior to the enactment of By-Law.</p> <p>Further, prior to the issuance of building permit, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with the City's Policies and By-laws.</p>
<p>City Community Services Department – Culture Division (April 1, 2015)</p>	<p>The property has archaeological potential due to its proximity to a watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism and Culture confirming that all archaeological resource concerns have met licensing and resource conservation requirements.</p> <p>An archaeological assessment has been submitted. Ministry clearance is pending.</p>
<p>City Community Services</p>	<p>Fire has reviewed the rezoning/OPA applications from an</p>

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File: OZ 11/015 W7

Agency / Comment Date	Comment
Department – Fire and Emergency Services Division (December 4, 2014)	emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable.
City Transportation and Works Department (T&W) (April 14, 2015)	<p>T&W confirmed receipt of a Site Plan, Preliminary Servicing Plan, Preliminary Grading Plan, Comprehensive Two Zone Study, Functional Servicing and Stormwater Management Report, Noise Control Feasibility Study, Phase I Environmental Site Assessment, Geotechnical Investigation and Traffic Impact Study Addendum circulated by the Planning and Building Department.</p> <p>Notwithstanding the findings of these reports and drawings, the applicant has been requested to revise the proposal and provide additional technical details in support of the application. Development matters currently under review and consideration by the department include:</p> <ul style="list-style-type: none"> • Road widening and access geometric design • Traffic implications • Stormwater servicing design • Grading details • Phasing details • Compliance with the City/MOECC acoustic guidelines, • Phase I and Phase II Environmental Site Assessment • Approvals of CVC, Hydro One, and Trans-Northern Pipelines <p>The above aspects will be addressed in detail prior to the Recommendation Report. The applicant's plans shall also be revised to address the Ministry of Transportation for Ontario (MTO) comments and conditions with respect to minimum setbacks from MTO property, access locations, and grading details.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> -Bell Canada -Canada Post -Development Services, Planning and Building Department

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File: OZ 11/015 W7

Agency / Comment Date	Comment
	-Rogers Cable -Trans-Northern Pipeline Inc.
	The following City Departments and external agencies were circulated the applications but provided no comments: -Conseil Scolaire de District Catholique Centre-Sud -Conseil Scolaire Viamonde -Enbridge Pipelines Inc. -Realty Services, Corporate Services Department -Trillium Health Partners

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File: OZ 11/015 W7

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> • Student Yield: <table border="0" style="margin-left: 20px;"> <tr> <td>35</td><td>Kindergarten to Grade 5</td></tr> <tr> <td>15</td><td>Grade 6 to Grade 8</td></tr> <tr> <td>20</td><td>Grade 9 to Grade 12</td></tr> </table> • School Accommodation: <p>Munden Park Public School</p> <table border="0" style="margin-left: 20px;"> <tr> <td>Enrolment:</td><td>494</td></tr> <tr> <td>Capacity:</td><td>433</td></tr> <tr> <td>Portables:</td><td>3</td></tr> </table> <p>Camilla Road Middle School</p> <table border="0" style="margin-left: 20px;"> <tr> <td>Enrolment:</td><td>692</td></tr> <tr> <td>Capacity:</td><td>669</td></tr> <tr> <td>Portables:</td><td>3</td></tr> </table> <p>Port Credit Secondary School</p> <table border="0" style="margin-left: 20px;"> <tr> <td>Enrolment:</td><td>1,191</td></tr> <tr> <td>Capacity:</td><td>1,203</td></tr> <tr> <td>Portables:</td><td>1</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> 	35	Kindergarten to Grade 5	15	Grade 6 to Grade 8	20	Grade 9 to Grade 12	Enrolment:	494	Capacity:	433	Portables:	3	Enrolment:	692	Capacity:	669	Portables:	3	Enrolment:	1,191	Capacity:	1,203	Portables:	1	<ul style="list-style-type: none"> • Student Yield: <table border="0" style="margin-left: 20px;"> <tr> <td>14</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>11</td><td>Grade 9 to Grade 12</td></tr> </table> • School Accommodation: <p>St. Timothy Elementary School</p> <table border="0" style="margin-left: 20px;"> <tr> <td>Enrolment:</td><td>572</td></tr> <tr> <td>Capacity:</td><td>352</td></tr> <tr> <td>Portables:</td><td>3</td></tr> </table> <p>St. Paul Secondary School</p> <table border="0" style="margin-left: 20px;"> <tr> <td>Enrolment:</td><td>487</td></tr> <tr> <td>Capacity:</td><td>807</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> 	14	Junior Kindergarten to Grade 8	11	Grade 9 to Grade 12	Enrolment:	572	Capacity:	352	Portables:	3	Enrolment:	487	Capacity:	807	Portables:	0
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Consulate Management Ltd.

File: OZ 11/015 W7

Summary of Existing and Proposed Mississauga Official Plan Policies

Existing Official Plan Provisions

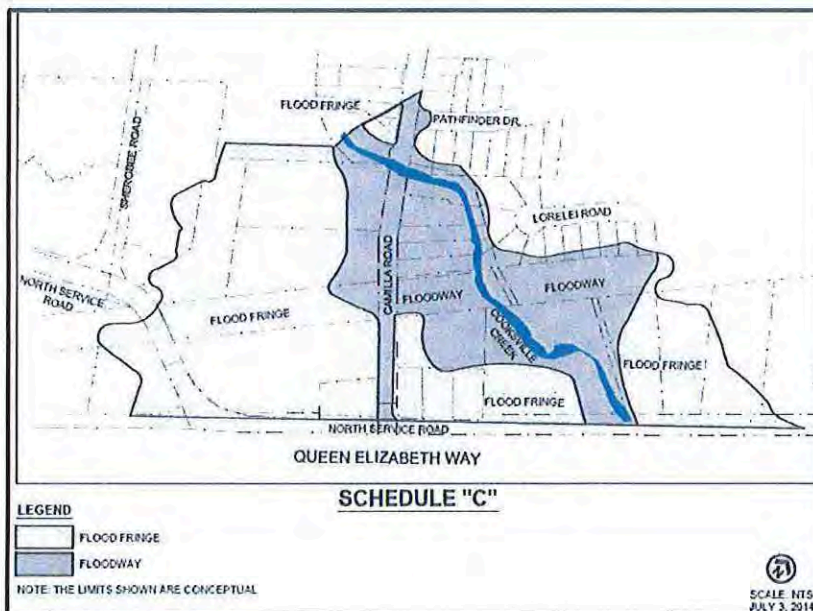
Office, which permits office and accessory uses.

Residential High Density, which permits apartment dwellings not exceeding 25 storeys. The Floor Space Index (FSI) range for this site is 1.5-2.9.

Proposed Official Plan Amendment Provisions

In addition to redesignating all of the site to **Residential High Density – Special Site** the applicant is proposing the following:

- Notwithstanding the policies of this Plan, horizontal multiple dwellings (i.e. stacked townhouses) and townhouses also be permitted;
- Amending Map 12-5: Downtown Hospital Character Area to apply an FSI range of 1.5 – 2.9 to the entire site;
- Replacing Maps 12-5.1 and 16-6.1 (Cooksville Creek Floodplain Management Concept) with the map below:



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File: OZ 11/015 W7

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
Section 5 – Direct Growth	Section 5.3 Section 5.3.1 Section 5.5	<p>The Downtown will contain the highest densities, tallest buildings and greatest mix of uses. It is Mississauga's Urban Growth Centre as identified in the Provincial Growth Plan.</p> <p>The focus for intensification will be the intensification areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas.</p>
Section 6 – Value the Environment	Section 6.3.2 Section 6.3.2.2 Section 6.7	<p>The subject site is identified as Natural Hazard Lands within Mississauga Official Plan.</p> <p>Lands subject to flooding are a danger to life and property and, as such, development is generally prohibited. However, it is recognized that some historic development has occurred within flood plains and may be subject to special flood plain policy consideration.</p> <p>Development in flood plains will be subject to the one-zone concept, except where a special policy area or two-zone floodplain management concept has been approved.</p> <p>Contaminated sites must be identified and appropriately addressed by the proponent of development. This includes the submission of required information identifying potential contamination and planned remedial actions if contamination is confirmed.</p>
Section 7 – Complete Communities	Section 7.2	Housing is to be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.

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File: OZ 11/015 W7

	Specific Policies	General Intent
Section 9 – Building a Desirable Urban Form	Section 9.2.1 Section 9.5	<p>Intensification Areas are a major building block of the city pattern and, as such, will be expected to exhibit high standards of urban design that will result in vibrant and memorable urban places. They are intended to create order and a sense of place, with a scale that varies with their intended purpose and role in the urban hierarchy.</p> <p>Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p>
Section 12 - Downtown	Section 12.5 Section 12.5.2	<p>The area subject to these policies within the Downtown Hospital Character Area is generally located west of Cooksville Creek. The lands are subject to the two-zone floodplain management concept, which divides the regulatory floodplain into two portions known as the floodway and the flood fringe. The limits of the flood fringe and the floodway are conceptual, the exact limits of which will be determined through further study. There are several policies relating to permitted and prohibited uses in the floodway and flood fringe.</p>

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File: OZ 11/015 W7

	Specific Policies	General Intent
Section 19 - Implementation	Section 19.5.1	<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.

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File: OZ 11/015 W7

Summary of Existing and Proposed Zoning By-law Provisions

H-O-9 (Office), which permits offices, medical offices, financial institutions, commercial schools and veterinary clinics. The provisions of Subsection 2.1.24 which relate to the Cooksville Creek Flood Plain Area apply. The holding symbol H is to be removed from the whole or any part of the lands upon satisfaction of the following requirements:

- A letter from a Registered Professional Engineer certifying that the building meets the requirements for flood proofing to the satisfaction of the City and Credit Valley Conservation (CVC);
- Written confirmation from CVC that safe access to the site has been provided.

H-D-6 (Development), which permits a building or structure legally existing on the date of passing of By-law 0225-2007 and the existing legal use of such building or structure. The same provisions as outlined above are required in order to remove the holding symbol from the lands.

Summary of Proposed Zoning Standards

Zone Standards	Required RA5 Zoning By-law Standards	Proposed RA5-Exception Zoning By-law Standards
Uses	Apartment dwelling; long-term care dwelling; retirement dwelling	Apartment dwelling; horizontal multiple dwelling; townhouse dwelling
Minimum front and exterior side yards	<p>- For that portion of the dwelling with a height less than or equal to 13.0 m (42.6 ft.) - 7.5 m (24.6 ft.)</p> <p>- For that portion of the dwelling with a height greater than 13.0 m (42.6 ft.) and less than or equal to 20.0 m (65.6 ft.) - 8.5 m (27.9 ft.)</p>	<p>- Minimum front yard for that portion of the dwelling with a height less than or equal to 15.0 m (49.2 ft.) from the portion of frontage as shown on Schedule RA5-XX of this Exception (See Appendix I-10, Page 3) - 0.0 m (0.0 ft.)</p> <p>- Minimum exterior side yard for that portion of the dwelling with a height less than or equal to 15.0 m (49.2 ft.) - 2.0 m (6.6 ft.)</p>
Minimum interior side yard	<p>- For that portion of the dwelling with a height less than or equal to 13.0 m (42.6 ft.) - 4.5 m (14.8 ft.)</p> <p>- For that portion of the dwelling with a height greater than 13.0 m (42.6 ft.) and less than or equal to 20.0 m (65.6 ft.) - 6.0 m (19.7 ft.)</p>	<p>- For that portion of the dwelling with a height less than or equal to 15.0 m (49.2 ft.) - 4.5 m (14.8 ft.)</p>

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Minimum rear yard	<p>- For that portion of the dwelling with a height less than or equal to 13.0 m (42.6 ft.) – 7.5 m (24.6 ft.)</p> <p>- For that portion of the dwelling with a height greater than 13.0 m (42.6 ft.) and less than or equal to 20.0 m (65.6 ft.) – 10.0 m (32.8 ft.)</p>	<p>- For that portion of the dwelling with a height less than or equal to 15.0 m (49.2 ft.) – 4.5 m (14.8 ft.)</p> <p>- Minimum rear yard for that portion of an accessory building with a height less than or equal to 13.0 m (42.6 ft.) – 0.5 m (1.6 ft.)</p>
Minimum Landscape Area	40% of the lot area	20% of the lot area
Minimum amenity area	The greater of 5.6 m ² (60.3 sq. ft.) per dwelling unit or 10% of the site area	10% of the site area
Visitor Parking	<p>Condominium Apartment Dwelling – 0.2 spaces per unit</p> <p>Condominium Townhouse Dwelling – 0.25 spaces per unit</p> <p>Condominium Horizontal Multiple Dwelling – 0.25 spaces per unit</p>	0.20 spaces per unit
- See applicant's draft zoning by-law for all requested provisions (following pages)		

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

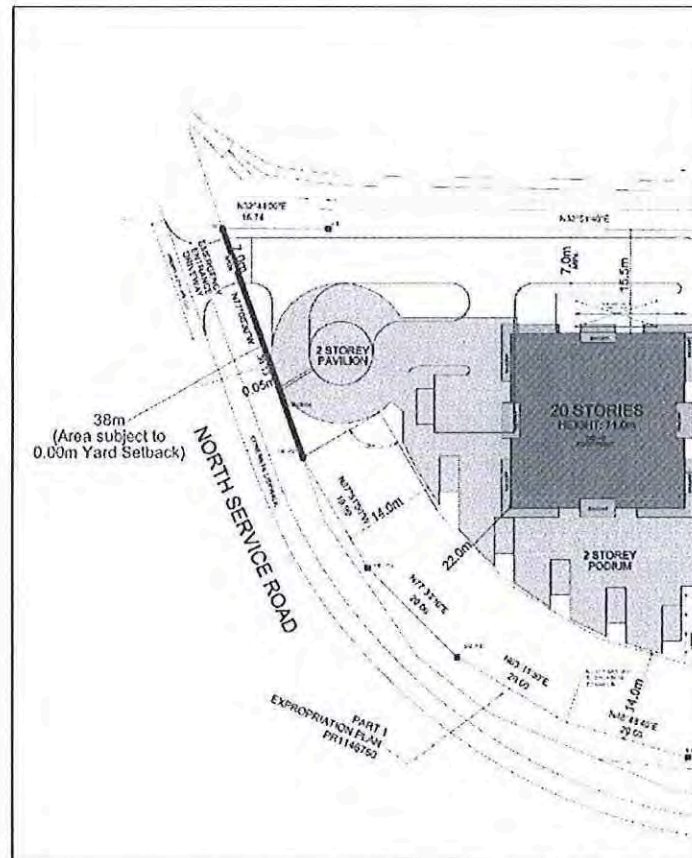
WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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

1. By-Law Number 225-2007, as amended, being a City of Mississauga Zoning By-Law, is further amended by changing the zone for lands identified on Schedule "A" attached herewith from "H-D-6" (Holding – Development – Special Exemption) and "H-O-9" (Holding- Office - Special Exemption), to "RA5-XX" (Apartment Dwellings – Special Exemption) and to remove the Greenbelt Overlay.
2. By-Law Number 0225-2007, as amended, being a City of Mississauga By-law, is further amended by deleting Section 5.2.2.9.
3. By-Law Number 0225-2007, as amended, being a City of Mississauga By-law, is further amended by deleting Section 12.3.3.6.
4. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is further amended by adding the following Exception:

4.15.6.X	Exception: RA5-XX	Map # 14	By-law:
In a RA5-XX zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:			
Permitted Uses:			
4.15.6.XX.1 In addition to the uses permitted in an RA5 zone, lands zoned RA5-XX shall also be used for the following:			
(1) Apartment Dwellings			
(2) Horizontal Multiple Dwellings			
(3) Townhouse Dwellings			
Regulations			
4.15.6.XX.1	The regulations contained in Table 4.15.1 of this By law shall apply except that:		
4.15.6.XX.2	For the purposes of this By-Law the front lot line shall be the lot line abutting North Service Road; the rear lot line shall be the lot line at the northern limit of the property abutting lands zoned "Utility"; and, the exterior side lot shall be the lot line abutting Camilla Road.		
4.15.6.XX.3	Minimum front yard for that portion of the dwelling with a height less than or equal to 15.0m for the portion of frontage as shown on Schedule RA5 – XX of this Exception.	0.00 m	
4.15.6.XX.4	Minimum exterior side yard for that portion of the dwelling with a height less than or equal to 15.0m.	2.0 m	
4.15.6.XX.5	Minimum interior side yard for that portion of the dwelling with a height less than or equal to 15.0m.	4.5 m	
4.15.6.XX.6	Minimum rear yard for that portion of the dwelling with a height less than or equal to 15.0m.	4.5 m	
4.15.6.XX.7	Minimum rear yard for that portion of an accessory building with a height less than or equal to 13.0m.	0.50 m	
4.15.6.XX.8	Maximum encroachment of a balcony, porch, sunroom, window, chimney, pilaster, cornice, balustrade, staircase, landing, awning or roof eaves into a required yard.	3.5 m	
4.15.6.XX.9	Minimum above grade separation between a dwelling and accessory building for that portion of a building with a height less than or equal to 15.0 m	1.2 m	
4.15.6.XX.10	Minimum set back from surface parking spaces or aisles to any lot line other than a street line.	0.5 m	
4.15.6.XX.11	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line.	0.0 m	
4.15.6.XX.12	Minimum landscaped area	20%	
4.15.6.XX.13	Minimum depth of a landscaped buffer abutting an exterior side lot line.	2.0 m	

4.15.6.X	Exception: RA5-XX	Map # 14	By-law:
In a RA5-XX zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:			
4.15.6.XX.14	Minimum depth of a landscaped buffer abutting a rear lot line.		0.50 m
4.15.6.XX.15	Minimum amenity area		10% of the site area
4.15.6.XX.16	Minimum required Visitor parking		0.20 spaces/unit



Schedule RA5 - XX

5. Map Number 14 of Schedule "B" to By-Law Number 0225-2007, as amended, being a City of Mississauga Zoning By-Law, is hereby further amended by changing thereon from "H-D-6" and "H-O-9" to "RA5-XX", the zoning of Part of Lot 6, Registered Plan B-27, in the City of Mississauga, PROVIDED HOWEVER THAT the "RA5-XX" shall only apply to the lands which are shown on the attached Schedule "A".
6. This By-law shall not come into force until Mississauga Plan (Official Plan) Amendment Number _____ is in full force and effect.

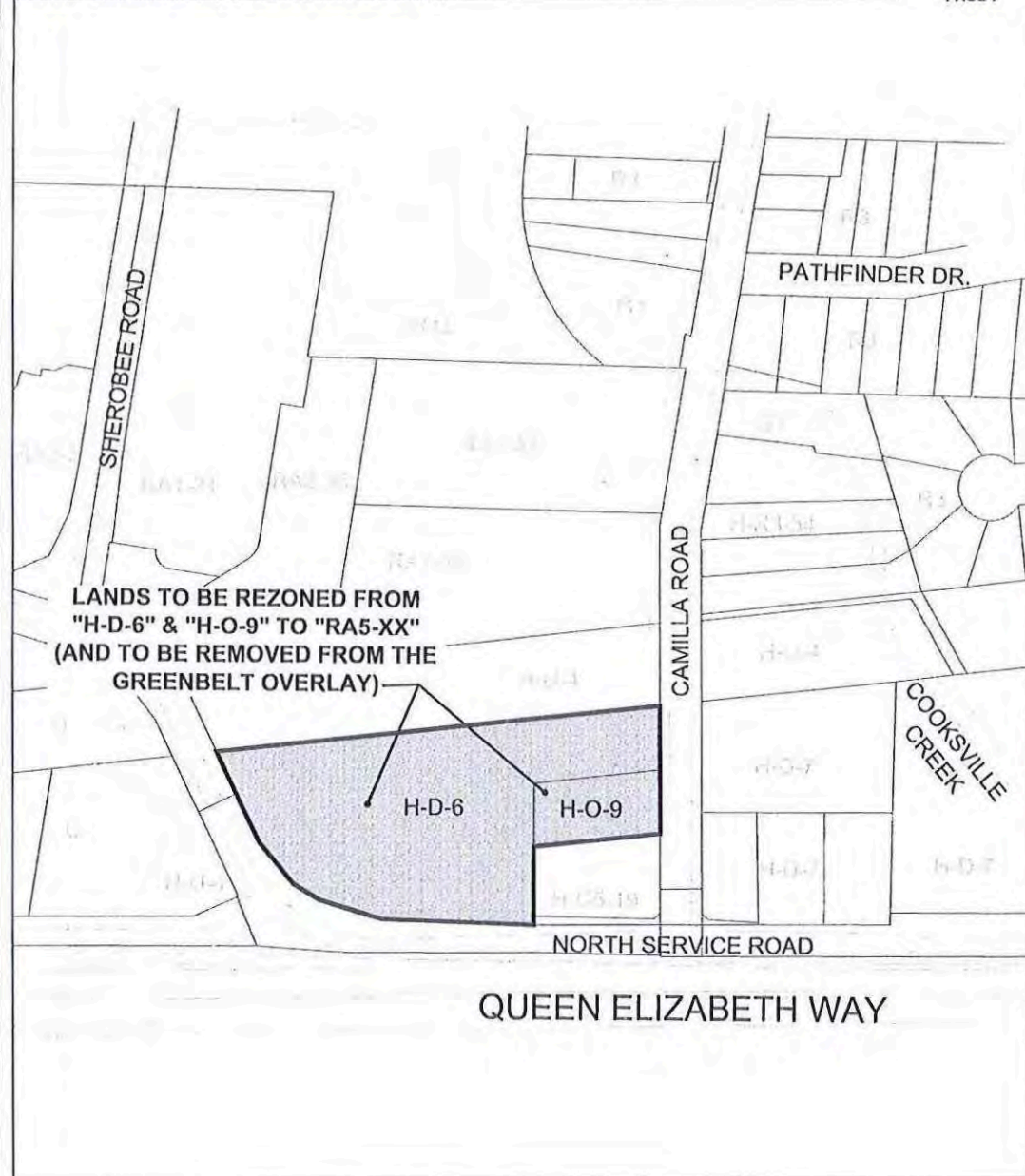
ENACTED and PASSED this _____ day of _____ 2014.

MAYOR

CLERK

4.7 - 53
4-35

DRAWING FILE: A:\DRAWINGS\235-002\2014 07 JUL\ZONING SCHEDULE JULY 20 14.DWG



THIS IS SCHEDULE "A"

AS ATTACHED TO BY-LAW _____

PASSED BY COUNCIL ON _____



NOTE:
All measurements are in
metres and are minimum
setbacks, unless otherwise noted.

APPENDIX "A" TO BY-LAW NUMBER _____Explanation of the Purpose and Effect of the By-law

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "H-O-9" and "H-D-6" to "RA5-XX".

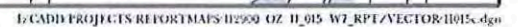
"RA5-XX" permits apartment dwellings, townhouse dwellings and horizontal multiple dwellings with specific lot standards required to implement the proposed development.

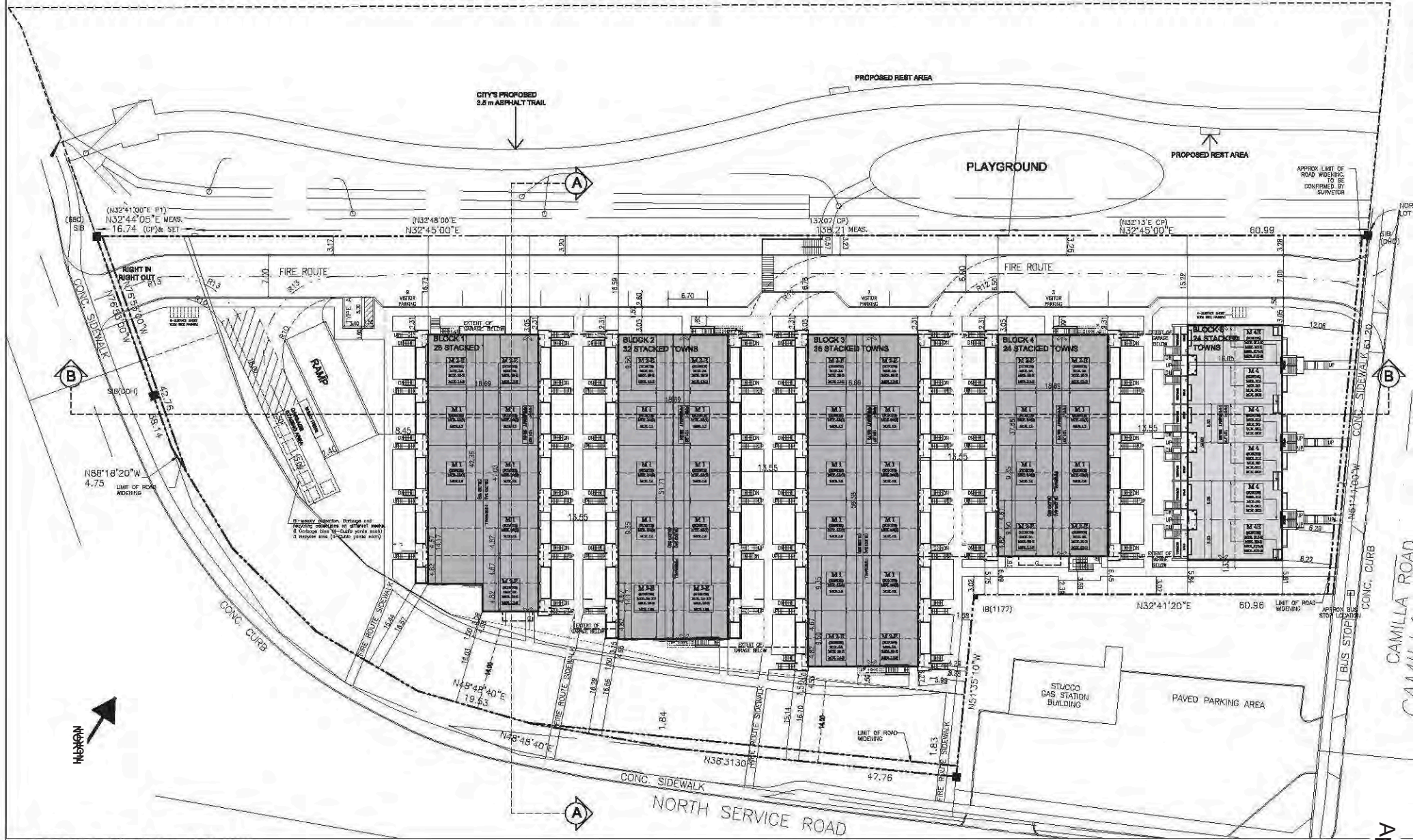
Location of Lands Affected

North side of North Service Road, west of Camilla Road, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from

APPENDIX I-11





CONCEPT SITE PLAN



Consulate Management Ltd.

File: OZ 11/015 W7

Agency Comments

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

Agency / Comment Date	Comment
Ministry of Transportation (February 28, 2018)	<p>The Ministry of Transportation (MTO) states that the proposed right-in/right-out access from North Service Road must be restricted (median island is not possible as it is a 2 lane cross-section). The developer will be required to construct a right turn lane into the site. If the right turn lane is not possible then the access will be restricted to a right-out only.</p> <p>A 14 metre (46 ft.) setback from the MTO right-of-way applies to all above and below grade structures including required parking.</p> <p>Underground storage tank drawings will be required for MTO review at the site plan stage.</p>
Region of Peel (February 1, 2018)	<p>An existing 150mm (6 in.) diameter water main is located on Camilla Road (Zone 2), and an existing 350mm (14 in.) diameter water main is located on North Service Road (Zone 1). There is also an existing 250mm (10 in.) diameter sanitary sewer located on Camilla Road. Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.</p> <p>A revised hydrant flow test will be required for the water component. The hydrant flow test should be completed for the watermain(s) that will supply the connection(s). In addition, the Region will require servicing drawings that show all connections and sizes. A digital copy of the revised hydrant flow test and accompanying servicing drawings is preferred.</p> <p>A non-refundable Report Fee of \$500 as per current fee By-law 60-2016 is required to be paid to the Region of Peel.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of services.</p>

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Agency / Comment Date	Comment
	The Region of Peel will provide front-end and curbside collection of garbage and recycling to the residential units provided that the Developer meets the requirements set out in the Waste Collection Design Standards Manual.
Dufferin-Peel Catholic District School Board and the Peel District School Board (February 22, 2018 and March 2, 2018)	<p>In comments, dated March 2, 2018 from the Peel District School Board, and dated February 22, 2018 from the Dufferin-Peel Catholic District School Board, they responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions to be added to the Development Agreement and to any offers of purchase and sale.</p>
Credit Valley Conservation (January 24, 2018)	<p>In comments dated January 24, 2018 Credit Valley Conservation Authority stated that the property is subject to the Development, Interference with Wetlands, and Alterations to Shorelines & Watercourses Regulation (Ontario Regulation 160/06). This regulation prohibits altering a watercourse, wetland or shoreline and prohibits development in area adjacent to Lake Ontario shoreline, river and stream valleys, hazardous lands and wetlands, without the prior written approval of Credit Valley Conservation (CVC) (i.e. the issuance of a permit). The subject property is regulated due to the presence of the floodplain associated with Cooksville Creek.</p> <p>In addition to flood free access being provided to the site, CVC require certain technical matters to be addressed prior to Recommendation Report including stormwater management techniques, correctly labelling floodlines on all drawings, clarification of water volumes, calculations and length of orifice pipe, and provision engineer certification on all final drawings and documents.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (February 27, 2018)	<p>In comments dated February 27, 2018 this Department notes that Camilla Park (P-028) is located approximately 800m (2625 ft.) from the site and provides passive recreation opportunities and two play sites.</p> <p>The subject development site is adjacent to utility corridor, zoned H-U-4, and under Hydro One Networks Inc. ownership.</p>

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Agency / Comment Date	Comment
	<p>The City currently has a License Agreement with Hydro One Networks Inc. to construct and maintain a multi-use trail in this corridor. The applicant's proposal to include a play site within the utility corridor cannot be supported by this Department for the considerations below:</p> <ul style="list-style-type: none"> • a multi-use trail, permitted under current zoning, is proposed within this section of hydro corridor, and locating a play site in such close proximity to a multi-use trail is a safety concern • a play site is not permitted within H-U-4 zone • a minimum of 35 meters (114.8 ft.) setback from the centre of the play site to the property line is required which the current proposal does not • a minimum of 15 metre (49 ft.) setback from existing or future hydro pole is required from any proposed structure <p>Furthermore, prior to the issuance of building permit, 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>
City Community Services Department – Culture Division (June 20, 2017)	The property has archaeological potential due to its proximity to a watercourse or known archaeological resources and therefore an archaeological assessment was required. The Ministry of Tourism and Culture provided clearance on the archaeological assessment on June 12, 2012 and there are no further heritage planning concerns.
City Community Services Department – Fire and Emergency Services Division (April 25, 2017)	Fire has reviewed the rezoning application from an emergency response perspective and has no concerns; emergency response time to the site and water supply available are acceptable.
City Transportation and Works Department (February 27, 2018)	<p>The applicant has been requested to provide additional technical details in support of the application as follows;</p> <ul style="list-style-type: none"> • Revised engineering drawings to add additional technical details • Traffic turning movement diagrams • An updated sightline distance evaluation • Access and turnaround details to ensure they are adequate for Fire and Waste Collection vehicles • Updated drawings and reports showing right-of-way widening details • Updated Functional Servicing / SWM Report as well as

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Agency / Comment Date	Comment
	<p>a Soil Investigation Report</p> <ul style="list-style-type: none"> • An Environmental Remediation Report <p>The above reports and additional details are to be addressed prior to the Recommendation Report.</p> <p>The applicant is to also address any MTO, C.V.C., Hydro One and Trans-Northern Pipelines comments.</p> <p>It should be noted that it is recommended that an 'H' Holding Zone be placed on these lands to address requirements for 'municipal infrastructure' through the Development Agreement in support of this proposal.</p>
Hydro One Networks Inc. (November 28, 2014)	<p>The proposed development abuts the Hydro One corridor. Hydro One Networks Inc. (HONI) does not allow a developer to drain any water towards the corridor. At the site plan stage a number of conditions will be required, including the following:</p> <ul style="list-style-type: none"> - Permanent 1.5 m (4.9 ft.) high chain link fencing must be installed after construction is completed along the common property line at the developer's expense; - The proponent must obtain approval from HONI for any uses (landscaping, playground/amenity area) as shown on the circulated plans. Proposals for any secondary land use on the corridor are processed through the Provincial Secondary Land Use Program (PSLUP). The transmission corridor is not to be used without the express written permission of HONI. During construction there will be no storage of materials or mounding of earth, snow or other debris on the transmission corridor. The proponent will be responsible for restoration of any damage to the transmission corridor or HONI facilities.
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"> - Bell Canada - Canada Post - Development Services - Rogers Cable - Trans-Northern Pipeline Inc. - Enbridge/Consumers Gas - Alectra Utilities
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Conseil Scolaire de District Catholique Centre-Sud

Consulate Management Ltd.**File: OZ 11/015 W7**

Agency / Comment Date	Comment
	<ul style="list-style-type: none">- Conseil Scolaire Viamonde- Enbridge Pipelines Inc.- Realty Services- Trillium Health Partners

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School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>12</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>5</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>8</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>Munden Park Public School</p> <table> <tr> <td>Enrolment:</td><td>371</td></tr> <tr> <td>Capacity:</td><td>433</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Camilla Road Middle School</p> <table> <tr> <td>Enrolment:</td><td>684</td></tr> <tr> <td>Capacity:</td><td>655</td></tr> <tr> <td>Portables:</td><td>2</td></tr> </table> <p>Port Credit Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1,164</td></tr> <tr> <td>Capacity:</td><td>1,203</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> 	12	Kindergarten to Grade 6	5	Grade 7 to Grade 8	8	Grade 9 to Grade 12	Enrolment:	371	Capacity:	433	Portables:	0	Enrolment:	684	Capacity:	655	Portables:	2	Enrolment:	1,164	Capacity:	1,203	Portables:	0	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>10</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>9</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>St. Timothy Elementary School</p> <table> <tr> <td>Enrolment:</td><td>628</td></tr> <tr> <td>Capacity:</td><td>352</td></tr> <tr> <td>Portables:</td><td>12</td></tr> </table> <p>St. Paul Secondary School</p> <table> <tr> <td>Enrolment:</td><td>424</td></tr> <tr> <td>Capacity:</td><td>807</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> 	10	Junior Kindergarten to Grade 8	9	Grade 9 to Grade 12	Enrolment:	628	Capacity:	352	Portables:	12	Enrolment:	424	Capacity:	807	Portables:	0
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Summary of Existing and Proposed Zoning Provisions

Existing Zoning By-law Provisions

H-O-9 (Office), which permits offices, medical offices, financial institutions, commercial schools and veterinary clinics, while the exception zone requires special measures to deal with flooding within the Cooksville Creek Flood Plain Area.

H-D-6 (Development), which only permits buildings and uses legally existing on the date the by-law was passed, while the exception zone requires special measures to deal with flooding within the Cooksville Creek Flood Plain Area.

The “H” holding provision applying to these two zones both require a letter from an engineer certifying that the building meets flood proofing requirements to the satisfaction of the City and Credit Valley Conservation, and confirmation that safe access to the site has been provided.

Proposed Zoning Standards

Zone Standards	Base RA5 (Apartment Dwellings) Zoning By-law Standards	Proposed RA5-Exception (Apartment Dwellings) Zoning By-law Standards
Permitted Use	Apartment Dwelling, Long-term Care Dwelling, Retirement Dwelling	Apartment Dwelling, Long-term Care Dwelling, Retirement Dwelling, Horizontal Multiple Dwellings
Minimum Floor Space Index	1.9	1.0
Maximum Floor Space Index	2.9	2.9
Maximum Height	77 m (253 ft.) and 25 storeys	16 m (52 ft.) and 3 storeys
Minimum Front Yard (North Service Road) for building heights greater than 13 m (43 ft.) to 20 m (66 ft.)	8.5 m (28 ft.)	8.5 m (28 ft.)
Minimum Exterior Side Yard (Camilla Road) for building heights greater than 13 m (43 ft.) to 20 m (66 ft.)	8.5 m (28 ft.)	7.5 m (25 ft.)
Minimum Rear Yard for building heights greater than 13 m (43 ft.) to 20 m (66 ft.)	10 m (33 ft.)	10 m (33 ft.)
Max. Encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning	1.8 m (6 ft.)	4.5 m (15 ft.)
Min. setback from a parking	3 m (10 ft.)	1 m (3 ft.)

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Zone Standards	Base RA5 (Apartment Dwellings) Zoning By-law Standards	Proposed RA5-Exception (Apartment Dwellings) Zoning By-law Standards
Structure below grade, inclusive of external access stairwells, to any lot line		
Minimum internal setback from a front wall of a horizontal multiple dwelling to a front wall of another dwelling	9 m (29.5 ft.) separation between buildings	13.5 m (44 ft.)
Minimum landscaped area	40% of lot area	35% of lot area
Minimum depth of landscaped buffer along rear lot line (north)	3 m (10 ft.)	1 m (3 ft.)
Minimum depth of landscaped buffer along a lot line that is a street line	4.5 m (15 ft.)	4.5 m (15 ft.)
Minimum Amenity Area	Greater of 5.6 m ² (60.3 ft. ²) per dwelling unit or 10% of the site area	Greater of 5.6 m ² (60.3 ft. ²) per dwelling unit or 10% of the site area
Minimum % of total required Amenity Area to be provided within one contiguous area	50%	50%
Parking Requirement	1.75 spaces/3 bedroom unit 1.5 spaces/2 bedroom unit 0.25 visitor spaces per unit	1.4 spaces/3 bedroom unit 1.3 spaces/2 bedroom unit 0.2 visitor spaces per unit

Notes: Bold indicates exception from the base zone requirement.

The provisions listed are based on the applicant's preliminary concept plan and are subject to revisions as the plan is further refined.

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File: OZ 11/015 W7

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

H-O-9 (Office), which permits offices, medical offices, financial institutions, commercial schools and veterinary clinics, while the exception zone requires special measures to deal with flooding within the Cooksville Creek Flood Plain Area.

H-D-6 (Development), which only permits buildings and uses legally existing on the date the by-law was passed, while the exception zone requires special measures to deal with flooding within the Cooksville Creek Flood Plain Area.

The “H” Holding Provision applying to these two zones both require a letter from an engineer certifying that the building meets flood proofing requirements to the satisfaction of the City and Credit Valley Conservation, and confirmation that safe access to the site has been provided.

Proposed Zoning Standards

Zone Standards	Base RM9 (Horizontal Multiple Dwellings with more than 6 Dwelling Units) Zoning By-law Standards	Proposed RM9-Exception (Horizontal Multiple Dwellings with more than 6 Dwelling Units) Zoning By-law Standards	P&B Alternative RM9-Exception (Horizontal Multiple Dwellings with more than 6 Dwelling Units) Zoning By-law Standards
Permitted Use	Horizontal Multiple Dwellings - with more than 6 dwelling units	Horizontal Multiple Dwellings - with more than 6 dwelling units	Horizontal Multiple Dwellings - with more than 6 dwelling units
Minimum Floor Space Index	0.4	0.4	0.4
Maximum Floor Space Index	0.9	1.5	1.5
Maximum Height	13 m (43 ft.) Flat Roof and 15 m (49 ft.) Sloped Roof	16 m (52 ft.) and 3 storeys	16 m (52 ft.) and 3 storeys
Minimum Front Yard (North Service Road)	7.5 m (25 ft.)	14 m (45.9 ft.)	17 m (55.8 ft.)
Minimum Exterior Side Yard (Camilla Road)	7.5 m (24.6 ft.)	7.0 m (23 ft.)	7.0 m (23 ft.)
Minimum setback from a garbage and/or loading area to a street	-	-	17 m (55.8 ft.)
Minimum Rear Yard	4.5 m (15 ft.)	10 m (33 ft.)	10 m (33 ft.)
Max. Encroachment into a required yard of a porch	1.8 m (6 ft.)	4.5 m (15 ft.)	4.5 m (15 ft.)
Minimum internal setback from a horizontal multiple dwelling to an internal road, sidewalk or visitor parking space	4.5 m (15 ft.)	2 m (6.56 ft.)	2 m (6.56 ft.)

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File: OZ 11/015 W7

Zone Standards	Base RM9 (Horizontal Multiple Dwellings with more than 6 Dwelling Units) Zoning By-law Standards	Proposed RM9-Exception (Horizontal Multiple Dwellings with more than 6 Dwelling Units) Zoning By-law Standards	P&B Alternative RM9-Exception (Horizontal Multiple Dwellings with more than 6 Dwelling Units) Zoning By-law Standards
Minimum internal setback from a porch or deck, inclusive of stairs to an internal road or sidewalk	2.9 m (9.5 ft.)	2 m (6.56 ft.)	2 m (6.56 ft.)
Minimum internal setback from a side wall of a horizontal multiple dwelling to an internal walkway	1.5 m (4.9 ft.)	1 m (3 ft.)	1 m (3 ft.)
Minimum internal setback from a side wall of a horizontal multiple dwelling to an internal road	4.5 m (15 ft.)	3 m (9.8 ft.)	3 m (9.8 ft.)
Minimum internal setback from a side wall of a horizontal multiple dwelling to an abutting visitor parking space	4.5 m (15 ft.)	3 m (9.8 ft.)	3 m (9.8 ft.)
Min. setback from a parking Structure below grade, inclusive of external access stairwells, to any lot line	3 m (10 ft.)	1 m (3 ft.)	1 m (3 ft.)
Minimum internal setback from a front wall of a horizontal multiple dwelling to a front wall of another dwelling	n/a	13.5 m (44 ft.)	13.5 m (44 ft.)
Minimum sidewalk width	2 m (6.56 ft.)	1 m (3 ft.)	1 m (3 ft.)
Minimum width of an internal road/aisle	7 m (23 ft.)	6 m (19.7 ft.)	6 m (19.7 ft.)
Minimum landscaped area	40% of lot area	40% of lot area	40% of lot area
Minimum Amenity Area	Greater of 5.6 m ² (60.3 ft. ²) per dwelling unit or 10% of the site area	0 m (0 ft.)	Greater of 2.8 m² (30 ft.²) per dwelling unit or 5% of the site area
Minimum % of total req'd Amenity Area to be prov'd within one contiguous area	50%	0%	100%
Parking Requirement	1.75 spaces/3 bedrm unit 1.5 spaces/2 bedrm unit 0.25 visitor spcs per unit	1.4 spaces/3 bedrm ut 1.3 spaces/2 bedrm ut 0.2 visitor spcs per ut	1.4 spaces/3 bedrm unit 1.3 spaces/2 bedrm unit 0.2 visitor spcs per unit

Notes: Bold indicates exception from the base zone requirement.



City of Mississauga

Corporate Report



Date: 2018/05/25

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's files:
CD.04.NINMeeting date:
2018/06/18

Subject

Report on Comments (Wards 9 and 10)**Proposed Secondary Plan - Ninth Line Neighbourhood Character Area Policies and Zoning – Amendments to Mississauga Official Plan and Zoning****By-law 0225-2007****File: CD.04.NIN****Bill 139**

Recommendation

That amendments to Mississauga Official Plan and Zoning By-law 0225-2007 in accordance with the report titled "Report on Comments (Wards 9 and 10) Proposed Secondary Plan - Ninth Line Neighbourhood Character Area Policies and Zoning Implementation – Amendments to Mississauga Official Plan and Zoning By-law 0225-2007" dated May 25, 2018, from the Commissioner of Planning and Building, be brought forward for approval by Council.

Report Highlights

- This report contains the final land use plan and policies for the Ninth Line Lands
- A public meeting was held on February 5, 2018 to hear comments regarding the proposed amendment to Mississauga Official Plan (MOP), zoning changes and urban design guidelines
- Through the circulation of the proposed official plan and zoning amendments and urban design guidelines to agencies and departments and the public consultation process, a number of comments were received, and proposed modifications have been made where appropriate
- The proposed official plan amendment implements the policy framework as established by Halton Region Official Plan Amendment No. 28 and as subsequently incorporated into the Region of Peel Official Plan
- The proposed amendment to Mississauga Official Plan is exempt from Regional approval and has regard for the Provincial Policy Statement (2014) and applicable Provincial plans

Background

The Ninth Line Lands are the City's last planned greenfield community. The policies provide for varying built forms and housing types that transition to the low density neighbourhoods to the east. Mid-rise, mixed use buildings surround the proposed transit stations at Britannia Road and Derry Road to provide density that supports transit.

The policies:

- Establish the vision for the community
- Achieve a minimum density of 82 residents and jobs combined per hectare
- Support a linked natural heritage system with multi-use trails, parks and open spaces incorporating community uses and facilities
- Support transit and active transportation
- Provide a mix of housing to accommodate diverse housing preferences including affordable housing

A public meeting was held by the Planning and Development Committee on February 5, 2018 to consider the Ninth Line Lands – Proposed Neighbourhood Character Area Policies and Zoning. Submissions were received at the public meeting and staff was directed to report back. In addition, the draft policies and zoning were circulated to departments and agencies for comment.

The purpose of this report is to provide a summary of comments received from agencies, departments and the public, and to recommend modifications to the draft policies, schedules and zoning. In addition, through further consultation with the Region of Peel and the Province, the planning process to implement these policies has changed. This is discussed in more detail below.

The proposed amendment was undertaken within the policy framework of the 2006 Growth Plan and the PPS, 2014, and is being brought forward under Section 17 of the *Planning Act*. The Municipal Comprehensive Review requirements of the 2017 Growth Plan do not apply to these lands.

Comments

Comments have been received throughout the planning process from the public, agencies and departments. A summary of these comments and the staff response are provided in Appendix 1. Original comment submissions are attached as Appendix 2. Deputations made at the public meeting including the minutes from the public meeting are provided in Appendix 3.

DEPARTMENT AND AGENCY COMMENTS

In general, departments and agencies recommended changes to provide more clarity and consistency in language. Some comments were provided for information purposes and will be addressed during the development application review process. The following is a brief summary of key agency comments received and staff's response.

- Conservation Halton provided comments indicating general support of the draft secondary plan amendment subject to their comments being addressed. Staff have been working closely with Conservation Halton throughout the project and specific comments are addressed in Appendix 1. Staff will continue to work with them to address their comments through the Phase 3 Scoped Sub-watershed Study - Implementation and Monitoring work and the review of future development applications
- Peel District School Board has identified the need for two school sites and the French Catholic School Board the need for one school site. A policy has been added to address both Boards' needs. The exact location of future schools will be determined through the review of development applications
- Healthy Development Assessment - an evaluation of Peel's Healthy Development Assessment was also completed based on the proposed land use policies. The policies as presented achieve a Gold standing as per the index. The area is being planned as a compact, transit-supportive community

COMMUNITY COMMENTS

Comments were received from local residents and ratepayer groups. The key themes arising from these comments and a summary of staff's response, are provided below.

- Increased traffic and congestion
 - a transportation assessment study was completed to determine any necessary transportation improvements
- Need for schools, hospitals and other community facilities and infrastructure
 - all community service and infrastructure providers were circulated for comment with some identifying the need for facilities
- Concern with flooding and stormwater management
 - a sub-watershed study was undertaken to develop a floodplain and stormwater management system strategy. Phase 3 will provide details on implementation
- Preservation of heritage sites
 - all existing heritage buildings and sites are permitted to remain
 - any redevelopment of heritage properties would require a Heritage Impact Assessment

- Pedestrian and bicycle safety
 - a network of multi-use trails, for both pedestrians and cyclists is proposed which will be separated from vehicular traffic
- Equitable land valuation
 - a comprehensive study of the floodplain and stormwater management strategy was conducted across the study area to determine appropriate land uses given the various constraints
- Concern with density and height
 - the Ninth Line Lands have been planned to meet minimum Provincial Growth Plan (2017) density targets and support the proposed 407 Transitway
 - greater densities and heights are concentrated around the transit stations
 - development adjacent to Ninth Line is to respect the existing built form to the east and provide an appropriate transitional built form
- 407 Transitway alignment not yet finalized
 - The City of Mississauga and the Region of Peel partnered with the Ministry of Transportation (MTO) to undertake a detailed study of the 407 Transitway alignment through the Ninth Line Lands to determine the most likely alignment in advance of the MTO commencing the Environmental Assessment (EA)
 - the EA is now underway
 - the final alignment resulting from the EA is not anticipated to significantly deviate from the result of the study
- Concern with accuracy of official plan designation and zoning boundary lines
 - both the Official Plan designation and zoning boundaries have been refined to more accurately reflect minor modifications to the 407 Transitway alignment and include buffers to the Natural Heritage System where appropriate
- Concern with implementation of underlying official plan designations once the Parkway Belt West Plan (PBWP) is amended
 - the proposed PBWP policy has been revised to allow underlying official plan designations in accordance with Reference Maps M1-M3 to come into effect without further amendment to the Official Plan when lands are removed from the PBWP

PLANNING PROCESS

In 2005, the Region of Halton adopted policies for the Ninth Line Lands (ROPA 28) to protect for the development of the inter-regional transitway and accessory infrastructure. The policies also spoke to the development of transit related and supportive uses including medium and high density residential, office and employment uses, subject to further more detailed land use studies being completed. The lands remain zoned in the Town of Milton zoning by-law.

With the transfer of the lands in 2010 to the Region of Peel and the City of Mississauga, the policies were brought into the Region of Peel's Official Plan and remain in effect today. In October, 2011, City Council directed staff to commence the detailed planning and background

work required to enable development of the lands. Staff in partnership with the Region of Peel and Ministry of Transportation, retained a consortium of consultants to complete all of the necessary background studies to advance the final land use plan and the required amendments to Mississauga Official Plan.

The Region of Peel continues to work with the Province to adjust the Regional boundary to incorporate the Ninth Line Lands. The Region will be reporting on this matter at a future date through the Peel 2041 Official Plan Review and Municipal Comprehensive Review (MCR) that will establish new settlement area boundaries and population and employment densities for the Ninth Line Lands and other areas in the Region. The Province has advised that the amendments to Mississauga Official Plan can proceed in advance of this work being completed given the uniqueness of the Ninth Line Lands and the framework established by Halton's ROPA 28. The letter dated April 13, 2018, from the Ministry of Municipal Affairs and Housing is attached as Appendix 4.

Conformity with Region of Peel Official Plan

The proposed Mississauga Official Plan Amendment achieves conformity with Regional Official Plan policy since Mississauga's amendment would implement policies from Halton ROPA 28 that has been incorporated into the Peel Official Plan. The Halton ROPA 28 policies direct that a local official plan amendment be undertaken to incorporate policies to guide development in accordance with the "Ninth Line Corridor Policy Area" planning framework and permit the extension of water and wastewater services from the Region of Peel into the Ninth Line Lands. Staff has been advised that the amendment is exempt from Region of Peel approval.

Conformity with the Provincial Growth Plan (2006)

A review of the 2006 Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement (2014) was undertaken. The proposed amendment represents good planning and conforms to the Growth Plan (2006) and the key directions of the Growth Plan (2017). Consultants on the project completed a Ninth Line Lands Municipal Comprehensive Review Addendum (Appendix 5) which details the conformity with Provincial Plans. Analysis of developable land, population and employment capacity, draft and preferred growth options and the associated growth management policy and land budget implications of the greenfield expansion and growth concept were completed.

The proposed land use plan includes development standards in keeping with the policies of the 2017 Growth Plan. This includes consideration for minimum density and intensification targets, integrated planning for complete communities, watershed planning, agricultural impacts, environmental planning, Major Transit Station Areas and transit supportive uses.

Consistency with the Provincial Policy Statement (2014)

The proposed land use plan is consistent with the Provincial Policy Statement, 2014. The plan establishes an urban form that will optimize infrastructure, including the Highway 407 Transitway, by providing for development of significant density surrounding the transit stations. Development will be of a compact urban form and will include a range of residential, commercial and employment uses and an extensive parks and open space network facilitating a complete community. The land use plan supports the environmental and conservation objectives by protecting an extensive linked natural heritage system and the protection of hazard lands.

Mississauga Official Plan and Zoning By-law 0225-2007

Modifications to Mississauga Official Plan that are required to incorporate the Ninth Line Lands are shown on Appendix 6 and the secondary plan is attached as Appendix 7.

Proposed zoning will remove the lands from the Town of Milton's zoning by-law and incorporate them into Mississauga's zoning by-law. The base zones allow for existing uses to continue until they are rezoned as part of a development application (Appendix 8).

The vision, goals and objectives for the community and its design are articulated in the Urban Design Guidelines which are contained in Appendix 9.

Strategic Plan

The Ninth Line Secondary Plan 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

There is no financial impact at this time.

Conclusion

The adoption of the land use policies and plan for the Ninth Line Lands signifies the conclusion of the consultation process on how the area is to be developed and will enable the development of urban land uses.

This report contains the final recommended land use policies and schedules for the Ninth Line Lands. Should Council approve these policies through an adopting by-law, development of the area can commence.

Attachments

- Appendix 1: Response to Comments Summary
- Appendix 2: Written Submissions
- Appendix 3: Deputations and Public Meeting Minutes
- Appendix 4: Letter from Ministry of Municipal Affairs and Housing (April 13, 2018)
- Appendix 5: Ninth Line Lands Municipal Comprehensive Review Addendum
- Appendix 6: Modifications to Mississauga Official Plan
- Appendix 7: Secondary Plan for the Ninth Line Neighbourhood Character Area
- Appendix 8: Proposed Changes to Mississauga Zoning By-law 0225-2007
- Appendix 9: Shaping Ninth Line Urban Design Guidelines



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

Prepared by: Romas Juknevicius, Planner

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
1	Rogers Communications	Rogers Communications provided drawings indicating the location of their services within the study area.	Any conflicts with existing utilities will be addressed during the development application stage.
2	Enbridge Gas Distribution	No objection.	No response required.
3	TransCanada PipeLines Limited	TransCanada Pipelines Limited (TransCanada) has two high pressure natural gas pipelines. Appropriate separation and setbacks from this infrastructure must be taken into consideration through the review of any development applications.	The “Other Information” section of MOP, Part D, Map 1, Oil and Gas Transmission lines to note their location within Ninth Line area. Appropriate separation and setbacks will be addressed through the review of development application.
4	Conservation Halton	<p>Conservation Halton (CH) has provided comments that have been summarized below.</p> <p>Draft Official Plan Policies and Schedules</p> <ol style="list-style-type: none"> Schedule 1: Urban System, Schedule a: Urban System - Green System, Schedule 3: Natural System and Schedule 10: and Use Designations - These amended schedules should include an overlay of the full extent of CH's regulated area identified through the SWS. Policy 16.20.2.2.3: Parks, Open Spaces and Natural Heritage and Policy 16.20.2.4: Greenlands - Identify the importance of the SWS as a guiding document by adding "in accordance with the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study" to these policies. Policy 16.20.2.6: Parkway Belt West - Add text to recognize that proposed amendments to the Parkway Belt West Plan (PBWP), where the City will seek to designate the lands in accordance with the underlying land use identified on Map 16-24.2, will be subject to consultation with CH for lands currently regulated and proposed for development designations. Policy 16.20.3: Precincts and Policy 16.20.3.3.1: North 	<ol style="list-style-type: none"> The natural environment was extensively studied as part of the supporting work for Ninth Line Lands and included consideration of the Province's plans to build the 407 Transitway through this corridor. The Plan includes a vibrant, functional and connected natural heritage system that will result in a net gain in the amount and quality of natural area within the Ninth Line Lands. Conservation Authority regulated areas are identified on a reference map used during the review of development applications. The hazard lands overly is shown on Official Plan schedules. Policy 16.20.2.2.3: Parks, Open Spaces and Natural Heritage and Policy 16.20.2.4: Greenlands have been revised to add "have regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study" to these policies. No policy changes made. All lands within the Ninth Line study area will be subject to a development application (rezoning / plan of subdivision / site plan) at which time Conservation Halton will be circulated for comment. Policy 16.20.3: Precincts and Policy 16.20.3.3.1: North Britannia/Flood Protection Land Form Area (Precinct 3) – reference to a “Floodplain Protection

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
		<p>Britannia/Flood Protection Land Form Area (Precinct 3) - The reference to a "Floodplain Protection Landform" in the area of Precinct 3 North Britannia should be revised to "Floodplain Alteration Area" to more accurately reflect the nature of the proposed cut-fill floodplain alteration consisting of a passive, open watercourse system rather than an isolated dyke, berm or active control structure.</p> <p>5. Policy 16.20.6: Physical Services, Stormwater Management and Utilities – agree with the reference in this policy to all development within the Ninth Line Neighbourhood Character Area being subject to the SWS (north of the woodlot near Erin Centre Boulevard).</p> <p>6. Policy 16.20.7: Implementation - text needs to be added to expand and clearly outline that subsequent studies [e.g. EIR, SIS, Functional Servicing Report (FSR)] that will be required to support development applications. This will be formulated as part of Phase 3 of the SWS. Given the large scale of these issues and the fact that they cross multiple land parcels, these policies must clearly outline the additional technical requirements and areas for landowner coordination. The absence of this direction within the policies may limit the successful implementation of a systems based solution, as proposed in the SWS.</p> <p>7. Similar to Comment 1, the proposed amendments to Zoning By-law 0225-2007 should include an overlay of the full extent of CH's regulated area identified through the SWS and a note that the ultimate configuration of these regulated areas will be in accordance with the final SWS, technical studies in support of development applications (e.g. EIRs, SISs) and subject to the approval of CH.</p>	<p>Landform" has been replaced with "Floodplain Alteration Area". The redevelopment of these lands in accordance with this Plan and SWS will reduce overall flood impacts. The SWS, Phase 3 report will speak to these comments in more detail.</p> <p>5. No policy changes required.</p> <p>6. The Mississauga Official Plan (MOP) has implementation policies (19.4.5) which require specific reports in support of development applications. No policy changes required.</p> <p>7. The proposed Greenlands designation includes all natural features, watercourses and hazard areas. Further studies and approvals will be required at time of development applications.</p>
5	Trillium Health Partners	Trillium Health Partners have expressed interest in locating a health facility within the Ninth Line Lands that would provide needed services such as long-term care, transitional care, urgent care, ambulatory care, primary care, hospice and ancillary uses. They have indicated a site of 5-15 acres in size would be preferred.	Once Trillium Health Partners have secured a site and confirmed the proposed health care facilities to be provided, the necessary development applications will be submitted.

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
6	Metrolinx	The subject lands include Canadian Pacific Railway's Galt Subdivision which carries Milton GO Train Service. CPR is the primary commenting agency in this regard, and it is prudent to contact them for rail specific requirements regarding adjacent development.	Canadian Pacific Railway was circulated for comment.
7	Peel District School Board	The Board will require two school sites. The minimum site requirement for each school is 2.83 hectares (7 acres).	<p>The following policies have been added address school board (s) comments.</p> <p>The City will work in collaboration with the school board (s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process.</p> <p>Schools will be combined with another permitted use on the same building to create a compact urban form.</p>
8	Dufferin Peel Catholic School Board	At this time, the Board does not require a school site on the subject lands.	No action required
9	Conseil scolaire catholique MonAvenir	The board has an interest in a 4 to 6 acre school site in the area between Derry Road and Britannia Avenue.	<p>The following policies have been added to land use policy section to address school board (s) comments.</p> <p>The City will work in collaboration with the school board (s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process.</p> <p>Schools will be combined with another permitted use on the same building to create a compact urban form.</p>
10	Transportation and Works	<p>Transportation and Infrastructure Planning provide the following comments.</p> <p>Modification Table for Mississauga Official Plan</p> <ul style="list-style-type: none"> - Page 1, Chapter 8: Create a Multi-Modal City, Table 8-4: Road Classification – Arterials; should be revised to read Table 8-1. 	The suggested revisions have been made.

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
		<ul style="list-style-type: none"> - Add Table 8-2: Road Classification – Major Collectors <ul style="list-style-type: none"> o In Table 8-2 amend Row 2 Argentia Rd. so reads From: “Highway 407” - Page 8, Schedule 8 Designated Right-of-Way Widths <ul style="list-style-type: none"> o The second paragraph under “Issue” column of modification table should read as follows “Add proposed Argentia, Derry, Britannia and Eglinton west from Ninth Line to Highway 407” <p>Draft Policies Page 4, 16.29.2.6 Parkway Belt West, 16.20.2.6.1, 3rd line</p> <ul style="list-style-type: none"> • (1977) should read to (1978). <p>Page 5, 16.20.3.3, North Britannia/Flood Protection Land form Area (Precinct 3)</p> <ul style="list-style-type: none"> • Rename to “North Britannia (Precinct 3)” <p>Policy 16.20.3.3.1</p> <ul style="list-style-type: none"> • Revise language to read, “This precinct will be created through earth filling to manage hazard lands. The implementation of this approach will enable residential development adjacent Ninth Line. The ultimate configuration of this area will be subject to approval by Conservation Halton.” 	
11	Heritage, Community Services Department	There are several heritage properties within the study area. A Heritage Impact Assessment is required to understand and evaluate the impacts of the proposal on these properties and to mitigate any negative impacts.	A Heritage Impact Assessment will be required as part of future development applications.
12	Lisgar Residents Association	<p>The LRA is not opposed to development. However, it should be done in the wisest way possible, to provide the best living for the new residents and existing residents nearby.</p> <p>Areas of greatest concern are:</p> <ol style="list-style-type: none"> 1. Increased Traffic 2. School and Hospital Crowding 	<ol style="list-style-type: none"> 1. A transportation assessment study was completed to determine any necessary transportation improvements. 2. All school boards and Trillium Health Partners have been consulted with. Three new school sites are being planned for within the Ninth Line Lands. 3. A sub-watershed study was undertaken to develop a

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
		3. The Potential Flooding (within and beyond Ninth Line) 4. Bike safety 5. Noise and aesthetics 6. Design consistency 7. Preservation of History and Greenspace (St. Peters Church and cemetery) 8. Equitable Land Valuation 9. Safe Connectivity Across Ninth Line for Pedestrians and Bikes 10. Increased Communication	<p>floodplain and stormwater management system strategy. More detailed reports at the time individual development applications will also be required with concurrent approval by Conservation Halton.</p> <p>4. Bike lanes proposed along the east side of Ninth Line will be within a separated path network. A multi-use trail is also proposed along the 407 Transitway.</p> <p>5. These details would be considered at the time individual development applications.</p> <p>6. We have planned for limited heights and compatible built forms along Ninth Line with increasing heights and densities closer to the 407 Transitway and the station areas.</p> <p>7. The cemetery is a protected use under the Cemeteries Act. St. Peters is a “listed” heritage site. The church is permitted to remain under the proposed land use designation.</p> <p>8. A comprehensive study of the floodplain and stormwater management strategy was conducted across the study area to determine appropriate land uses given the various constraints.</p> <p>9. Appropriate pedestrian crossings of Ninth Line will be considered at the time of intersection improvements and during the Environmental Assessment for widening of Ninth Line.</p> <p>10. Several community open house meetings and workshops have been held throughout the course of the project. We have also met with the Lisgar Residents Association board of directors. The public consultation process will continue when individual development applications are submitted.</p>
13	Board Member, Lisgar Residents Association	Concerns were identified with how density was being calculated and confusion to how much population growth has been allocated to the study area.	The density estimate of 82 is of persons and jobs combined per ha and results in an estimated 9,000 residents and jobs on Ninth Line. While the 14,000 figure

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
		An explanation was requested of what Section 37 means with respect to policy 16.20.6.3.	<p>was a result tested in the background analysis, this was based on a higher density assumption and did not form the basis for the final growth management analysis or reporting. The preferred growth option for Ninth Line is characterized by built form consisting of ground-related and low and mid-rise housing units, community employment uses, along with some employment dedicated lands. The population and employment estimated for the area, is of a magnitude that will enable the City of Mississauga and Region of Peel to meet the minimum expectations for planned density of development as mandated by the Province. The higher density assumption and resulting “maximum” scenario tested was not forwarded as a basis for the preferred growth option.</p> <p>The developable land area estimates were not based on broad assumptions, but rather on a series of detailed technical studies that identified and measured features to be excluded and included, based on the physical characteristics of the study area, planning policy and servicing considerations, which resulted in the ultimate figure of 110 ha of developable lands.</p> <p>Section 37 refers to a section of the <i>Planning Act</i> which permits municipalities to pass a by-law authorizing increases in height and density of development beyond what is permitted in the relevant zoning by-law in exchange for community benefits. Policy 16.20.6.3 has been deleted and general official plan policies will apply.</p>
14	Erin Mills Development Corporation	It appears the work to date has taken into consideration the requirement to control discharge from 26.1 Ha (64.5 acres) of the Ninth Line corridor in the vicinity of Eglinton Avenue. This parcel is to be controlled to a Pre – Post level prior to entering to the storm system built through our industrial business park at the south east	The information provided was shared with our Transportation and Works department.

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
		corner of Eglinton Avenue and Ninth Line. A few relevant pages from the SWM Report for our lands, as approved by the City and the MTO Corridor Control Department, are attached. See attached drawings	
15	NLOA - Ninth line Owners Association February 5, 2018	<p>While NLOA supports the planning process to date, they still object to the use of the unapproved 407 transitway alignment and design, as it significantly impacts the ability to develop lands owned by NLOA members.</p> <p>NLOA notes a Region of Halton policy (2005) that suggested other means of providing flood relief to allow development and note that the City and its consultants ignored this option.</p>	<p>The City of Mississauga and the Region of Peel partnered together with the Ministry of Transportation (MTO) to undertake a detailed study of the 407 Transitway alignment through the Ninth Line study area to determine the most likely alignment in advance of the MTO undertaking the Environmental Assessment (EA). The MTO has commenced the EA process and is using the Ninth Line study to inform the detailed alignment work. The City and Region are confident that the final alignment resulting from the EA will not significantly deviate from what studies to date have shown.</p> <p>Any land requirements for the transitway will be dealt with by the MTO.</p> <p>A comprehensive study of the floodplain and stormwater management strategy was conducted across the study area to determine appropriate land uses given the various constraints.</p>
16	CRM Lab Archaeological Services	<p>Has this area already been cleared of archaeological potential or is that being left up to the individual developers within the Ninth Line Lands?</p> <p>Any information regarding current or future archaeological assessment opportunities within the Ninth Line Lands would be greatly appreciated.</p>	The Background Report dated September 2015 and prepared by Macaulay Shiomi Howson Ltd. discussed archeological potential within the study area. Further archeological assessment work will be done through the development application process.
17	Volunteer with Lisgar Residents Association	<p>Raised the following points at the public meeting:</p> <ol style="list-style-type: none"> 1. Surprised to see land use plan in advance of MTO transitway study plan not being complete 2. Concerns with density and increased traffic (including during construction), overcrowding of schools and hospitals. 	<ol style="list-style-type: none"> 1. The City and Region partnered with MTO to determine the most likely alignment of the transitway through the Ninth Line lands 2. All school boards and Trillium Health Partners have been consulted with. Three new school sites are

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
		3. Need to mimic what is the east side of Ninth Line 4. Potential flooding concerns east of ninth line 5. Bike lanes on roadways are not safe 6. Preservation of historic sites and ample greenspace 7. Safe connectivity for pedestrians and bikes between existing residents and new development area	being planned for within the Ninth Line lands. 3. The existing built form on the east side of Ninth Line has been respected in the proposed plan 4. A Sub-watershed study was undertaken to develop a floodplain and stormwater management system strategy. More detailed reports associated at the time individual development applications are submitted will also be required with concurrent approval by Conservation Halton. 5. Bike lanes are not encouraged on roadways but will be accommodated on planned multi-use trails. 6. Existing heritage sites and buildings can remain. 7. Safe connections and crossing will be provided for through development application process
18	Jim Levac representing Mattamy Homes and Argo Development Corporation	Raised the following points at the public meeting. <ul style="list-style-type: none"> • Size of future transit station north of Derry • Clarification of designation and zoning boundary lines for lands adjacent natural areas – should they follow the canopy drip line • Encourage city to initiate any amendments to Parkway Belt West Plan (PBWP) to allow underlying designations to develop with the rest of the lands 	<p>The Highway 407 Transitway Corridor Assessment within the Ninth Line Lands study dated October 12, 2016 made some preliminary assumptions on the transitway parking facility requirements. Transit station parking facility details will be refined through the 407 Transitway EA process.</p> <p>The official plan designation and zoning boundaries were refined in some areas to reflect modifications of the 407 transitway alignment that resulted from addressing Conservation Halton comments.</p> <p>Buffers are included within the Natural Heritage System boundaries on which designation and zone boundary lines are based.</p> <p>PBWP policy has been revised to allow underlying official plan designations to come into effect without further amendment to the Plan in accordance with Reference Maps M1-M3.</p>
19	Region of Peel	Recommend that a policy be included to ensure that development	A new policy will be added to the proposed amendment

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
		<p>applications in the Northwest Greater Toronto Area Identification Study Area do not preclude or predetermine any further planning and/or implementation of the Study Area that has been established by the Province and replaces the now cancelled Greater Toronto West Corridor.</p> <p>The Region has no concerns with the amendment. The proposed amendment achieves conformity with Peel's Official Plan as it implements the in effect "Ninth Line Corridor Policy Area" policies of the Halton Official Plan. The Halton Plan policies direct that a local Official Plan Amendment be undertaken to incorporate policies to guide development in accordance with the Ninth Line Corridor Policy Area planning framework and permit the extension of water and wastewater services from the Region of Peel.</p>	to address protection for the Northwest Greater Toronto Area Identification Study Area.
20	Resident	<ol style="list-style-type: none"> 1. Traffic congestion – needs to be considered a priority 2. Residential units in the Ninth Line lands be kept to a minimum and this space should be used more as a natural park and for trails 	<ol style="list-style-type: none"> 1. A transportation assessment study was completed to determine any necessary transportation improvements. 2. The entire surrounding road network was evaluated in the Transportation Assessment study. The Province (2017 Growth Plan) requires a minimum density of 80 residents and jobs per hectare when developing greenfield areas such as the Ninth Line lands. An extensive network of trails, parks and open spaces are planned for this area.
21	Resident	Concerned with increased traffic and related hard services (such as telecommunications) in the area. Area should remain green.	A transportation assessment study was completed to determine any necessary transportation improvements. All necessary infrastructure and servicing improvements will be provided through future development applications.
22	Resident	Happy with the research and vision created for the area and inclusion of a new community centre.	No response required.
23	Resident	<p>Resident at 5644 Ninth Line.</p> <p>Not opposed to the current development process for the Ninth Line Lands.</p>	The sub-watershed study was undertaken to develop a floodplain and stormwater management system strategy irrespective of property ownership. The geography of the Ninth Line lands is not consistent across all

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
		<p>Concern with flood plain reduction only affecting large developer and city owned property.</p> <p>Concern over the amount of taxes being paid for lands that don't have development potential.</p>	<p>properties and therefore it was not possible to alleviate flood issues across all properties.</p> <p>Property taxation is not within the scope of this project.</p>
24	Resident	Spoke in support of the project.	No response required.
25	Resident	Heights permitting 4-10 stories north of Derry fail to relate to context of the area with single detached homes east of Ninth Line.	The majority of homes on the east of Ninth Line in this location are semi-detached and the proposed policies require new development along Ninth Line to respect the existing built form on the east side of Ninth Line.
26	Resident - 5578 Ninth Line	Objects to Greenland designation on property and increase in property taxes.	<p>A comprehensive study of the floodplain and stormwater management strategy was conducted across the study area to determine appropriate land uses given the various constraints.</p> <p>Property taxation is not within the scope of this project.</p>
27	Resident - 5476 Ninth Line	<p>Concern with flood plain reduction only affecting large developer and city owned property.</p> <p>Concern over the amount of taxes being paid for lands that don't have development potential.</p>	<p>The sub-watershed study was undertaken to develop a floodplain and stormwater management system strategy irrespective of property ownership. The geography of the Ninth Line Lands is not consistent across all properties and, therefore, it was not possible to alleviate flood issues across all properties.</p> <p>Property taxation is not within the scope of this project.</p>

K:\PLAN\POLICY\GROUP\2017 Character Areas\Shaping Ninth Line\Corporate Reports\June18_2018_RecommendationReport_SNL\Appendix 1 - Comment_ResponseSummary_Table_June18-2018.docx



Enbridge Gas Distribution
500 Consumers Road
North York, Ontario M2J 1P8
Canada

January 15, 2018

Romas Juknevičius
Planner
City of Mississauga
City Planning Strategies
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Romas Juknevičius,

Re: Official Plan Amendment & Zoning By-Law Amendment
City Initiated Amendment
City of Mississauga
File No.: CD-04-NIN (Ninth Line)

Enbridge Gas Distribution does not object to the proposed application(s).

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,

A handwritten signature in black ink that reads 'Alice Coleman'.

Alice Coleman

Municipal Planning Coordinator
Long Range Distribution Planning

—
ENBRIDGE GAS DISTRIBUTION

TEL: 416-495-5386

MunicipalPlanning@enbridge.com

500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

AC/jh



Authorized commenting Agency for



KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

March 9th, 2018

Mr. Romas Juknevičius,
Planner, City Planning Strategies
City of Mississauga
300 City Centre Drive, 7th Floor
Mississauga, ON
L5B 3C1

Via email: romas.juknevičius@mississauga.ca

Dear Mr. Juknevičius:

RE: Ninth Line Lands – Proposed Neighbourhood Character Area Policies and Zoning
Your File: CD.04.NIN
Our File No. PAR 33559

In response to the Ninth Line lands policy circulation dated January 11th, 2018, following are our comments for the City's consideration.

TransCanada PipeLines Limited (TransCanada) has two high pressure natural gas pipelines crossing the ninth line lands. TransCanada's pipeline is subject to the jurisdiction of the National Energy Board ("NEB"). As such, certain activities must comply with the National Energy Board Act (the "Act") and the National Energy Board Damage Prevention Regulations (the "Regulations"). This includes approval for activities within 30 metres of the pipeline centreline such as conducting a ground disturbance, constructing or installing a facility across or along the pipeline right-of-way, driving a vehicle, mobile equipment or machinery across the right-of-way and the use of explosives.

The Act and the Regulations noted can be accessed from the NEB's website at www.neb-one.gc.ca;

TransCanada's pipelines are defined as Infrastructure in the Provincial Policy Statement (PPS). Section 1.6.8.1 of the PPS states that "*planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs*".

New development can result in increasing the population density in the area that may result in TransCanada being required to replace its pipeline(s) to comply with CSA Code Z662. For development proposals within 200 metres of the pipeline right-of-way the City should require pre-consultation early in the process with TransCanada or its designated representative.

The proposed transitway route will cross the pipeline corridor. As such TransCanada should be consulted as soon as possible through the new third party crossings tool at:

<https://www.transcanada.com/en/commitment/safety/working-safely-around-pipelines>.

We recommend the following policy be added to Section 16.20.6:

16.20.6.2 "New development can result in an increase of population density that may result in TransCanada being required to replace its pipeline to comply with CSA Code Z662. Therefore, any development proposals within two hundred (200) metres of its facilities require early consultation with TransCanada".

In addition, we request the Schedules include the location of TransCanada's pipelines. We can provide GIS shape files of the pipeline to the City however a confidentiality agreement will be required prior to releasing the files. Please let us know if you would be interested in this option.

In the proposed Zoning By-law Amendment we request the following is implemented into the general provisions:

"No permanent building or structure may be located within 7 metres of the pipeline right-of-way. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way".

I thank you for the opportunity to comment on the Ninth Line policies. If you have any questions or require any additional information please don't hesitate to contact our office.

Sincerely,

Darlene Presley,
Planning Coordinator
On behalf of TransCanada PipeLines Limited



November 30, 2017

Romas Juknevičius M.PL, RPP, LEED AP
Planner, City Wide Policy Planning
City Planning Strategies Division
City of Mississauga
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Burlington, Ontario L7P 0G3
conservationhalton.ca

Protecting the Natural
Environment from
Lake to Escarpment

BY MAIL AND BY EMAIL

Dear Mr. Juknevičius,

**Re: Draft Official Plan Policies for the Ninth Line Lands and Phase 2 Impact Assessment and Management Strategy of the Ninth Line Lands Scoped Subwatershed Study
CH File: MPR 433**

Conservation Halton staff has reviewed the following items:

- *Draft Official Plan Policies and Proposed Land Use Schedules for the Ninth Line Lands*, prepared by City of Mississauga, dated May 4, 2017.
- *Maps 1 – 3, Ninth Line Lands, Ecological Land Classification* (with wetlands), prepared by Natural Resource Solutions Incorporated, dated September 14, 2017.
- *Maps 1 – 3, Ninth Line Lands, Parkway Belt and Transitway* (with Ecological Land Classification), prepared by Natural Resource Solutions Incorporated, dated September 22, 2017.

The following comments are based on staff's review of these items and our participation in a September 15, 2017 meeting and site visit with staff of the City of Mississauga, Region of Peel and consultant team consisting of Amec Foster Wheeler (Wood), Natural Resource Solutions and Parish Geomorphic.

General Comments

Conservation Halton staff is generally supportive of the Draft Official Plan Amendment to bring the Ninth Line Lands into the City of Mississauga's urban boundary. We recommend that specific policies of the amendment be revised to reference the Ninth Line Lands Scoped Subwatershed Study (SWS) as an essential document to be implemented and followed in the subsequent planning stages and identify the significance of the Highway 407 Transitway Transit Project Assessment Process (TPAP) on the proposed land use. The proposed land use schedules should also identify the existing watercourse alignment, floodplain extent, wetlands and setbacks that should be incorporated in the proposed Natural Heritage System (NHS) with a note that the final configuration is subject to further technical study.

While Conservation Halton staff are supportive of moving forward with the Official Plan Amendment process, we do not consider the management recommendations contained in the SWS Phase 2 report to be

final. We recognize that development of the Ninth Line Lands poses a fundamental challenge for the City of Mississauga to balance population and employment growth requirements with the future Highway 407 Transitway alignment and existing natural hazards, environmental features and other infrastructure that comprise this non-traditional greenfield area. However, Conservation Halton's primary mandate is the prevention of loss of life and property due to flooding and erosion, the prevention of pollution and the conservation and enhancement of natural resources. The planning and regulatory concerns with the direct and indirect development impacts and management recommendations as outlined in our June 20, 2017 letter remain. The primary concern is the direct removal and indirect isolation of large wetlands in the study area as a result of the proposed land use development plan. Other concerns include the need for further information and analysis regarding the proposed cut and fill floodplain alteration in Precinct 3 and the creation of sufficient natural channel corridors to contain watercourses, associated hazards and setbacks to the greatest extent possible. The September 15, 2017 meeting and site visit was coordinated to provide an opportunity for the municipalities, consultant team and conservation authority to discuss the concerns and revisit some of the larger wetland areas proposed to be impacted. We look forward to continuing discussions with the City of Mississauga and consultant team to reach consensus in the remaining phases of the SWS.

Specific Comments

Draft Official Plan Policies and Land Use Schedules

Specific comments on the draft policies and schedules are included in the edited version of the Draft Official Plan Policies and Proposed Land Use Schedules document attached to this letter.

Wetlands

The SWS Phase 2 report identifies approximately 26 hectares of wetland area within the Ninth Line Lands. The wetland types are diverse and include marshes and swamps that collectively account for only 0.34 percent of the current land use in the City of Mississauga, based on a North South Environmental Report commissioned by the City in 2012. The preliminary Transitway alignment, proposed cut and fill floodplain alteration in Precinct 3 and residential/mixed use land use plan will directly impact 19 hectares of wetland in addition to 9 hectares of woodland and 146 hectares of meadow. As a natural resource management agency, this level of impact on the NHS is concerning. As stated in the North South Environmental Report, "there is a need to protect the remaining natural areas (in Southern Ontario), to maintain ecological connections among patches and to consider the need for set backs from the influences of adjacent development on ecosystem features and functions". Generally, Conservation Halton regulatory policy does not permit the removal of wetlands of significant hydrologic and ecologic value or interference with their functions including, but not limited to, attenuating flood water and providing wildlife habitat. In specific cases, the removal of smaller wetlands with limited value may be supported in the context of a SWS where it can be demonstrated that the form and function of these features will be successfully replicated elsewhere in the study area.

Through the urbanization of the Ninth Line Lands and construction of the Transitway, Conservation Halton staff require that the proposed NHS include the wetlands identified as Wetlands 1 – 5 in the above noted mapping with appropriate development buffers of either a minimum of 30 or 15 metres based on their size and significance as per our regulatory policy. These wetlands range in size from approximately 1.5 to 3 hectares. In addition to being regulated by Conservation Halton, these wetlands would be considered Significant Natural Areas in the City of Mississauga Official Plan as they are greater than 0.5 hectares in size. Wetlands 2 and 5 also have Significant Wildlife Habitat and Significant Woodland designations while Wetland 4 is adjacent to Significant Woodland. As previously noted in our June 20, 2017 letter, we

recognize that there are smaller (less than 0.5 hectare) wetlands in the study area that may lack hydrologic or ecologic value and could be considered for removal subject to an appropriate management strategy to offset this loss by restoring or enhancing other wetlands and providing a net benefit to the Sixteen Mile Creek system. As an implementation principle, compensation should be considered as a last resort as successful replacement cannot be guaranteed. At this time, the SWS Phase 2 report has not demonstrated that adequate protection of existing natural hazards and natural environmental features and an overall net benefit to the study area and greater Sixteen Mile Creek system will be achieved through the management recommendations.

Proposed Cut-Fill Floodplain Alteration

As previously noted, any floodplain alteration must be carried out in accordance with Conservation Halton's regulatory policies, the Provincial Policy Statement, and the MNRF's Natural Hazard Technical Guidelines (2002). Given the level of detailed design that will be required to ensure the proposed floodplain alteration meets regulatory and technical requirements, the SWS Phase 2 and 3 reports should be more prescriptive with requirements for the floodplain alterations to describe appropriate inclination of grades and slopes, type of fill material and other design principles to be followed during detailed design. The SWS has identified that the Regional Storm (Regulatory) Floodplain through the study area encompasses some existing residential development east of Ninth Line and north of Britannia Road. While Conservation Halton staff have provided conceptual support of the cut-fill floodplain alteration in our letter of October 28, 2016, various floodplain alteration alternatives should be explored to address the existing flood conditions while also protecting existing wetlands to the greatest extent possible.

Watercourse

The proposed re-alignment of 2.3 kilometres of the East Branch of Sixteen Mile Creek needs to be further assessed to ensure no adverse environmental impacts to the existing form and function of the watercourse and associated wetlands. Until this is demonstrated, staff cannot support the proposed loss of channel length or potential lowering of the watercourse. Conservation Halton staff recognize that the SWS Terms of Reference has set out requirements for proponents to fulfill where stream modifications are proposed to demonstrate that the newly constructed stream will maintain and where possible enhance existing channel form, function and aquatic habitat. It is our expectation that the Phase 3 report will clearly identify these detailed requirements to be fulfilled through future development proposals.

Proposed corridor widths are required to include the watercourse, flooding and erosion hazards and 15 metre regulation limit. Fisheries setbacks of 30 metres from the bankfull limit of the channel would also apply. In certain areas, Conservation Halton staff recognize that the proposed corridor width is in conflict with the existing Highway 407 right of way limits and/or the proposed Transitway right of way limits and are willing to have further discussions on achieving a best efforts approach to accommodate the watercourse, associated hazards and as much of the 15 metre regulation limit and fisheries setbacks within the corridor.

Recommendation

Conservation Halton staff have no objection to the draft Official Plan Amendment policies and schedules subject to addressing our recommended revisions to specific policies regarding Conservation Halton related items. Our understanding is that the Official Plan Amendment will be brought before Council in Spring 2018 and that once the process is complete, private zoning by-law amendment and plan of subdivision applications will be forthcoming for development of the lands. These applications will need to be supported by technical studies such as Environmental Implementation Reports and Functional Servicing Studies that

follow a robust set of implementation principles based on the goals, objectives and management recommendations of the SWS.

While Conservation Halton may support some alteration to the watercourse, floodplain and specific smaller wetlands subject to supportive technical studies demonstrating a net benefit to the Sixteen Mile Creek system, staff are unable to support the impacts associated with proposed land use development plan and the proposed management recommendations of the Phase 2 study as it pertains to removal of several large wetland areas. Conservation Halton is concerned that the proposed NHS does not adequately incorporate existing natural features and meet the requirements of Conservation Halton policy under Ontario Regulation 162/06. Additionally, the management recommendations do not provide sufficient detail to demonstrate that a net environmental benefit for the Sixteen Mile Creek system will be achieved through detailed protection, restoration and enhancement measures. We would appreciate further discussion with the City of Mississauga on how any loss of wetland area could be offset with enhancement and restoration initiatives in the Sixteen Mile Creek system.

In light of the above comments, we recommend that a follow up meeting occur with staff to discuss our recommended revisions to the draft official plan policies and schedules and the remaining phases of the SWS. We would be pleased to assist in the coordination of this meeting.

Please contact the undersigned at extension 2311 with any questions and to coordinate the meeting.


Yours truly,



Matt Howatt
Environmental Planner
MH/

Encl. 1 (Modification Table for Mississauga Official Plan)

C.C. (by email): Muneef Ahmad, City of Mississauga
 Ron Scheckenberger, Amec Foster Wheeler
 Aaron Farrell, Amec Foster Wheeler
 Liliana da Silva, Region of Peel
 Gail Anderson, Region of Peel
 Barbara Veale, Conservation Halton
 Jonathan Pounder, Conservation Halton

Modification Table for Mississauga Official Plan		
MOP POLICY/SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deleted text shown as strikeouts; New text are highlighted in gray		
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.	That Section 5.6. Designated Greenfield Area, first paragraph be amended as follows: There are lands in the Churchill Meadows Neighbourhood Character Area and lands west of Ninth Line in the Ninth Line Character Area that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe.
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 223 Neighbourhoods in Mississauga: <ul style="list-style-type: none"> • Applewood;..... • Sheridan;and • Streetsville;; and • Ninth Line
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: <div style="text-align: right;">  <p>The map shows the city of Mississauga divided into numerous neighborhood areas, each labeled with its name. A legend indicates that yellow shading represents a 'neighbourhood'. The map includes major roads and geographical features.</p> </div>

Draft for Review and Discussion May 4, 2017

Modification Table for Mississauga Official Plan		
MOP POLICY/SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
16.24 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 incorporated into the Official Plan in a new section 16.24.	That Section 16, Neighbourhoods, be amended to add a new Section 16.24, Ninth Line as set out in Appendix 1 to this table.
Schedules		
Schedule 1 Urban System	Removal of the "Special Study Area" title and identification. Add: <ul style="list-style-type: none"> • "Corridor" on arterial roads; • "Green System"; and, • "Neighbourhood". 	That Schedule 1 be amended as shown in Appendix 2, Map 'A'.
Schedule 1a Urban System – Green System	Removal of the "Special Study Area" title and identification. Add "Green System".	That Schedule 1a be amended as shown in Appendix 2, Map 'B'.
Schedule 1b Urban System – City Structure	Removal of the "Special Study Area" title and identification. Add "Neighbourhood".	That Schedule 1b be amended as shown in Appendix 2, Map 'C'.
Schedule 1c Urban System – Corridors	Removal of the "Special Study Area" title and identification. Add "Corridor" on arterial roads.	That Schedule 1c be amended as shown in Appendix 2, Map 'D'.

Commented [MH1]: The amended schedule should include the full extent of lands currently existing under the Green System which comprises CH's regulated areas. Existing wetland, watercourse and floodplain areas that are not currently protected in the land use plan and are proposed for alteration should be identified in the Schedules and noted that ultimate configuration of the Green System, Significant Natural Areas and Natural Green Spaces and Natural Hazards is subject to the approval of Conservation Halton and in accordance with the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study.

Draft for Review and Discussion May 4, 2017

Modification Table for Mississauga Official Plan		
MOP POLICY/SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
Schedule 2 Intensification Areas	Removal of the "Special Study Area" title and identification. Add Major Transit Station Area symbol with 500 m radius circle for the two proposed 407 Transitway stations.	That Schedule 2 be amended as shown in Appendix 2, Map 'E'.
Schedule 3 Natural System	Removal of the "Special Study Area" title and identification. Add <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 2, Map 'F'.
Schedule 4 Parks and Open Spaces	Removal of the "Special Study Area" title and identification. Add <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 2, Map 'G'.
Schedule 5 Long Term Road Network	Removal of the "Special Study Area" title and identification. Add <ul style="list-style-type: none"> • Derry, Britannia and Eglinton west from Ninth Line to Highway 407; and, 	That Schedule 5 be amended as shown in Appendix 2, Map 'H'.

Commented [MH2]: The amended schedule should include the full extent of lands currently existing under the Green System which comprises CH's regulated areas. Existing wetland, watercourse and floodplain areas that are not currently protected in the land use plan and are proposed for alteration should be identified in the Schedules and noted that ultimate configuration of the Green System, Significant Natural Areas and Natural Green Spaces and Natural Hazards is subject to the approval of Conservation Halton and in accordance with the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study.

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Modification Table for Mississauga Official Plan		
MOP POLICY/SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
	<ul style="list-style-type: none"> Argentia as a future road link west from Ninth Line to Highway 407. 	
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> <p>Add a revised Potential 407 Transitway configuration.</p> <p>Move symbol for Derry Road 407 Transitway Station to the north.</p>	That Schedule 6 be amended as shown in Appendix 2, 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 2, 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 2, Map 'K'.
Schedule 9 Character Areas	<p>Removal of the "Special Study Area" title and designation</p> <p>Add Neighbourhood,</p>	That Schedule 9 be amended as shown in Appendix 2, Map 'L'.

Draft for Review and Discussion May 4, 2017

Modification Table for Mississauga Official Plan		
MOP POLICY/SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
	Character Area boundary and title "Ninth Line NHD".	
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 2, Map 'M'.

Draft for Review and Discussion May 4, 2017

Appendix 1
Section 16.24 Ninth Line Lands

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Draft for Review and Discussion May 4, 2017

16.24 Ninth Line

16.24.1 Designated Greenfield Area

The Ninth Line Neighbourhood Character Area in its entirety as identified on Map 16-24 is "Designated "Greenfield Area" pursuant to the Growth Plan for the Greater Golden Horseshoe.

16.24.1.1 The Ninth Line Neighbourhood Character Area (Ninth Line Neighbourhood) identified on Map 16-24, is intended to accommodate a variety of medium and high density housing, employment activities and an extensive open space network. The Ninth Line Neighbourhood lands are part of a higher order transit corridor - the 407 Transitway - which will run through the site in a north/south direction. Development will focus on two Major Transit Station Areas and the lands in the Ninth Line Neighbourhood within a 500 metre radius of the Stations.

16.24.1.2 The Ninth Line Neighbourhood will be planned to achieve a minimum density of 82 residents and jobs combined per hectare, excluding permitted takeouts.

16.24.1.3 The Ninth Line Neighbourhood is divided into precincts in order to reflect differences in the planned function and character. The precincts as shown on Map 16-24.1, Ninth Line Neighbourhood Character Area Precincts. The precincts consist of Precinct 1 Employment Focus; Precinct 2 Derry 407 Transitway Station; Precinct 3 North Britannia/Flood Protection Land Form; Precinct 4 Britannia 407 Transitway Station; Precinct 5 Community Park Focus; and Precinct 6 Gateway Employment.

Commented [MH3]: The reference to a "Floodplain Protection Landform" in the name of Precinct 3 North Britannia should be revised to "Floodplain Alteration Area" to more accurately reflect the nature of the proposed cut-fill floodplain consisting of a passive, open watercourse system.

16.24.2 Urban Design Policies

16.24.2.1 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. Existing 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 to meet their needs.

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16.24.2.2 Guiding Principles

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

16.24.2.2.1 Land Use and Built Form

- a. Provides appropriate transitions to the neighbourhoods to the east.
- b. Is complementary to existing and future transportation facilities including taller mixed use buildings near the 407 Transitway stations and employment uses in a compact, campus style context.
- c. Supports transit, and active transportation as key components of the transportation network.
- d. Provides a mix of housing that accommodates people with diverse housing preferences and socioeconomic characteristics and needs, including housing which is affordable.
- e. Provides a diversity of employment opportunities to meet current and future needs.
- f. Reflects land use planning practices in a way that is conducive to good public health.
- g. Provides for a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors.
- h. Recognizes the significance of cultural heritage sites and landscapes.
- i. Is a model of sustainability within Mississauga.
- j. Demonstrates distinct and appropriate design of all buildings, streets and open space.

16.24.2.2.2 Connections

- a. Integrates a network of trails that link open spaces and key destinations, and provides for direct connections to existing destinations and trail networks outside the Ninth Line Lands.
- b. Provides for safe pedestrian crossings of Ninth Line.
- c. Recognizes gateways at key access points.
- d. Reinforces pedestrian supportive streets.

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- e. Integrates cycling lanes and/or multi-use paths on or adjacent to Ninth Line and other major roads.
- f. Provides visual/physical connections between open spaces.
- g. Supports a 407 Transitway route that minimizes land use and other potential impacts.
- h. Enhances views from Highway 407.

16.24.2.2.3 Parks, Open Spaces and Natural Heritage

- a. Creates a linked 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.
- c. Provides parks and open space in close proximity to adjacent neighbourhoods.

Commented [MH4]: Add text to recognize importance of Subwatershed Study by modifying policy to read, "Create a linked natural heritage system in accordance with the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study" noted in Section 16.24.5.1

16.24.2.3 Community Design

16.24.2.3.1 For the purposes of these policies, the Ninth Line Lands include significant areas where development will be limited including lands designated "Greenlands", "Public Open Space" and "Utility" along with Natural Hazard lands and the 407 Transitway. The remaining lands where development is permitted are located in the six Precincts as identified on Map 16-24.1. The Community Design policies must be read in conjunction with the Land Use policies and all other Urban Design policies and guidelines including the *Shaping Ninth Line Urban Design Guidelines*, 2017. In addition, consideration must be given to the land use designations on Schedule 10, Land Use Designations, as well as the land uses and heights identified on Map 16.24.2.

16.24.2.4 Connectivity/Interface

16.24.2.4.1 Connectivity, both physically for all modes of transportation, and visually, will be a priority consideration in the development of the Ninth Line Neighbourhood.

16.24.2.4.2 Maximization of integration with the lands east of Ninth Line and within the Ninth Line Neighbourhood will be considered when evaluating potential crossings of Ninth Line, the location of intersections, the design of the trail system, and the relationship of proposed development to the street and the Greenlands system.

16.24.2.4.3 Connections throughout the Ninth Line Neighbourhood will be supported by a modified grid system of public streets, public and semi-public open spaces as well as clear sightlines, gateways, wayfinding and signage plans. Any private streets will be

Draft for Review and Discussion May 4, 2017

secondary streets which meet applicable City design standards and are subject to easements which provide for public access.

16.24.2.4.4 The trail and sidewalk system should link core activity areas which are designed to promote pedestrian activity such as the 407 Transitway System stations, community facilities, employment areas and major parks.

16.24.2.4.5 Development, including the organization and design of blocks, streets, boulevards should support the use of transit, walking, and biking with direct connections to the east side of Ninth Line.

16.24.2.4.6 Development of lands abutting Ninth Line will be oriented to Ninth Line and designed with appropriate transitions to the street and to adjacent uses on the east side of the street through carefully considered massing and setbacks.

16.24.2.4.7 All development fronting on public or private streets will be designed to create an attractive interface with the street and to enhance pedestrian comfort through the design of the ground floor and landscaping and other features.

16.24.2.5 Greenlands

16.24.2.5.1 The Greenlands, both existing and restored, should be planned to protect the natural environment and establish a linked natural heritage system, recognizing the barriers created by existing and planned infrastructure.

16.24.2.5.2 Where appropriate ecologically, public access for passive recreation uses, including trails, will be encouraged for lands in the Greenlands designation. Views from adjacent development will be maximized.

16.24.2.6 Public Open Space

16.24.2.6.1 Public Open Space should be located adjacent to Ninth Line and/or lands in the Greenlands designation where possible to maximize accessibility and connectivity within the Ninth Line Neighbourhood and to the east of Ninth Line.

16.24.2.6.2 Public open spaces should be designed to serve the diverse needs of the community including facilities for active and passive recreation.

Commented [MH5]: Add text to recognize the importance of the Highway 407 Transitway Transit Project Assessment Process in the planning and implementation of the Greenlands system. It is our expectation that a comprehensive assessment of the Transitway project will be completed through this process to determine the best alignment of the corridor in consideration of protecting and restoring natural environment features to the greatest extent possible. "The Greenlands, both existing and restored, should be planned to protect the natural environment and establish a linked natural heritage system, recognizing the barriers created by existing and planned infrastructure and subject to additional study through the Highway 407 Transitway Brant Street to Winston Churchill Boulevard Transit Project Assessment Process".

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16.24.2.7 Parkway Belt West

16.24.2.7.1 As established in Section 11.2.13.1, lands designated on Schedule 10, Land Use Designations, as Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan.

16.24.2.7.2 It is anticipated that once the alignment of the 407 Transitway is determined lands not required for that facility may be considered for removal from the Parkway Belt West through amendment to the Parkway Belt West Plan. Where such an amendment is proposed, the City will seek the designation of the lands in accordance with the underlying land use identified on Map 16-24.2.

Commented [MH6]: Add text to recognize that where Parkway Belt West amendments are proposed and the City will seek to designate the lands in accordance with the underlying land use identified on Map 16-24.2, subject to the approval of Conservation Halton on lands currently regulated and proposed for development designations. "It is anticipated that once the alignment of the 407 Transitway is determined lands not required for that facility may be considered for removal from the Parkway Belt West through amendment to the Parkway Belt West Plan. Where such an amendment is proposed, the City will seek the designation of the lands in accordance with the underlying land use identified on Map 16-24.2 in consultation with Conservation Halton where required."

16.24.2.8 Precinct 1 Employment Area Focus

16.24.2.8.1 Precinct 1 will form an extension of the employment area east of Ninth Line. It will be developed as part of a comprehensive plan to create a campus-style development. Consideration will be given to joint access, shared amenity areas and connectivity throughout the Precinct and to the adjacent areas.

16.24.2.8.2 Buildings adjacent to Ninth Line or internal streets should front on the street and be designed to define the street edge.

16.24.2.9 Precinct 2 Derry 407 Transitway Station

16.24.2.9.1 Development in Precinct 2 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.

16.24.2.9.2 The mixed use development adjacent to the Transitway Station will generally be designed to achieve the maximum permitted height of ten storeys with a minimum height of four storeys. Specific sites adjacent to the Transitway Station on high pedestrian traffic routes will be identified which will be required to design the ground floor of buildings to provide for the potential to accommodate retail development.

16.24.2.9.3 The residential area which comprises the remaining portion of Precinct 2 will provide for high density housing. The development adjacent to the lands in the Mixed Use designation will be designed to achieve the maximum permitted height of ten storeys with a minimum height of four storeys. Some grade related residential development such as townhouses and all forms of horizontal multiples with a minimum height of three storeys may be permitted in locations which do not front on Ninth Line and which do not abut the development in the mixed use area or the lands immediately south of the Mixed Use area. In addition, mixed commercial/residential "live/work" units will be permitted

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subject to parking facilities being provided and designed in a manner compatible with the residential character of the area.

16.24.2.9.4 The City will encourage the maximization of development density and height in Precinct 2 to achieve an ultimate density of 160 people and jobs combined per hectare. To assist, wherever possible, the City will seek to locate parking for the Transitway Station or related development in structures or underground. However, if significant surface parking is proposed as an initial phase of development by a public agency, the City will require a design which will allow for intensification over time, including an internal driveway system which can be converted to public or private roads and appropriate relationships to surrounding development.

16.24.2.10 Precinct 3 North Britannia/Flood Protection Land Form

16.24.2.10.1 The ultimate configuration of Precinct 3 will be determined based on approval from the appropriate Conservation Authority regarding alteration for floodplain management.

Commented [MH7]: In addition to revising the name of the precinct to "Flood Alteration Area", it should be clarified that the ultimate configuration of Precinct 3 will be determined based on approval from Conservation Halton regarding alteration for floodplain management as this area is within Conservation Halton's jurisdiction.

16.24.2.10.2 Any development will be designed to create a residential community with a mix of housing. The intent is to permit flexibility in the form of development to reflect the relationship to the natural heritage system and Ninth Line.

16.24.2.10.3 The maximum permitted height will be six storeys and the minimum permitted height will be three storeys. In some instances grade related housing such as townhouses and all forms of horizontal multiples may be permitted to front on Ninth Line. Townhouses or horizontal multiples with a minimum height of two storeys may be permitted particularly adjacent to lands in the natural heritage system. However, development abutting Ninth Line will have a minimum height of three storeys.

16.24.2.10.4 The density and height of the high density housing at the intersection of Ninth Line and Britannia will be maximized to provide for development which supports the Britannia 407 Transitway Station. The maximum height in this area shall be ten storeys and the minimum height permitted shall be four storeys.

16.24.2.11 Precinct 4 Britannia 407 Transitway Station

16.24.2.11.1 The use of the limited amount of developable land in the vicinity of the Britannia 407 Transitway Station should be maximized for mixed use transit supportive development. The maximum permitted height shall be ten storeys with a minimum height of four storeys. Careful consideration will be given to accessibility and connectivity to this development.

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16.24.2.11.2 The City will work with the appropriate Conservation Authority and other agencies to utilize hazard lands to the south of the station for surface parking if possible, given the limited available land in this area.

Commented [MH8]: Clarify that Conservation Halton is the appropriate Conservation Authority to work with as this area is within Conservation Halton's jurisdiction.

16.24.2.12 Community Park Focus (Precinct 5)

16.24.2.12.1 The City's Community Park will have facilities which serve the Ninth Line Neighbourhood as a whole, as well as the community east of Ninth Line. It will be designed as core activity area with strong connections to the natural heritage system and the lands east of Ninth Line.

16.24.2.12.2 The Community Park will be designed to minimize impacts on the existing and future adjacent residential uses. Similarly, residential development abutting the Community Park will be designed to ensure an appropriate relationship to the Community Park.

16.24.2.12.4 The development in the northwest quadrant of Eglinton Avenue West and Ninth Line will be designed as a residential community with a mix of housing. A maximum height of six storeys and a minimum height of three storeys shall be permitted. In some instances grade related housing such as townhouses and all forms of horizontal multiples may be permitted to front on Ninth Line. Townhouses or horizontal multiples with a minimum height of two storeys may be permitted particularly adjacent to lands in the natural heritage system. However, development abutting Ninth Line will have a minimum height of three storeys. In addition, higher density mixed commercial/residential "live/work" units will be permitted subject to parking facilities being provided and designed in a manner compatible with the residential character of the area and particularly in areas adjacent to Ninth Line.

16.24.2.12.5 The density and height of development at the intersection of Ninth Line and Eglinton Avenue West will be maximized to reflect the location at this major intersection adjacent to employment uses south of Eglinton. Consideration may be given to requiring that the ground floor of buildings at the intersection be designed for the potential to accommodate non-residential uses. The maximum height in this area shall be ten storeys and the minimum height permitted shall be four storeys.

16.24.2.13 Precinct 6 Gateway Employment

16.24.2.13.1 The Gateway Employment area represents an entry point to the City as well as Ninth Line Neighbourhood. The design of development will recognize that Highway 407, Eglinton Avenue West and Ninth Line all represent entry points to the City. A

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distinctive built form, landscaping and streetscape which provide visual landmarks to identify the City entry and reinforce its image will be promoted. A landscaped buffer will be considered along Highway 407.

16.24.3 Land Use

16.24.3.1 Notwithstanding the Business Employment policies of this Plan, the uses permitted in the Business Employment designation shall be permitted in the lands designated "Business Employment" in Precinct 1 with the exception of outdoor storage adjacent to Provincial Highway 407 or lands in the Greenlands designation.

16.24.3.2 Notwithstanding the Mixed Use policies of this Plan, the uses in the Mixed Use designation shall be permitted on the lands designated "Mixed Use" in Precincts 2 and 4, with the exception that townhouse dwellings and all forms of horizontal multiple dwellings shall not be permitted.

16.24.3.3 Notwithstanding the Residential-High Density policies of this Plan, Residential High Density shall permit the following uses:

- a. low-rise and mid-rise apartment dwellings;
- b. street-townhouse dwellings, townhouse dwellings, and, all forms of horizontal multiple dwellings in accordance with applicable policies of Sections 16.24.2.9 related to Precinct 2.

16.24.3.4 Notwithstanding the Residential-Medium Density policies of this Plan, the Residential Medium Density designation shall permit the following uses:

- a. street-townhouse dwellings;
- b. townhouse dwellings;
- c. all forms of horizontal multiple dwellings; and,
- d. low-rise and mid-rise apartment dwellings.

16.24.3.2 The lands designated "Residential High Density" and "Residential Medium Density" in Precinct 2 and Precinct 5 shall also permit "live/work" units.

16.24.3.3 Infrastructure and facilities including surface parking related to the 407 Transitway shall be permitted in all designations in the Ninth Line Neighbourhood in accordance with an approved Environmental Assessment.

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16.24.4 Transportation

16.24.4.1 Development in the Ninth Line Neighbourhood will be designed to create a multi-modal transportation network. The focus will be on enhancement of transit and active transportation modes (i.e. walking, biking) and the use of other strategies including transportation demand management.

16.24.4.2 The development in the Ninth Line Neighbourhood will be supported by a modified grid system of public streets. Any private streets will be secondary streets which meet City standards and are subject to easements which provide for public access.

16.24.4.3 The City will continue to work with the Province with respect to the preparation of the Environmental Assessment for the 407 Transitway and implementation of that facility. All development in the Ninth Line Neighbourhood will be designed to protect for, and support, the 407 Transitway and related stations and other facilities in keeping with the policies of Section 8.2.1, Corridor Protection of this Plan.

16.24.4.4 The City will encourage the Province and other public agencies to consider strategic parking management and innovative parking accommodations to support commuters accessing the Derry and Britannia 407 Transitway Stations. This should include optimizing the use of parking through such approaches as prioritization of carpool users, compact vehicles and emerging – shared mobility commuters, as well as maximizing the use of shared public parking.

16.24.4.5 The City will support the Region in exploring alternative approaches to addressing Regional road improvements such as road widenings related to the Ninth Line Neighbourhood articulated in the Region's Long Range Transportation Plan (LRTP). This includes exploring alternative approaches to such issues including sustainable modes of travel, transit strategies and efficient/effective use of the road right-of-way.

16.24.4.5 The City will when reconstructing Ninth Line promote the highest level of design to ensure that it serves a variety of functions including transit, pedestrian movement, cycling, connections between communities and connections to other areas of the City and the region.

16.24.4.6 Roads within the Ninth Line Neighbourhood will also be designed to serve a variety of functions including pedestrian movement and cycling and connections to transit. The focus will be on effective use of the road to minimize the right-of-way width wherever possible.

16.24.5 Physical Services and Utilities

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16.24.5.1 All new development within the Ninth Line Neighbourhood for the lands north of the woodlot south of the Community Park will be in accordance with the Ninth Line Sixteen Mile Creek Tributary Scoped Sub-watershed Plan.

16.24.5.2 All new development within the Ninth Line Neighbourhood for the lands south of the woodlot shall be in accordance with the Sawmill Creek Sub-watershed Plan.

16.24.6 Implementation

16.24.6.1 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.

Commented [MH9]: Add text to expand and clearly outline the subsequent studies (e.g. Subwatershed Impact Study, Environmental Implementation Report, Functional Servicing Studies) and planning approvals that will be required to facilitate development "by way of one or more master plans of subdivision".

16.24.6.2 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 had become party to the landowners' cost sharing agreement. The City shall 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.

16.24.6.3 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 land use permissions as of January 1, 2017.

16.24.7 Interpretation

16.24.7.1 Where a property is adjacent to a public or private street or transit right-of-way, the land use designation will be interpreted as extending to the centreline of the street or transit right-of-way.



Conservation
Halton

905.336.1158
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2596 Britannia Road West
Burlington, Ontario L7P 0G3
conservationhalton.ca

Protecting the Natural
Environment from
Lake to Escarpment

March 2, 2018

Romas Juknevičius M.PL, RPP, LEED AP
Planner, City Wide Policy Planning
City Planning Strategies Division
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

BY MAIL AND BY EMAIL

Dear Mr. Juknevičius,

Re: File: CD.04.NIN (Ninth Line)
Proposed Ninth Line Neighbourhood Character Area Policies and Zoning
City of Mississauga
CH File: MPR 433

Conservation Halton (CH) staff has reviewed the following items:

- *City of Mississauga Planning and Development Committee Information Report (Wards 9 & 10), Ninth Line Lands – Proposed Neighbourhood Character Area Policies and Zoning, File: CD.04.NIN, dated November 10, 2017.*
 - *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*

General Comments

Thank you for circulating the draft official plan policies and proposed zoning to establish the Ninth Line Character Area for our review. While we are generally supportive of the Draft Official Plan Amendment to bring the Ninth Line Lands into the City of Mississauga's urban boundary, we note that previous comments in our November 30, 2017 letter have not been addressed. We continue to recommend that specific policies be revised to reference the Ninth Line Lands Scoped Subwatershed Study (SWS) as an essential document to be implemented and followed in the subsequent stages of development. The proposed schedules should identify the existing watercourse alignment, floodplain extent, wetlands and setbacks as an overlay with a note that the final configuration of these areas is subject to further technical study through the finalization of the SWS and completion of technical studies in support of development

applications [e.g. Environmental Implementation Report (EIR) or Subwatershed Impact Study (SIS)]. At this time, the draft official plan policies, schedules and proposed zoning must identify the existing regulated areas until the proposed configuration has been approved by CH.

While we are supportive of moving forward with the Official Plan Amendment process, we do not consider the management recommendations contained in the SWS Phase 2 report to be final. The planning and regulatory concerns with the direct and indirect development impacts and management recommendations as outlined in our June 20 and November 30, 2017 letters remain. Through finalization of the SWS, clear direction is required on addressing the extent of the floodplain in the study area and east of Ninth Line and the direct removal and indirect isolation of large wetlands as a result of the proposed land use development plan.

We look forward to working with City staff in this regard and will continue to engage in the Ninth Line Lands process as per our regulatory responsibility under Ontario Regulation 162/06, delegated responsibility for comments relating to provincial interests under Sections 3.1.1-3.1.7 of the Provincial Policy Statement and our technical advisory role under the Protocol for Plan Review and Technical Clearance with the Regional Municipality of Peel (2002).

Specific Comments

Draft Official Plan Policies and Schedules

1. **Schedule 1: Urban System, Schedule 1a: Urban System – Green System, Schedule 3: Natural System and Schedule 10: Land Use Designations** – These amended schedules should include an overlay of the full extent of CH's regulated area identified through the SWS. Existing wetland, watercourse and floodplain areas that are not currently protected in the land use plan and are proposed for alteration should be identified and noted that the ultimate configuration of these regulated areas will be in accordance with the final SWS, technical studies in support of development applications (e.g. EIRs, SISs) and subject to the approval of CH. At this time, the proposed schedules depict a configuration of the regulated area that has not been approved or demonstrated to result in a net benefit to the Sixteen Mile Creek system based on CH regulatory policy.
2. **Policy 16.20.2.2.3: Parks, Open Spaces and Natural Heritage and Policy 16.20.2.4: Greenlands** – Identify the importance of the SWS as a guiding document by adding "in accordance with the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study" to these policies.
3. **Policy 16.20.2.6: Parkway Belt West** – Add text to recognize that proposed amendments to the Parkway Belt West Plan (PBWP), where the City will seek to designate the lands in accordance with the underlying land use identified on Map 16-24.2, will be subject to consultation with CH for lands currently regulated and proposed for development designations. The policy could read, "At that time, the City will seek to designate the lands in accordance with the underlying land use designation on Schedule 10: Land Use Designations *in consultation with Conservation Halton, where required*".
4. **Policy 16.20.3: Precincts and Policy 16.20.3.1: North Britannia/Flood Protection Land Form Area (Precinct 3)** – The reference to a "Floodplain Protection Landform" in the name of Precinct

3 North Britannia should be revised to "Floodplain Alteration Area" to more accurately reflect the nature of the proposed cut-fill floodplain alteration consisting of a passive, open watercourse system rather than an isolated dyke, berm or active control structure. Please refer to our October 28, 2016 letter, as well as previous 2017 CH letters referenced above, for detailed comments on the proposed floodplain alteration that will need to be addressed in the final SWS and subsequent technical studies in support of development applications. The SWS has identified that the Regional Storm (Regulatory) Floodplain through the study area encompasses some existing residential development east of Ninth Line and north of Britannia Road. While CH staff have provided conceptual support of the cut-fill floodplain alteration, various floodplain alteration alternatives should be explored to address the existing flood conditions while also protecting existing wetlands to the greatest extent possible.

5. **Policy 16.20.6: Physical Services, Stormwater Management and Utilities** – Thank you for the reference in this policy to all development within the Ninth Line Neighbourhood Character Area being subject to the SWS (north of the woodlot near Erin Centre Boulevard).
6. **Policy 16.20.7: Implementation** – It is imperative that text be added to expand and clearly outline that subsequent studies [e.g. EIR, SIS, Functional Servicing Report (FSR)] that will be required to support planning applications for development. It is our understanding that this will be formulated as part of Phase 3 of the SWS. Given the large scale of these issues and the fact that they cross multiple land parcels, these policies must clearly outline the additional technical requirements and areas for landowner coordination. The absence of this direction within the policies may limit the successful implementation of a systems based solution, as proposed in the SWS.
7. **Proposed Amendments to Zoning By-law 0225-2007** – The zoning component of the Ninth Line Character Area will assign several base zone categories in the study area that will require further rezoning applications to permit development in accordance with the official plan designation. The base PB1 zone (Parkway Belt) will remain in place until the 407 Transitway is finalized and lands not required for the transitway are considered for removal from the PBWP through a proposed amendment process that will involve CH. The base D zone (Development) is to recognize vacant land not yet developed and/or to permit the use that legally existed on the date of passing of the Zoning By-law, until such time as the lands are rezoned in conformity with Mississauga Official Plan. Similar to Comment 1, the proposed amendments to Zoning By-law 0225-2007 should include an overlay of the full extent of CH's regulated area identified through the SWS and a note that the ultimate configuration of these regulated areas will be in accordance with the final SWS, technical studies in support of development applications (e.g. EIRs, SISs) and subject to the approval of CH.

We recommend that Natural Heritage System features and regulated areas (e.g. watercourse, flooding and erosion hazards, wetlands, associated setbacks) be protected within appropriate Official Plan and zoning-by-law designations to ensure no new development or site alteration occurs that would be contrary to CH regulatory policy under Ontario Regulation 162/06 as well as Sections 2 and 3 of the *Provincial Policy Statement, 2014*. It is CH staff's preference that protection of these areas be done through dedication to the municipality.

Recommendation

We have no objection to the draft Official Plan Amendment policies and schedules provided that the above comments are addressed to the satisfaction of Conservation Halton. We would be pleased to meet with City staff to discuss the above comments and finalization of the SWS further.

Please contact the undersigned at extension 2311 with any questions and to coordinate a meeting between CH and City staff.

Yours truly,

A handwritten signature in black ink, appearing to read 'M. Howatt', with a long horizontal stroke extending to the right.

Matt Howatt
Environmental Planner
MH/

C.C. (by email): Muneef Ahmad, City of Mississauga
 Ron Scheckenberger, Amec Foster Wheeler
 Aaron Farrell, Amec Foster Wheeler
 Liliana da Silva, Region of Peel
 Gail Anderson, Region of Peel
 Barbara Veale, Conservation Halton
 Jonathan Pounder, Conservation Halton

From: Hall, Monika <Monika.Hall@thp.ca>
Sent: 2018/05/17 2:28 PM
To: Romas Juknevičius
Cc: Kerr, Shawn
Subject: Follow Up re Ninth Land

Hi Romas,

Further to our call earlier this week and to the letter THP submitted regarding our interest in the Ninth Line Corridor Lands, I'd like to provide you with some additional detail to address your questions about acreage and potential use.

Mississauga is a rapidly growing and ageing region, and the expansion of health care services is required to meet the growing demands of the community. While the hospital is advancing a number of initiatives across our three sites, we are also looking at opportunities in the community to provide services closer to home for residents who live in the community. We have been facing unprecedented challenges to our capacity in recent years, and we don't expect this will improve without thinking differently about how and where we deliver services.

The area around the Ninth Line Corridor Lands is diverse and in need of health care services closer to the region. To meet the need of the community, we would need to do further population analysis, however, believe that any of the following types of services would be of benefit to residents:

- Long-term care: providing residential care to those who are unable to live independently and require health supports; typically for seniors
- Transitional care: providing residential services to those who no longer require hospital care but are waiting for placement in the most appropriate care setting (e.g. long term care or home with supports)
- Urgent care: similar to emergency care, but serving lower acuity / urgency of patients, typically during the day with extended hours
- Ambulatory care: outpatient / day program clinic services for those who live in the community but require care for specific conditions (e.g. fracture clinics, seniors' day programming, mental health clinics, etc.)
- Primary care: family health teams or other models of primary care to serve the general community and improve access to care
- Potential residential hospice and community bereavement services
- Likely that we would want complementary retail and diagnostic services, like pharmacy, laboratory and diagnostic imaging services on site
- Any combination of these services could form community health hubs focused on co-locating complementary services, either by population (e.g. seniors) or condition (e.g. renal care, chronic diseases, etc.)
- While we don't currently plan on a full hospital site, in the future it may be something that is appropriate in that community

As I mentioned, we are open to any land, however, we've historically had significant challenges with anything less than 5 acres accommodating our proposed service complement. We would be generally interested in 5 – 15 acres.

With respect to employment numbers, some estimates we have are:

- Long term care – 246+
- Community Health Hub – 65 – 85+ (could be less or more, depending on services)
- Hospice – 50
- Urgent Care – TBC depending on size (will try to get some estimates for next week)
- Ambulatory Care – TBC depending on services (will try to get some estimates for next week)

I know you have had a couple of conversations with Shawn Kerr from THP. He will be following up with respect to some questions around the process:

- What stage of the process are you at currently? (e.g. authority to negotiate; surplus declaration, etc.)
- What is the process once this goes to council?
- What opportunities would THP have to potentially present or bring forward more information?

If you have any questions, please don't hesitate to reach out.

Thank you

Monika

Monika Hall

Project Director, Health Hubs



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From: Brandon Gaffoor <Brandon.Gaffoor@metrolinx.com>
Sent: 2018/01/12 1:54 PM 4.8 - 48
To: Romas Juknevicius
Cc: Adam Snow
Subject: Re: CD.04.NIN (Ninth Line) - Metrolinx comments

Hello Romas,

Further to your request for comments regarding the 'Proposed Neighbourhood Character Area Policies and Zoning for the Ninth Line lands' dated January 10, 2018. I note the subject lands include Canadian Pacific Railway's Galt Subdivision which carries Milton GO Train Service. CPR is the primary commenting agency in this regard, and it is prudent to contact them for rail specific requirements regarding adjacent development. We have no further comment.

Should you have any questions or concerns, please feel free to contact myself.

BRANDON GAFFOOR, B.E.S.

Intern - Rail Corridor Management Office

Metrolinx

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

March 9th, 2018

Mr. Romas Juknevičius
Development Planner
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Mr. Juknevičius:

**RE: Ninth Line
Proposed Neighbourhood Character Area Policies and Zoning
City of Mississauga**

The Peel District School Board ("the Board") has reviewed the Ninth Line Neighbourhood Character Area Policies and Zoning which proposes approximately 3,500 to 5,000 new residential units. The proposed development will have an impact on the following neighbourhood schools:

	Grade			
	Organization	Enrolment	Capacity	# of Portables
Kindree P.S.	K-5	464	641	0
Treelawny P.S.	K-5	335	389	0
Osprey Woods P.S.	K-5	516	540	2
Churchill Meadows P.S.	K-5	781	651	7
McKinnon P.S.	K-5	653	672	2
Artesian Drive. P.S.	K-5	612	698	1
Lisgar Middle P.S.	6-8	684	577	0
Erin Centre Middle P.S.	6-8	828	766	5
Ruth Thompson Middle P.S.	6-8	717	799	9
Meadowvale S.S.	9-12	1,086	1,497	0
Stephen Lewis S.S.	9-12	1,553	1,530	0

The Board understands the proposal is in its early stages and does not prescribe unit types at this time. For the purposes of projecting the future student population, the maximum number of 5,000 units has been considered for an even split of townhouse and apartment units.

Trustees

Janet McDougald, Chair
Suzanne Nurse, Vice-Chair
Carrie Andrews
Stan Cameron
Robert Crocker
Nokha Dakroub

David Green
Sue Lawton
Brad MacDonald
Kathy McDonald
Harkirat Singh
Rick Williams

Director of Education and Secretary
Peter Joshua

**Associate Director,
Instructional and Equity Support Services**
Poleen Grewal

Associate Director, School Support Services
Wendy Dowling

**Associate Director,
Operational Support Services**
Jaspa Gill

Therefore, the anticipated yield from this development is as follows:

K-5	739
6-8	317
9-12	270

Based on the current residential units proposed for this development and the Board's anticipated yields, the Board will not be able to accommodate all anticipated elementary students in existing schools. The Board will require two (2) 650 Ministry Rated Capacity (MRC) school sites. The minimum site requirement for a 650 MRC school is 2.83 hectares (7 acres).

The Ninth Line Population and Employment Calculations indicate greater densities being distributed north of Britannia Road and north of Derry Road. Therefore, the Board prefers school sites to be located in *Precinct 2 – Derry 407 Transitway Station Area* and *Precinct 3 – North Britannia/Flood Protection Land Form Area*. School location preferences may change as more information becomes available on density distribution.

Student projections used to determine public school facility requirements are based on student per household yields that may change over time. Should the student yield increase, school accommodation needs may require additional or larger school sites. The Board is interested in understanding the developers' future phasing plans of this development.

Please keep the Board informed on the status of the proposed Ninth Line Neighbourhood Character Area Policies and Zoning and provide us with information as it becomes available so that we may provide comments as necessary on future applications for this site. The Board also wishes to be notified of the decision of Council with respect to this plan.

Thank you for providing the Board with the opportunity to comment on the Ninth Line Neighbourhood Character Area Policies and Zoning.

If you require any further information please contact me at 905-890-1010, ext. 2217.

Yours truly,



Amar Singh
Planner

Planning and Accommodation Dept.

- c. B. Bielski, Peel District School Board
J. Rogers, Dufferin-Peel Catholic District School Board (email only)



February 28, 2018

Romas Juknevičius, Planner
 City of Mississauga
 Planning & Building, City Planning Strategies Division
 300 City Centre Drive,
 Mississauga, ON L5B 3C1

Dear Mr. Juknevičius:

Re: City of Mississauga – Ninth Line Lands Official Plan Amendment

The Dufferin-Peel Catholic District School Board has reviewed the proposed Official Plan Amendment for the Ninth Line Lands and provides the following comments:

The current Draft Plan proposes approximately 3500 residential units spread out over 4 elementary and 2 secondary school boundaries, consisting of townhouse and apartment units. Enrolment and capacity numbers for each school area are outlined in the table below:

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Albert of Jerusalem	555	700	7*
Elementary School	St. Simon Stock	323	602	0
Elementary School	St. Faustina	451	758	0
Elementary School	St. Bernard of Clairvaux	696	519	10
Secondary School	Our Lady of Mount Carmel	1540	1320	16*
Secondary School	St. Joan of Arc	1064	1371	4*

** Portables on site, but not required for student accommodation*

These units are estimated to yield 149 Junior Kindergarten to Grade 8 students and 124 grade 9 to 12 students. These estimates are based on an even split of townhouse and apartment units. As an approximate breakdown of unit type becomes available, the yields provided may be subject to change. The Board would like to be notified when this information becomes available.

Based on the Dufferin-Peel Catholic District School Board's School Accommodation criteria, the Board is satisfied with the current provision of educational facilities for the catchment areas in which the subject application is located. At this time, the Board does not require a school site on the subject lands.

The Ninth Line Lands Plan proposes medium to high density residential development with the potential to grow the existing population by 8,500 residents according to the proposed Official Plan Amendment. However, as outlined in section 5 of the Background Report, the Ninth Line Plan acknowledges density targets set in the Growth Plan under the Places to Grow Act. The Board supports this intensification in

this area as additional residential units in established school catchment areas have the potential to maintain or increase student enrolments where enrolments are declining.

Thank you for giving us the opportunity to provide comments on this matter. The Board would like to be notified of the decision of council with respect to this document.

Yours truly,



Joanne Rogers

Senior Planner

Dufferin-Peel Catholic District School Board

Phone: (905) 890-0708 x24299

E-mail: joanne.rogers@dpcdsb.org

c. B. Bielski, Peel District School Board

February 15th, 2018

Mr. Roman Juknevicius
Planner
City Planning Strategies
City of Mississauga ON, L5B 3C1

RE: Proposed Neighbourhood Character Area Policies and Zoning

Dear Mr. Juknevicius,

We hereby acknowledge receipt of the application circulation regarding the draft Official Plan policies to establish the Ninth Line Character Area and proposed Zoning.

As you are aware, our school board has the approval to build a school and a childcare in Mississauga for our JK to 6 grades student population. We would require 4 to 6 acres of land for the construction of our school. As a result, we would like to express our strong interest to be part of this development and to have a designated site between Derry Road and Britannia Avenue in this development for our school.

Please do advise us of the next steps that we have to take in order to be integrated in this subdivision and development.

We would like to extend our sincere gratitude for your assistance in this important project of ours.

Yours Truly,



Albert Aazouz
Director of Facilities and Planning

From: Mel Kayama
Sent: 2018/05/25 10:48 AM
To: Romas Juknevicius
Cc: Susan Tanabe
Subject: Re: Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning

Hi Romas,

Just a follow-up to our conversation this morning regarding T&W's comments dated (27th /02/18).

Instead of adding a new row to Table 8-2: Road Classification – Major Collectors, revise Line 2....~~Argentia Rd. / Ninth Line~~
Highway 407 / Creditview Rd. /

Thanks,
Mel

From: Romas Juknevičius 4.8 - 55
Sent: 2018/03/07 1:46 PM
To: Mel Kayama
Cc: Farah Sharib
Subject: RE: Re: Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning

Thanks for the comments Mel.

Romas

From: Mel Kayama
Sent: 2018/02/27 2:01 PM
To: Romas Juknevičius
Cc: Muneef Ahmad; Susan Tanabe
Subject: Re: Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning

Romas,

Transportation and Infrastructure Planning has reviewed the proposed policies and provide the following comments.

Information Report dated 2017/11/10

Modification Table for Mississauga Official Plan, APPENDIX 2, Page 1, Chapter 8: Create a Multi-Modal City,
Table 8-4: Road Classification - Arterials

- Should be revised to Table 8-1
- Add Table 8-2: Road Classification – Major Collectors
 - Proposed Argentia Road / Highway 407 / Ninth Line / Mississauga / 26 m

APPENDIX 2, Page 8, Schedule 8 Designated Right-of-Way Widths

- Add Proposed Argentia Road from Ninth Line to Highway 407

APPENDIX 3

Page 4, 16.29.2.6 Parkway Belt West, 16.20.2.6.1, 3rd line

- (1977) should read to **(1978)**.

Page 5, 16.20.3.3, North Britannia/Flood Protection Land form Area (Precinct 3)

- Rename to **"North Britannia (Precinct 3)"**

Policy 16.20.3.3.1

- Revise language to read, **"This precinct will be created through earth filling to manage hazard lands. The implementation of this approach will enable residential development adjacent Ninth Line. The ultimate configuration of this area will be subject to approval by Conservation Halton."**

(NOTE: This language is something T&W will need to work out with P&B in addressing Conservation Halton concerns however this is something that (Muneef) can sort out with Romas through our ongoing partnership in dealing with the Ninth Line Lands and Scoped Subwatershed Study.

Appendix 4 – Map H

- Note: the section of Argentia Road (Ninth Line to Tenth Line) is constructed.

General

All references to "Floodplain Protection Landform" or "FPL" can now be removed. That was appropriate terminology at a point in time but the process has given way to us moving away from that terminology and using more general references to cut/fill. While we don't need to replace FPL with cut/fill, we may need to look more closely at this with P&B when they do a find/replace in the Urban Design Guidelines and other related planning documents on the Ninth Line Lands going forward.

Mel

From: Paula Wubbenhorst
Sent: 2018/01/23 10:15 AM 4.8 - 57
To: Romas Juknevičius
Subject: Ninth Line Character Area Policies and Zoning

Hi Romas,

I am in receipt of your circulation filed under CD.04.NIN (Ninth Line)

Please note, my “agency” should be listed as “Heritage Planning” rather than “Chair/Secretary of Heritage Advisory Committee.”

There are several heritage properties within your study area. A Heritage Impact Assessment is required to understand and evaluate the impacts of the proposal on these properties and to mitigate any negative impacts. Our terms of reference are available here:

https://www7.mississauga.ca/documents/culture/heritage/HeritageImpactAssessment_TermsOfReference2017.pdf. I have attached a reference list of heritage consultants.

All the best,
Paula



Paula Wubbenhorst, MA, CAHP, RPP, MCIP
Heritage Planner
T 905-615-3200 ext.5385
paula.wubbenhorst@mississauga.ca | mississauga.ca/heritageplanning

[City of Mississauga](https://www.mississauga.ca) | Community Services Department,
Culture Division

Please consider the environment before printing.



Lisgar Residents' Association

Position Paper on the development of the 9th Line Lands

Provisional Version, December 2017

The LRA is not opposed to development. However, we request that it be done in the wisest way possible, to provide the best living for the new residents and existing residents nearby.

Our areas of greatest concern:

1. Increased Traffic.
 - a. The proposed new residents (up to 14,000) in this thin corridor of land will mean they will necessarily use already busy Ninth Line, Derry Road, Britannia Road, and Eglinton Avenue as their primary routes. Through lanes should be added to roads such as Ninth Line as needed to handle this increased traffic, as well as turn lanes throughout. We suggest a major North/South artery be considered in the middle of this corridor. We would like to see the traffic impact study when completed.
2. School and Hospital Crowding.
 - a. Additional housing will place a further burden on already crowded schools. School boards and nearby schools should be consulted throughout this design process to ensure adequate accommodation. Local hospitals are already far over provincial targets for wait times for complex conditions. These argue against plans for significant population increases.
3. The Potential Flooding.
 - a. We urge waterway relocation to be kept to a minimum and recommend a strategic approach of over-capacity and redundant systems in stormwater planning, so there is no flooding of these or adjacent lands. This has traditionally been swampy land. Current proposals include significant re-engineering of waterways. Hundreds of residents of Lisgar have had stormwater infiltration (i.e. flooding) issues as recent as 2017. Research into causes and preventions are still ongoing. Lisgar residents do not have much confidence in re-engineering wa-

The Ninth Line Corridor is a major gateway to our city, the 6th largest in Canada.
We urge the design of a suitable and attractive gateway.



Lisgar Residents' Association Position Paper on the development of the 9th Line Lands

Provisional Version, December 2017

terways. The City is also concerned about stormwater since they have instituted a "Stormwater Levy." These concerns are all the more pressing, since Mississauga cannot control potential development north, or upstream, of Mississauga.

We cannot afford the same kind of mistakes that were made in the design of Lisgar to occur in the new development, especially as it will be higher density development. We request the City ensure (potentially through site plan or development agreements) that any developer(s) of 9th Line provide for proper and effective drainage systems to support the new infrastructure and prevent any adverse impacts to existing stormwater systems in Ward 10.

4. Bike safety.

- a. Any bike lanes along major arteries, like Ninth Line, should be constructed as separate bike paths, off the roadway. Options should be explored for placing them in the planned green space.

5. Noise and aesthetics.

- a. We would urge the strategic use of land berms and foliage to camouflage buildings wherever possible and provide noise abatement. Union Gas has successfully demonstrated this in their facility along Ninth Line.

6. Design consistency.

- a. We urge any development on the west side of Ninth Line to reflect the construction on the east side. Proposed 15 stories buildings are therefore concerning and out of place. We urge buildings not over three levels, with a gradual increase in height toward Hwy 407. Any high-density housing should be limited to the south end of Ninth Line, near Eglinton, where hopefully transit corridors will help alleviate traffic congestion.

7. Preservation of History and Greenspace.

- a. We urge that the City work with the appropriate authorities, including Heritage

The Ninth Line Corridor is a major gateway to our city, the 6th largest in Canada. We urge the design of a suitable and attractive gateway.



Lisgar Residents' Association

Position Paper on the development of the 9th Line Lands

Provisional Version, December 2017

Mississauga, to preserve St. Peter's Church and Cemetery, preferably as a Heritage site. We recommend that these be incorporated into the plans for the extension of Osprey Marsh and green space, including parks and walking trails, on the west side of Ninth Line.

8. Equitable Land Valuation.

- a. We have been concerned that the most recent proposal appears to give preference to some landowners over others regarding the location of residential and commercial development vis a vis stormwater facilities, compared to the previous plan. For instance, the land north of the train tracks, owned by the City and developers, see a significant reduction in land area devoted to stormwater facilities, while these services have been relocated to privately owned lands. Moving stormwater facilities from areas where preferred people own property to where others who are not part of the design process own property is not fair or equitable. We expect better from a just and open society. Since no development in this corridor can be done without adequate stormwater facilities, then all lands should be acquired at comparable rates, regardless of where stormwater facilities are located.

9. Safe Connectivity Across Ninth Line for Pedestrians and Bikes.

- a. This needs to be carefully planned for safety and integration of these lands in Mississauga.

10. Increased Communication.

- a. We look forward to being part of continuing meaningful consultation through a Steering Committee. To ensure the best possible outcomes, we urge that residents and residents' associations be made part of the design process all the way through. (With all due respect, we have seen deficient proposals that come from "experts" who parachute into our neighbourhood for analysis in off-peak

The Ninth Line Corridor is a major gateway to our city, the 6th largest in Canada.
We urge the design of a suitable and attractive gateway.



Lisgar Residents' Association Position Paper on the development of the 9th Line Lands

Provisional Version, December 2017

hours.) We urge you to involve residents who live here, because they have a better grasp of realities on the ground, and because they are the ones who are most impacted by decisions that are made.

The Ninth Line Corridor is a major gateway to our city, the 6th largest in Canada.
We urge the design of a suitable and attractive gateway.

From: Glenn Voakes <glenn.voakes@outlook.com>
Sent: 2018/02/27 10:35 PM
To: Romas Juknevičius
Cc: Glenn Voakes
Subject: Feb 14 general council

4.8 - 62

Romas:

At our LRA meeting you attended it was concluded that the population of Ninth Line corridor development could not be established by planning as things were changing. We had been looking at population figures quoted by the city and/or planning ranging from a low of 8,000 (your last number) to a high of 14,000.

If there is insufficient information why does the planning department continue to throw out numbers to the council and the public? Click the attached link, select Feb 14 and forward to 1:34:00, and listen to this lady from planning throw out yet another number of 9,500.

This amazes me and causes me to wonder what is really going on in the city planning department. Certainly the numbers have no credibility.

Best regards

Glenn

<http://www.mississauga.ca/portal/cityhall/council-and-committee-videos>

From: Glenn Voakes <glenn.voakes@outlook.com>
Sent: 2018/02/07 5:59 PM
To: Romas Juknevičius
Cc: Sue McFadden; George Carlson; Mayor Bonnie Crombie; davidthistle@sympatico.ca; 'Scott Plavnick'; Pat Saito; Andrew Whittemore; Karen Crouse; Paulina Mikicich; David Raakman
Subject: RE: Ninth Line development

Romas:

Thank your reply. Please allow me think on it before responding. Tonight I am busy.

The LRA meeting on the Feb 12th has not been cancelled. I believe Susanne Thistle has been waiting on an RSVP. Perhaps you are referring to this evenings Miranet meeting which was cancelled.

Best regards

Glenn

From: Romas Juknevičius [mailto:Romas.Juknevičius@mississauga.ca]
Sent: February 7, 2018 5:46 PM
To: Glenn Voakes <glenn.voakes@outlook.com>
Cc: Sue McFadden <Sue.McFadden@mississauga.ca>; George Carlson <George.CARLSON@mississauga.ca>; Mayor Bonnie Crombie <mayor@mississauga.ca>; davidthistle@sympatico.ca; 'Scott Plavnick' <scottplavnick@rogers.com>; Pat Saito <Pat.Saito@mississauga.ca>; Andrew Whittemore <Andrew.Whittemore@mississauga.ca>; Karen Crouse <Karen.Crouse@mississauga.ca>; Paulina Mikicich <Paulina.Mikicich@mississauga.ca>; David Raakman <David.Raakman@mississauga.ca>
Subject: RE: Ninth Line development

Good afternoon Mr. Voakes,

Thank you for attending the PDC meeting this past Monday evening and providing us with your comments on behalf of the LRA. I'm sorry we didn't get a chance to meet as well.

As you are aware, and have clearly demonstrated in your email below, this is a complex project with many different variables and inputs that must be taken into consideration when calculating the density and total number of residents and jobs. Some of these inputs and variables have changed and evolved from the start of the project as we progressed with our studies so we'll have to go back to the beginning and retrace our steps.

We are currently collecting all the comments we have been receiving and will work to address them as we move forward through this next phase of the project.

If you have any additional comments or questions please don't hesitate to pass them along.

I was informed today that the February 12th LRA meeting has been cancelled. Is it being rescheduled?

Best regards,

Romas

**Romas Juknevičius M.PL., RPP, LEED®AP**

Planner, City Wide Policy Planning
 City Planning Strategies Division
 905-615-3200 ext. 4115
romas.juknevičius@mississauga.ca

[City of Mississauga](#) | Planning & Building Department

Please consider the environment before printing.

From: Glenn Voakes [<mailto:glenn.voakes@outlook.com>]

Sent: 2018/02/05 10:42 PM

To: Romas Juknevičius

Cc: Sue McFadden; George Carlson; Mayor Bonnie Crombie; davidthistle@sympatico.ca; Scott Plavnick; Glenn Voakes; Pat Saito

Subject: Ninth Line development

Romas:

Following up on my 2 questions this evening.

The first question had to do with the population and density in the Ninth Line developed area. **Density is referenced on page 4.3-19 and again at 4.3-23 in the “Planning and Development Committee Agenda”.** Density has been prioritized as the #1 and #2 issue respectively by residents and the LRA. The reason it is important to understand a firm population number is the impact it will have on us that live in ward 10. We don’t want to look the Vegas strip. As I stated this evening the first population number I ever saw published was 14,000 people. Over the past several months the number has dropped to 12,000, then 8,500 and tonight you stated 8,000. What has not changed in any data published by planning is the density of 82 per hectare. So how can it be accounted for that the population projections is decreasing but the density is not?

Adding to the difficulty in rationalizing the published numbers is how many hectares the numbers are being based on. It is stated that the Ninth Line consists of 350 hectares. If the density is 82 that would represent just shy of a population of 29,000 (350×82). However not all the land can be developed. (ie) transit way, floodplain. If one assumes that only 70% (a pure guess) can be developed and we use the 82 per hectare number that would represent a population of 20,000 ($(350 \times .7) \times 82$). Looking at it from the flip side if the population is actually going to be 8,000 as you stated this evening and you use my 70% usable hectare number the density would be 33 ($8,000 / 245$). So Romas the numbers jump all over the place and don’t add up or make sense no matter which way you slice or dice them. **Can you please provide the actual numbers (population and density) the city is planning for the Ninth Line? Additionally could you confirm the number of hectares that can be developed along the Ninth Line corridor.**

The second question had to do with **article 16.20.6.3 on page 4.3-25 in the “Planning and Development Committee Agenda”.** It states **“In exchange for increased height and/or density permissions a community benefits contribution pursuant to Section 37 of the Planning act will be required”.** I asked for someone to explain what this statement really meant or implied. The gentleman to your left (apologize I did not get his name) spoke to the question but to me was incoherent in his explanation. Rather than drag the conversation out this evening, for the sake of time, I asked if he could provide the explanation in writing to which it was agreed by all he would. **Can I ask you to please follow up with this gentleman regarding his response and an indication of when I might receive it?** When providing the answer please keep in mind I am unaware of what Section 37 is so that may also have to be explained in context of the response of explaining the meaning.

4.8 - 65

Thank you in advance Romas. Sorry we did not get a chance to meet this evening but perhaps at an LRA meeting in the future.

Best regards

Glenn

From: Randy Griffin <r.griffin@erinmillsdev.com>
Sent: 2018/01/24 8:05 AM
To: Romas Juknevičius
Subject: Shaping Ninth Line Lands
Attachments: 2057_001.pdf

4.8 - 66

Good morning Romas : We have been circulated the Public Meeting Notice for *Shaping the Ninth Line Lands*. We have briefly opened some of then background information and it appears the work to date has taken into consideration the requirement to control discharge from 26.1 Ha (64.5 acres) of the Ninth Line corridor in the vicinity of Eglinton Avenue . This parcel is to be controlled to a Pre – Post level prior to entering to the storm system built through our industrial Business Park at the south east comer of Eglinton Avenue and the Ninth Line . A few relevant pages from the SWM Report for our lands , as approved by the City and the MTO Corridor Control Department, are attached . Thank you for keeping us on the circulation list for this proposed new development . Regards,

Randy Griffin

General Manager

THE ERIN MILLS DEVELOPMENT CORPORATION

Cell 416 319 2663

**Glen Erin Brook
Erin Mills – Neighbourhood 407
MTO – Highway 403 Corridor**

City of Mississauga

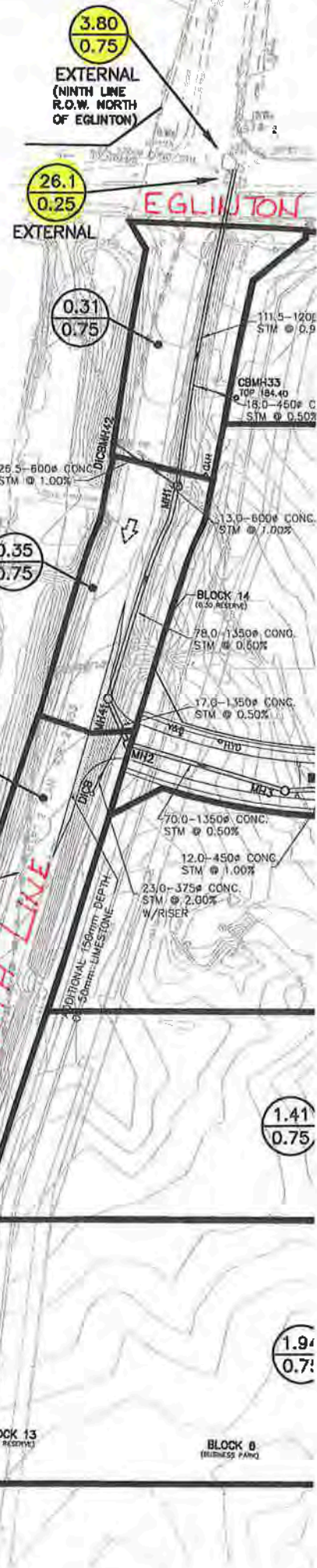
**Stormwater Management Report
Detail Design**

Prepared for:
The Erin Mills Development Corporation
7501 Keele Street, Suite 500
Concord, ON L4K 1Y2

Prepared by:
Earth Tech AECOM
7th Floor 105 Commerce Valley Dr. W
Markham, ON L3T 7W3

June 2004
Rev. September 2008

Project No. 57134 (73452)

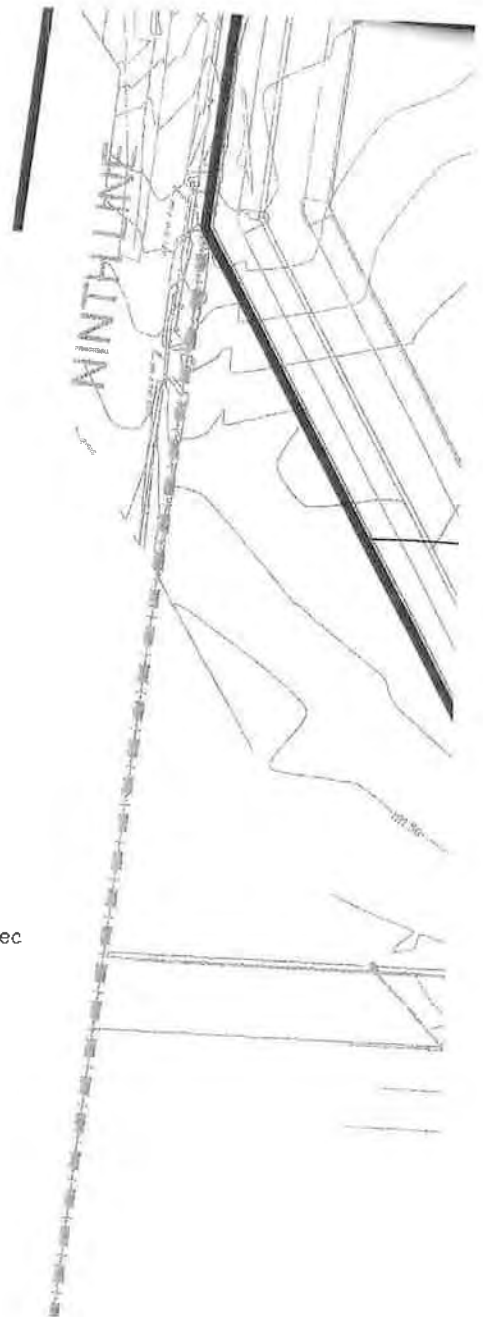


EXTERNAL STORM DRAINAGE PLAN

N.T.S.

EXTERNAL DRAINAGE FLOWS

1. STORMWATER MANAGEMENT REQUIRED FOR FUTURE DEVELOPMENT
OF EXTERNAL AREAS BASED ON PRE-DEVELOPMENT FLOW RATES
FROM A DRAINAGE AREA OF 32.1 ha.
2. ALLOWABLE FLOWS: 2 YEAR (24 HOUR CHICAGO) STOTM $\approx 1.1 \text{ m}^3/\text{sec}$
100 YEAR (24 HOUR CHICAGO) STOTM $= 2.9 \text{ m}^3/\text{sec}$





**NLOA - Ninth Line Owners Association (1997)
5150 Ninth Line, Mississauga, Ontario L5M 0R5**

February 5th, 2018

**Attention: Mississauga City Council & Planning Staff
300 City Centre Drive, Mississauga, Ontario L5B 3C1**

RE: Proposed Mississauga Official Plan Amendment (MOPA) for Ninth Line Study Lands

Dear Members of Mississauga Council & Planning Staff:

Thank You for the opportunity for the Ninth Line Owners Association (NLOA) to submit written/oral comments & questions at this Public Meeting for the Proposed Mississauga Official Plan Amendment (MOPA) for the Ninth Line Study Lands.

We have been actively involved in this Planning Process since the beginning, & have made numerous submissions previously to the City, the Region & the MTO.

NLOA has supported this Planning Process for the development of the Ninth Line Lands, however we continue to question & object to a number key details in the current Proposed Draft Mississauga Official Plan Amendment (MOPA).

NLOA continues to strongly object to the continued use of an Unapproved Proposed 407 Transitway Alignment & Design that Mississauga Planning Staff have been using in developing Proposed Land Uses for the Annexed Milton/Halton Lands. This planning effort by the City with the Unapproved Proposed 407 Transitway Alignment, forms part of the documentation in support of your Proposed Draft MOPA.

NLOA submits that the continued use of an Unapproved Proposed 407 Transitway Alignment in this planning process does not reflect good planning practice. And that the continued use of this Unapproved Alignment gives it an apparent validity which it is not entitled to, given that it does not follow & is not contained within the Current Approved MTO 1998 Preliminary 407 Transitway Alignment.

In addition, MTO is currently undertaking an Environmental Assessment (EA) for the Proposed 407 Transitway Alignment, to determine its Final MTO Approved Location.

**NLOA asks once again, why are you not working within the Current Approved MTO 1998 Preliminary 407 Transitway Alignment?
MTO has not yet approved your Proposed 407 Transitway Alignment.**

continued...

A number of properties north of Britannia Rd. (including the NLOA Chair's at 6288 Ninth Line), have been cut in half by this Unapproved Proposed 407 Transitway Alignment. This is in complete disregard to your own Terms of Reference, which include keeping the 407 Transitway Alignment as far west & as close to the Highway 407 Corridor as possible. Will you be purchasing our Lands for your Unapproved Proposed 407 Transitway Alignment, including the Land-Locked Portions on the west-side?

In addition to our objections to Mississauga's Proposed 407 Transitway Alignment & it's negative impact on many NLOA Members Properties, we also have further objections to Mississauga's Current Proposed Land Use Mapping. Although it provides some Development Land Uses to most of the NLOA Members Properties, reducing Flood Plain Areas to varying degrees, it has completely ignored 3 Smaller Resident Owned Parcels at 5476, 5578 & 5644 Ninth Line.

However in comparison & contrast, Large Developer Owned & City Owned Parcels north of Derry Rd., have had Large Existing Flood Plain Areas completely disappear in the Current Proposed Land Use Mapping. We submit that this is not only unfair & far from even-handed, but is also with complete disregard to the Mississauga Mayor's & Councillor's commitments to the NLOA Members in Fall 2009 that all of their Lands would receive as much Development Land as possible (notwithstanding the limits to Flood Plain Reduction), if they supported the Proposed Annexation of their Lands to Mississauga & Peel.

Why can't you reduce, minimize & even eliminate the Flood Line for these Smaller Private Land Parcels, as you have so conveniently for the Larger City Owned & Developer Owned Larger Land Parcels? Will you be compensating us for supporting Storm Water Drainage Uses over our Lands, which will serve & support Development north of us on City & Developer Owned Lands?

Lastly, Halton ROPA 28 (2005) provided for further reductions in Flood Plain Areas by Land Owners through Storm Water Management Works, without the need for an Official Plan Amendment, provided that they satisfied Conservation Halton's Requirements. We have yet to see the inclusion of this Option in the City's Current Proposed Draft Land Use, or in the Proposed Draft Regional Official Plan Amendment (ROPA). Will this provision be included in the your Proposed MOPA & the Proposed ROPA, as was committed to in Fall 2009, prior to the Annexation?

Thank You for your time & consideration of our comments & questions.

Sincerely,

R. Peter Skira / Chair, Ninth Line Owners Association (905) 877-0739

c.c. - Romas Juknevičius / Mississauga Planning Dept.
- Stan Jakaitis / Planner
- NLOA Members

From: christhorne@crmlab.ca [<mailto:christhorne@crmlab.ca>]
Sent: 2018/02/06 11:20 AM 4.8 - 72
To: Romas Juknevičius
Cc: Claire Freisenhausen
Subject: Ninth Line Lands Archaeological Potential

Good morning,

We have been reviewing the proposed plan for the Ninth Line Lands and have noticed mention of archaeological potential within the proposed area. Has this area already been cleared of archaeological potential or is that being left up to the individual developers within the Ninth Line Lands?

Any information regarding current or future archaeological assessment opportunities within the Ninth Line Lands would be greatly appreciated.

Thanks,

Chris Thorne
Senior Associate



CRM Lab Archaeological Services

[242 Joicey Boulevard - Suite 200](#)

[Toronto, ON M5M 2V7](#)

tel: 647-391-9430 www.crmlab.ca

email: christhorne@crmlab.ca



May 29, 2018

Mr. Romas Juknevičius
City Planning Strategies Division
Planning and Building Department
City of Mississauga
300 City Centre Drive, 7th Floor
Mississauga, ON L5B 3C1

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Re: Ninth Line Lands – Proposed Neighbourhood Character Area Policies and Zoning
City File: CD.04.NIN

Dear Mr. Juknevičius,

Thank you for the opportunity to review the Ninth Line proposed Neighbourhood Character Area policies and zoning amendments.

The Ninth Line lands are unique in terms of their history and their planning status. The annexation provided the City of Mississauga with the opportunity to ensure that any development on the lands is planned in conjunction with the urban community and infrastructure on the east side of Ninth Line.

From a land use planning perspective, Peel Regional Official Plan policy 5.10 defers to the Halton Region Official Plan that implemented policies for the Ninth Line Corridor Policy Area through ROPA 28 in 2005. As such, the subject lands are designated "Ninth Line Lands" in the Region of Peel Official Plan and section 5.10 of the Peel Region Official Plan states that:

...currently, the policies of the Region of Halton and the Town of Milton Official Plans apply to these lands. The policies of the Region of Peel Official Plan do not apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.

At the lower-tier level, the City of Mississauga Official Plan currently designates the subject lands as "Special Study Area" and defers to the Town of Milton and Region of Halton Official Plans for applicable land use policies.

Since the Mississauga Official Plan Amendment would be implementing existing land use policies associated with the Halton "Ninth Line Corridor Policy Area" and not a Peel Regional Official Plan settlement boundary expansion, the Municipal Comprehensive Review process requirements of the 2017 Growth Plan would not apply.



Public Works

10 Peel Centre Dr.
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Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

While the lands have come into Peel Region under an old policy regime, Mississauga is aiming to achieve a higher standard in line with the standards and policies of the 2017 Growth Plan, such as meeting density and intensification targets, integrated approach to planning for complete communities, watershed planning, agricultural impacts, environmental planning, Major Transit Station Areas and transit supportive uses.

Regional staff recommends that the proposed amendment include a policy to ensure that development applications within the Northwest Greater Toronto Area Identification Study Area do not preclude or predetermine any further planning and/or implementation of the Study Area. The Study Area has been established by the Province of Ontario and replaces the now cancelled Greater Toronto West Corridor.

A future Regional Official Plan Amendment based on technical work completed would bring these lands into conformity with the Region of Peel Official Plan as part of the Peel 2041 Official Plan Review and Municipal Comprehensive Review process, thereby reflecting the Settlement Boundary that includes the Ninth Line Lands and incorporating population and employment densities for Ninth Line Lands into the 2041 planning horizon.

Peel Region By-Law 1-2000 states that local Official Plan amendments are exempt from Regional approval where they do not require an amendment to the Regional Official Plan; where they have had regard to the Provincial Policy Statement and applicable Provincial Plans; where the City Clerk has certified that processing was completed in accordance with the Planning Act and where the Region has advised that no Regional Official Plan amendment is required to accommodate the local Official Plan amendment.

I am pleased to advise that we have no concerns with the proposed amendments. This Local Official Plan Amendment would achieve conformity with Peel's Official Plan since the Amendment would implement the in effect, "Ninth Line Corridor Policy Area", policies from the Halton Official Plan. The Halton Plan policies direct that a local Official Plan Amendment be undertaken to incorporate policies to guide development in accordance with the Ninth Line Corridor Policy Area planning framework and permit the extension of water and wastewater services from the Region of Peel.

If you have any questions or concerns, please contact me at your earliest convenience at 905-791-7800 ext. 4362, or by email at: christina.marzo@peelregion.ca

Yours truly,

Christina Marzo, MCIP, RPP
Manager
Development Services, Public Works

From: Irfan Sheryar <irfansheryar@hotmail.com>
Sent: 2018/01/17 5:06 PM
To: Romas Juknevicus
Subject: Ninth Line Lands - Public Meeting Comments

I will not be able to attend the meeting on Feb 5, 2018. My comments:

1. The residential units in the Ninth Line lands will add tremendously to the traffic on the Ninth Line even after it is widened, which will be a huge discomfort to the residents already living on Ninth Line such as me.
2. There is already a need to have exits to Hwy 401 in the North and to Hwy 403 in the South from Ninth Line to ease the traffic flow on other horizontal road joining the Ninth Line. This need to enhance after development of the Ninth Line lands. This needs to be considered on priority.
3. I suggest that the residential units in the Ninth Line lands be kept to a minimum and this space be used more as a natural park and for trails.

Regards,

Irfan Sheryar
Khamisa Sheryar
5867 Chessman Court
Mississauga, L5M 6P4

From: rashad dahshi <rdahshi@yahoo.com>
Sent: 2018/02/03 7:27 PM
To: Romas Juknevičius
Subject: Wards 9 & 10, File: CD.04-NIN, Ninth Line lands proposal.

Good Evening Romas,

I was reading the notice letter sent to me at 3967 Skyview Street, Mississauga L5M-8A2, regarding the proposal of re-zoning the ninth line lands which will result in constructing over 8000 residents and commercial buildings. I would to submit some remarks about this proposal:

1- Living in Mississauga was a beautiful dream now it is a night mare with all the traffic jam in all streets 24-7 day and night, please we donot need more traffic jam.

2- The green zone lands west of the ninth line is the best remaining green and quiet area west to where we live.

3-Ninth line is a narrow road and can not take more traffic of 8000 houses, not forgetting drivers ho are not from Mississauga and still using it North and South.

4- More subdivisions build on these lands will cause horofic traffic, not enough sewage lines, water supply, storm water drainage network cabacity to serve these new proposed houses which will affect our life style.

5- Also more load will be on internet services, natural gas supply and electricity, which will also affect our life.

6- By building new houses on Nineth line lands will affect adversely the value of neighbouring existing houses in both wards 9 & 10.

7- Constructing commercial building will bring more big size commercial trucks into the traffic on the 9th. line, which will cause more serious accidents.

So, in general and because of all the above mentioned remarks, I do not support this proposal which will bring more harm than benifits to our city in general and specially to both Wards 9 & 10, where we are already suffering from the new garbage collection system you are doing, from the snow cleaning services which is very bad and even from school bus transportation which is not good enough and dose not serve the fair number of students in this area.

Kindly, I prefer if you do not proceed with this proposal and try to change it to some other more benifital project like building a new hospital which we urgently need in Mississauga or another University or college for our kids rather than suffering every morning in transportation to go to Toronto, Hamilton or Waterloo to attend a university.

Thanks

Rachad Dahche

3967 Skyview Street, Mississauga
L5M 8A2

From: Julia Zhou <yejuhua2002@gmail.com>
Sent: 2018/01/21 7:07 PM
To: Romas Juknevicus
Subject: Ninth Line Development

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Planner:

As a resident along ninth line, I'm really appreciate you send the mail inquiring about ninth line development plan. Every day our family drive along Ninth line, during weekend walking along Ninth line, we really love this area, and we also read your document and picture, we love your future plan for this area, it's very good research, very good detail plan, makes this area commute more convenient, more beautiful, and will be future community activity hot area.

Here is my one wish:

Now it looks there will be an community center located around Ninth line cross Tacc line (a big ad showing community constructed), we really love this idea, I wish it will have more room for elder people social, for toddler playing, and a lot of small restaurant for people enjoy food, and there are buses send people here conveniently. Because I know a lot of elder people feel very lonely when kids all go to work or school at day time, they can not drive and don't have activity area, can not meet and talk to friends every day, especially during the long winter time, they even can not walk outside, some are sick and even pass away quickly. For the new community center if you build a lot of empty room decorated with table and chair, people just buy some monthly tickets, every day they can meet friends, join some activity, and enjoy food there, I believe this will be great news for elder and toddler family, and also for their kids, they will be very happy their parents have splendid life, healthy and living longer, hopefully you can consider this suggestion.

Secondly I wish to clarify one concern, right now at east Eglinton cross south Ninth line area, there are some building being constructed, I want to know if one building is Muslim praying area. If not, that's really good, if it's true, I'm really disappointed, I feel uncomfortable their praying site just before my home, it looks this area belong to this religion instead of multi-culture area, I wish the religious praying site will be far away from people living area, and every body will feel more relax and enjoy this area.

Thanks your inquiry, these are my thoughts, hopefully it will be considered during Ninth line planning.

Best Regards

Qing Zhou

Joe Amato**5644 Ninth Line, Mississauga, Ontario L5M 0R5**

February 5th, 2018

Attention: Mississauga City Council & Planning Staff
300 City Centre Drive, Mississauga, Ontario L5B 3C1

RE: Proposed Mississauga Official Plan Amendment (MOPA) for Ninth Line Study Lands

Dear Members of Mississauga Council & Planning Staff:

My name is Joe Amato, I live at 5644 Ninth Line. I made an Oral Submission at the Draft ROPA Public Meeting at Peel Regional Council Chambers on Oct. 26th, 2017, as it pertains to the Ninth Line Lands being brought into the Urban Boundary. It was necessary to put my objections & concerns on the record at that Draft ROPA Public Meeting, and I also feel it necessary to put them on the record here again today, at the Draft MOPA Public Meeting.

I do not oppose the current development process for the Ninth Line Lands. The Ninth Line Land Owners supported the Proposed Annexation in the Fall of 2009, and Mayor Hazel McCallion, Councillors Sue McFadden, Pat Saito and Katie Mahoney, sold us on the fact that our lands would go up in value, and that we would all benefit from some form of development possibilities on our lands, IF we didn't oppose Annexation from Milton to Mississauga.

The Proposed Annexation was something that the Ninth Line Owners Association (NLOA) had been following very closely for years, and we were prepared to go to the OMB if not satisfied.

Through the current Planning Process all but 3 Properties have proposed development opportunities, one of which is mine. At this stage my land has been proposed to be a Greenlands (Flood Plain) Land Use Designation!

As of Jan. 1st, 2010, the date of Annexation, my taxes went up \$1000 almost 33%, and as of today, 7 years later have almost tripled to \$7000.

If my land stays designated as Greenlands (which it was prior to Annexation), then why am I paying taxes based on what a developer would purchase my land for, if it cannot be developed at all.

We were made promises to gain our support for Annexation which have not been kept.

The other related issue is that of the proposed changes to the Current Flood Plain. The Flood Plain Line has been changed during this Planning Process, and the current proposed changes have it all but disappearing on Large Developer and City Owned Parcels of Land (especially north of Derry Rd. W.), but not on my Small Parcel of Land, or on my 2 Neighbours' Lands south of me!

continued...

It's a bit suspect, given that I have 1.1 acres of land, while the Developers and the City have hectares upon hectares of Land, and the Consulting Firm could adjust the Flood Line for the Developers and the City, but not for my and my neighbour Jas Kumar's Properties.

This is clearly not a fair or un-biased process that has produced such unacceptable proposed results.

During the next stages of this Planning Process, I/we are looking to the City of Mississauga, the Consulting Firm, MTO and the Region of Peel, to right this wrong.

In closing, I wish to state that I have been patient and fair throughout this process. from the very beginning. I first brought my concerns to all the Official Meetings, public or otherwise, and I was always told, "Don't worry Joe, this is just a proposal, things may change". Unfortunately, they have not changed for my Property and my Neighbours'.

I always hold people to their word, and I give people the benefit of the doubt. I wanted to believe that the Smaller Stakeholders like myself, and my fellow NLOA Members, would be treated fairly, and not ignored in favour of Larger Stakeholders (both Private and Public).

I have no problem with paying my fair share of taxes, when it's just. But when my taxes are used for a Planning Process that's both un-fair and biased against me, that's where I must strongly oppose this Proposed Official Plan Amendment.

When the City has worked to favour Larger Landowners, to get them more developable land at the expense of other Smaller Landowners, that's where I must draw the line. And I will take this all the way to the OMB if necessary, to ensure that the City of Mississauga keeps their promises, that were made to us during Annexation.

A fair process is what we were promised, and that everyone would get Development Opportunities, as long as we did not oppose Annexation.

You need to fix this right away, without any further delay!

Thank You for your time.

Sincerely,

Joe Amato / Member of Ninth Line Owners Association

c.c. - Romas Juknevičius / Mississauga Planning Dept.
- Stan Jakaitis / Planner
- NLOA Members

Planning and Development Committee

2018/02/05

5

Councillor G. Carlson	X			
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Carried (9-0-2Absent-0)

4.3. **PUBLIC MEETING (WARDS 9 AND 10)****Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning CD.04.NIN**

Romas Juknevičius, Planner, City Planning Strategies Division, provided a review of the Proposed Neighbourhood Character Area Policies and Zoning.

The following persons made oral submissions citing concerns with the still outstanding Ministry of Transportation (MTO) transit study; increased traffic and density in a land locked area; school and hospital crowding; the built form on west side of Ninth Line should mimic the east side; unresolved storm water problems; bike lanes should not be on road ways to ensure safety; preservation of heritage and green space; there needs to be increased communication; the size of the future transit station north of Derry Road; encourage the City to initiate amendments to delete any lands not required for the transit way so that they can be developed with the rest of the lands; the density outlined in the Report is confusing; proposed heights north of Derry Road do not provide appropriate transition; the continued use of an unapproved proposed 407 Transit way Alignment does not reflect good planning and adversely impacts properties north of Britannia Road; the current land use proposal unfairly excludes three smaller properties from development opportunities as well as the proposed Flood Plain Line; since the Annexation in the Fall of 2009 from Halton Region, property taxes have tripled;

1. Scott Plavnik, Lisgar Residents' Association;
2. Jim Levac, Glen Schnarr & Associates Inc., representing Mattamy Homes and Argo Development Corporation;
3. Jennifer Renaud, Resident;
4. Peter Skiry, Chair of Ninth Line Owners Association (1997);
5. Joe Amato, Resident;
6. Glenn Voakes, Resident;
7. Jaswinder Kumar, Resident;
8. Fatah Ladero, Resident;
9. Mary McPherson, Resident, expressed support for the Proposed Neighbourhood Character Area Policies and Zoning of the Ninth Line Lands.

Councillor Saito spoke to the fact that the MTO had recently come forward and advised the City that they will require more land for the transit way. She said that the City has no control over this as it is a Provincial decision. She also said that the City will work with property owners to ensure they receive as much development as possible.

Mr. Juknevičius advised that the overall average density is prescribed by the Province.

Mr. Andrew Whittemore, Director of City Planning Strategies, advised that this is a high level land use plan and as the City moves through the process, it needs to ensure that the Provincial density targets are met. He explained the Section 37 Policy which allows

community benefit in exchange for additional density.

Councillor McFadden noted that the Lisgar Community will get the much needed school. She said that this is just the first part in the planning process to get the policies underway and work will continue towards ensuring the Community's needs and wants are taken into consideration.

Councillor moved the following motion, which was voted on and carried:

RECOMMENDATION

PDC-0010-2018

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.
3. That nine oral submissions made to the Planning and Development Committee at its meeting dated February 6, 2018, be received.

File: CD.04.NIN

RECEIVED (Councillor S. McFadden)

RECORDED VOTE	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie	X			
Councillor K. Ras			X	
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr			X	
Councillor N. Iannicca	X			
Councillor M. Mahoney	X			
Councillor P. Saito	X			
Councillor S. McFadden	X			
Councillor G. Carlson	X			

Carried (9-0-2(Absent)-0)

4.4. National Housing Strategy □ Comments File: CD.06.AFF

Councillor N. Iannicca moved the following motion, which was voted on and carried:

**Ministry of
Municipal Affairs**

**Ministère des
Affaires municipales**

Ministry of Housing

Ministère du Logement



Municipal Services Office
Central Ontario
777 Bay Street, 13th Floor
Toronto ON M5G 2E5
Phone: 416 585-6226
Facsimile: 416 585-6882
Toll-Free: 1 800 668-0230

Bureau des services aux municipalités
du Centre de l'Ontario
777, rue Bay, 13^e étage
Toronto ON M5G 2E5
Téléphone : 416 585-6226
Télécopieur : 416 585-6882
Sans frais : 1 800-668-0230

April 13, 2018

Arvin Prasad
Director of Integrated Planning
Region of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9

Andrew Whittemore
Director of City Planning Strategies
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear: Mr. Prasad and Mr. Whittemore

**RE: Provincial Review Follow up Comments
Draft Regional Official Plan Amendment
Ninth Line Lands, City of Mississauga, Region of Peel
MMAH File No.: 21-OP-177206**

I would like to thank the Region of Peel and City of Mississauga for meeting with the Ministry throughout March and sharing additional information regarding the history and context of the Ninth Line Lands (subject lands). The documentation has been beneficial in understanding some of the background associated with the subject lands and informs the following comments that should be considered as further clarification to the previous Ministry letter of December 2017 regarding the proposed Regional Official Plan Amendment (ROPA) for the subject lands.

Based on a review of the documentation, the Ministry recognizes that the subject lands are unique, both in terms of their history and their planning status. With respect to the history of the subject lands, we understand that the purpose of the annexation was to provide the City of Mississauga with the opportunity to ensure that any development that might occur on the lands would be compatible with the existing community that has developed within Mississauga on the east side of Ninth Line. It was intended that when development did occur, it would contribute towards the cost of the municipal services provided by the Region of Peel and City of Mississauga, and not to the Region of Halton and Town of Milton. Further to the annexation of the subject lands in 2010, the Ministry also recognizes the numerous planning studies

and reports that were completed by both the Region of Peel and City of Mississauga in order to provide guidance for future development in this area.

From a land use planning perspective the Peel Regional Official Plan defers to the Halton Region Official Plan that implemented policies for the Ninth Line Corridor Policy Area through ROPA 28 in 2005. As such, the subject lands are designated "Ninth Line Lands" in the Region of Peel Official Plan and section 5.10 of the Peel Region Official Plan states that: "currently, the policies of the Region of Halton and the Town of Milton Official Plans apply to these lands. The policies of the Region of Peel Official Plan do not apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan." At the lower-tier level, the City of Mississauga Official Plan currently designates the subject lands as "Special Study Area" and defers to the Town of Milton and Region of Halton Official Plans for applicable land use policies.

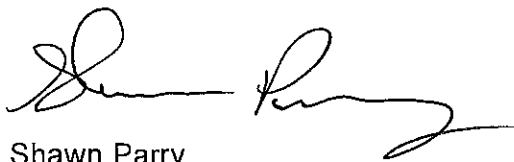
Historically, through ROPA 28, the Region of Halton's objective was to protect the land base for the development of the inter-regional transitway and accessory infrastructure in the Ninth Line Corridor, as well as to provide for development at the future transit station locations that encourage and support such development while permitting limited development through the rest of the Corridor. A Ninth Line Study Report was prepared for the Region of Halton in May 2005 to support ROPA 28. The Ninth Line Study Report identified numerous transit related and supportive land uses, including high density and medium density residential, office, and employment.

We understand that the Region of Peel and City of Mississauga staff are of the opinion that the City can bring forward an area-specific official plan amendment under section 17 of the *Planning Act* and outside of a municipal comprehensive review through section 26 of the *Planning Act* to further advance the planning of the subject lands. Proceeding with this matter in this way would be a local decision.

Both the annexation of, and the applicable planning framework for the subject lands appear to be the subject of long, elaborate municipal processes in which the Ministry had a relatively limited role. Review of the selected documentation you have provided has helped us understand that there are a number of complexities associated with the subject lands and I understand a local solution is being advanced, recognizing that the Region and City would have a deep understanding of all the subtleties associated with these lands.

Should you have any questions or wish to discuss this matter further, please do not hesitate to contact me at 416-585-7264 or shawn.parry@ontario.ca.

Yours truly,



Shawn Parry
A/Regional Director

PEEL REGION

Ninth Line Lands Municipal Comprehensive Review ADDENDUM

The Ninth Line Lands Municipal Comprehensive Review (MCR) was completed in May 17, 2017. It was undertaken within the Provincial policy framework for managing growth including the Growth Plan for the Greater Golden Horseshoe, 2006 (Growth Plan, 2006) and the Provincial Policy Statement, 2014. Analyses were undertaken regarding developable land assumptions, population and employment capacity, draft and preferred growth options and the associated growth management policy and land budget implications of the greenfield expansion and growth concept. The MCR addressed policies and targets of the Growth Plan, 2006 (as amended in 2013), particularly as it relates to meeting minimum expectations for intensification and density and expansion of settlement areas. The MCR implements Regional Official Plan Amendment 24 (ROPA 24), which has a 2031 time horizon and was based on the population and employment forecasts in the original Growth Plan, 2006 now known as "2031A" in the new Schedule 3, Distribution of Population and Employment for the Greater Golden Horseshoe to 2041, arising from Amendment 2 (July 2013).

Subsequently, the Province approved an update to the Growth Plan for the Greater Golden Horseshoe (Growth Plan, 2017) under the Places to Grow Act 2005 which came into effect on July 1, 2017. The Growth Plan, 2017, among other matters, revised policy direction for intensification and density, increasing the minimum targets that upper- and single-tier municipalities in the Greater Golden Horseshoe, including the Region of Peel, are required to plan to achieve. Given the new *Growth Plan*, the Region has updated its growth management program, through the Peel 2041 ROPA, and it became necessary to review some of the assumptions and analysis related to the greenfield expansion and preferred land use concept for Ninth Line.

However, this review has been carried out recognizing that the MCR process requirements of the Growth Plan 2017 do not apply to the Ninth Line Lands. This results from the fact that the Ninth Line Lands, having been annexed from the Region of Halton, are still subject to the policies of the Region of Halton Official Plan.

The Region of Halton Official Plan established a policy framework for this area identified as the "Ninth Line Corridor Policy Area" to support transit oriented development and to protect the proposed 407 Transitway. The policy framework came into effect in 2005 before the 2006 Growth Plan. The Region of Peel Official Plan in Section 5.10 notes that the Halton policies will apply until such time as a future Regional Official Plan Amendment brings the lands into the Peel Official Plan. Given the status of the Ninth Line Lands, it has been determined that it is local decision to move forward with a City initiated area-specific Official Plan Amendment outside an MCR.

Nevertheless, all the technical work associated with a settlement expansion under the Growth Plan has been completed and will be considered as input into a future Regional MCR. This Addendum to the MCR reviews the relevant policies of the Growth Plan, 2017 and their implications for the Ninth Line Lands as set out in Table 1. It is based on additional technical input including:

- Hemson Consulting Ltd., Memorandum Shaping Ninth Line Updated Growth Management Analysis: Growth Plan 2017, February 7, 2018 (Attachment #1); and,
- DBH Soil Services Inc., Agricultural Impact Assessment Update, February 2018 (Attachment #2).

The review demonstrates that the inclusion of the Ninth Line Lands in the City of Mississauga settlement boundary represents good planning and conforms with the Growth Plan, 2006 and the key directions in the Growth Plan, 2017. In particular, the review establishes, with respect to the Ninth Line Lands, that:

- The Ninth Line Lands are not in the delineated built boundary through an "accident of history". This area was annexed relatively recently in order to rationalize a boundary which was no longer in a logical location since the construction of Highway 407. However, at the time the lands were annexed, the Region of Halton's Official Plan already included a policy framework for this area identified as the "Ninth Line Corridor Policy Area" to support transit oriented development and protect the proposed 407 Transitway. The policy framework came into effect in 2005 before the 2006 Growth Plan. The Region of Peel Official Plan notes that the Halton policies continue to apply until a future Regional Official Plan brings the lands into the Peel Official Plan.
- The result is a strip of land, much of it in floodplain or public use with only a few areas of developable land, nor is it configured as a typical greenfield expansion area. Nevertheless, this area satisfies a number of the criteria for lands which should be allocated growth. In addition to the existing policy framework, the area can be easily serviced with municipal water and wastewater systems and the 407 Transitway is proposed to be extended through these lands with two stations planned in the area. In addition, a

major City park and community centre are planned for the southern portion of the Ninth Line Lands, and located immediately adjacent to the northern part of the Ninth Line Lands is a major fire station. A range of schools, parks and other facilities are also located in the existing residential neighbourhoods east of the Ninth Line Lands. Finally, the City has developed a plan for this area which will ensure the creation of a complete community including Proposed Neighbourhood Character Area Policies and Zoning. The plan forms the basis of the Official Plan Amendment and proposed Zoning changes.

- The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands including an MCR beginning in 2013. In addition, the Region and the City have worked closely with the Ministry of Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway. A fiscal impact analysis formed part of this work, as well planning for infrastructure and public service facilities including water and wastewater services and transportation, and community services (e.g. parks, community centre). Life cycle capital costs were considered as part of the fiscal impact analysis.
- The detailed land use plan for the area establishes an urban form that will optimize infrastructure, particularly the Highway 407 Transitway and the proposed Transitway stations, by providing for development with significant density along the transit corridor and particularly in the vicinity of the two proposed stations. In addition, as reflected in the proposed amendment to the City's Official Plan, direction is provided for a compact urban form which includes a range of residential, employment and commercial uses, as well as parks and open space resulting in the creation of a complete community. At the same time, the plan supports the environmental and conservation objectives of the Growth Plan by ensuring the protection of an extensive linked natural heritage system, as well as the protection of hazard lands as demonstrated in the proposed City Official Plan Amendment. No significant agricultural impacts are anticipated as demonstrated through the Agricultural Impact Assessment and the 2018 Update.
- As outlined in the Shaping Ninth Line Growth Management Analysis prepared by Hemson Consulting Ltd. May 16, 2017 and the Shaping Ninth Line Update Growth Management Analysis: Growth Plan 2017:
 - The Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041 and associated Peel 2041 ROPA, received by Council on October 26, 2017, plans for Ninth Line and *all* lands within Peel, on the basis of the Schedule 3 forecasts and associated region-wide land needs to a 2041 horizon, planned to meet the suite of *Growth Plan*, 2017 policies and higher minimum targets for intensification and density.

- Ninth Line will help the City of Mississauga to meet its growth forecasts under the Peel 2041 ROPA, while also providing opportunities for higher density ground-oriented development¹, for which there is limited opportunity in the City. At the same time, Mississauga's intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the Growth Plan, 2017.
- The Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum designated greenfield area (DGA) density target as well as the 160 residents and jobs per ha minimum around the MTSAs, under the Growth Plan, 2017. Changes to how DGA density is measured under the revised Growth Plan results in an increase to the planned density of Ninth Line, from 82 to 87 residents and jobs per ha, which could be achieved within a 2031 timeframe. Over the longer-term to 2041, if built-out to the ultimate development scenario for Ninth Line, a density greater than 100 persons and jobs per ha over the measurable DGA lands could be achieved.

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
Section 7 Definitions Municipal Comprehensive Review	
<p>☐ A new official plan, or an official plan amendment, initiated by an upper-or single-tier municipality under Section 26 of the Planning Act that comprehensively applies the policies and schedules of this Plan. ☐</p>	<ul style="list-style-type: none"> • The MCR was carried out by the Region of Peel - the upper tier municipality. • The MCR, and related Regional Official Plan Amendment (ROPA), implements ROPA 24 which was prepared under Section 26 of the Planning Act. • The MCR has been designed to comprehensively apply the policies and schedules of the Growth Plan, 2006 and also reflects the key directions in the Growth Plan, 2017 with respect to the Ninth Line Lands as set out below.
Section 2.2 Policies for Where and How to Grow	
Section 2.2.1 Managing Growth	
<p>1. Population and employment forecasts contained in Schedule 3 will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance</p>	<p>The MCR is based on the population and employment forecasts in the Growth Plan, 2006 now known as 2031A in the new Schedule 3 arising from Amendment 2 to the Growth Plan in 2013. Schedule 3 provides a forecast for 2031, 2036 and 2041. Under a future ROPA implementing the Amendment 2 forecasts, the Region of Peel will begin planning for the 2041 horizon. However,</p>

¹ Higher density ground-oriented development in this case is stacked row houses, back-to-back rows, stacked back-to-back rows and low-rise apartments; as distinct from the high density high-rise development in the Urban Growth Centre and other growth nodes.

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
with the policies in subsection 5.2.4.	the forecasts for 2031A fit within the forecasts for 2041.
<p>2. Forecasted growth to the horizon of this Plan will be allocated based on the following:</p> <p>a) the vast majority of growth will be directed to settlement areas that :</p> <p>i. have a delineated built boundary;</p> <p>ii. have existing or planned municipal water or wastewater systems; and</p> <p>iii. can support the achievement of complete communities;□ ..</p> <p>c) within settlement areas, growth will be focused in:</p> <p>□ □ iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and</p> <p>iv. areas with existing or planned public service facilities;</p>	<p>The Ninth Line Lands are not in the delineated built boundary through an "accident of history". This area was annexed relatively recently in order to rationalize a boundary which was no longer in a logical location since the construction of Highway 407. However, at the time the lands were annexed, the Region of Halton's Official Plan already included a policy framework for this area identified as the "Ninth Line Corridor Policy Area" to support transit oriented development and protect the proposed 407 Transitway. The policy framework came into effect in 2005 before the 2006 Growth Plan. The Region of Peel Official Plan notes that the Halton policies continue to apply until a future Regional Official Plan brings the lands into the Peel Official Plan.</p> <p>The result is a strip of land, much of it in floodplain or public use with only a few areas of developable land, nor is it configured as a typical greenfield expansion area. Nevertheless, this area satisfies a number of the criteria for lands which should be allocated growth. In addition to the existing policy framework, specifically the area can be easily serviced with municipal water and wastewater systems and the 407 Transitway is proposed to be extended through these lands with two stations planned in the area. In addition, a major City park and community centre are planned for the southern portion of the Ninth Line Lands, and located immediately adjacent to the northern part of the Ninth Line Lands is a major fire station. A range of schools, parks and other facilities are also located in the existing residential neighbourhoods east of the Ninth Line Lands. Finally, the City has developed a plan for this area which will ensure the creation of a complete community including Proposed Neighbourhood Character Area Policies and Zoning. The plan forms the basis of the Official Plan Amendment and proposed Zoning changes.</p>
3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the	The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands including an MCR beginning in 2013. In addition, the Region and the City have worked closely with the Ministry of

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<p>horizon of this Plan, which will □ ..</p> <p>b) be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;</p> <p>c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;</p> <p>d) support the environmental and agricultural protection and conservation objectives of this Plan; and</p> <p>e) be implemented through a municipal comprehensive review and where applicable, include direction to lower-tier municipalities.</p>	<p>Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway. A fiscal impact analysis formed part of this work, as well planning for infrastructure and public service facilities including water and wastewater services and transportation, and community services (e.g. parks, community centre). Life cycle capital costs were considered as part of the fiscal impact analysis.</p> <p>The detailed land use plan for the area establishes an urban form that will optimize infrastructure, particularly the Highway 407 Transitway and the proposed Transitway stations, by providing for development with significant density along the transit corridor and particularly in the vicinity of the two proposed stations (In addition, as reflected in the proposed amendment to the City's Official Plan, direction is provided for a compact urban form which includes a range of residential, employment and commercial uses, as well as parks and open space resulting in the creation of a complete community. At the same time, the plan supports the environmental and conservation objectives of the Growth Plan by ensuring the protection of an extensive linked natural heritage system, as well as the protection of hazard lands as demonstrated in the proposed City Official Plan Amendment No significant agricultural impacts are anticipated as demonstrated through the Agricultural Impact Assessment and the 2018 Update.</p>
<p>4. Applying the policies of this Plan will support the achievement of complete communities that:</p> <p>a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities;</p> <p>b) improve social equity and overall quality of life,</p>	<p>As noted, the Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands. The detailed land use plan for the area which will be incorporated in the City's Official Plan</p> <ul style="list-style-type: none"> • provides a diverse mix of land uses including a mix of medium and high density residential uses, as well as commercial and employment uses and public service facilities; • contributes to social equity and overall quality of life through the provision of a range of housing and parks, recreation facilities and open space, as well as transit facilities and active transportation including

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<p>including human health, for people of all ages, abilities, and incomes;</p> <p>c) provide a diverse range and mix of housing options□ ..</p> <p>d) expand convenient access to :</p> <p>i. a range of transportation options□ .</p> <p>ii. public service facilities, co-located and integrated in community hubs;</p> <p>iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and</p> <p>iv. healthy, local, and affordable food options, including urban agriculture;</p> <p>e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;</p> <p>f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and</p> <p>g) integrate green infrastructure and low impact development.</p>	<p>trails;</p> <ul style="list-style-type: none"> • provides for the development of a community centre with a range of facilities which will serve as a community hub servicing the Ninth Line Lands and existing adjacent residential neighbourhoods; • establishes detailed policies and urban design guidelines which will ensure the development of a high quality, compact built form and an attractive and vibrant public realm; and, • will be designed to mitigate the impacts of climate change including the integration of low impact development and green infrastructure.
5. The Minister will establish a methodology	The Region has carried out the MCR to the year 2031 in a process that commenced well before the Growth Plan

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for assessing land needs to implement this Plan, including relevant assumptions and other direction as required. This methodology will be used by upper- and single tier municipalities to assess the quantity of land required to accommodate forecasted growth to the horizon of this Plan.	update. A subsequent process will be followed to the horizon of the Plan (2041) using the methodology which the Minister has developed.
2.2.6 Housing	
5. When a settlement area boundary has been expanded through a municipal comprehensive review in accordance with the policies in subsection 2.2.8, the new designated greenfield area will be planned based on the housing strategy developed in accordance with policies 2.2.6.1 and 2.2.6.2.	The Ninth Line Lands have been planned in the context of the housing policies of the Region's and City's Official Plans and the Region of Peel's Housing and Homelessness Plan A Community Strategy 2014-2024. The City's plan for the Ninth Line Lands provides for a diverse range and mix of housing options and densities including affordable housing. It is planned to accommodate the forecasted growth established through the MCR.
Section 2.2.7 Designated Greenfield Areas	
1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that: a) supports the achievement of complete communities; b) supports active transportation; and c) encourages the integration and sustained viability of transit services.	The detailed City Official Plan Amendment for the Ninth Line Lands developed by the City, working with the Region as noted provides for a compact urban form which includes a range of residential, employment and commercial uses, as well as parks and open space resulting in the creation of a complete community. Further, the area is designed to support active transportation through its design and the provision of a range of facilities including a linked trail system. In addition, the City Official Plan Amendment establishes an urban form that will optimize infrastructure, particularly the Highway 407 Transitway and the proposed Transitway stations, by providing for development with significant density along the transit corridor and particularly in the vicinity of the two proposed stations. The Region and the City have worked closely with the Ministry of Transportation with

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	respect to transportation system planning with regard to the planning for the 407 Transitway.
<p>2. The designated greenfield area of each upper- or single tier municipality will be planned to achieve within the horizon of this Plan a minimum density target that is not less than 80 residents and jobs combined per hectare.</p> <p>3. The minimum density target will be measured over the entire designated greenfield area of each upper- or single tier municipality, excluding the following: □ ..</p>	<p>The Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum designated greenfield area (DGA) density target as well as the 160 residents and jobs per ha minimum around the MTSAs, under the Growth Plan, 2017. Changes to how DGA density is measured under the revised Growth Plan as set out in Section 2.2.7.3 results in an increase to the planned density of Ninth Line, from 82 to 87 residents and jobs per ha, which could be achieved within a 2031 timeframe. Over the longer-term to 2041, if built-out to the ultimate development scenario for Ninth Line, a density greater than 100 persons and jobs per ha over the measurable DGA lands could be achieved.</p>
2.2.8 Settlement Boundary Expansions	
1. Settlement area boundaries will be delineated in official plans.	The Region of Peel and the City of Mississauga Official Plans delineate settlement boundaries. The Ninth Line Lands are currently outside the City's settlement boundary due to an accident of history; however the MCR provides the basis for amendments to the Regional and City Official Plans to include the Ninth Line Lands in the settlement area boundary.
2. A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that:	
a) based on the minimum intensification and density targets of this Plan and a land needs assessment undertaken in accordance with policy 2.2.1.5, sufficient opportunities to accommodate forecasted growth to the horizon of this Plan are not available through intensification and in the designated greenfield area:	<p>As outlined in the Shaping Ninth Line Growth Management Analysis prepared by Hemson Consulting Ltd. May 16, 2017 and the Shaping Ninth Line Update Growth Management Analysis: Growth Plan 2017:</p> <p>□ The Province released an updated <i>Growth Plan</i>, which came into effect on July 1, 2017 and which, among other matters, revised policy direction for intensification and density, increasing the minimum targets that upper- and single-tier municipalities in the Greater Golden Horseshoe, including the Region of Peel, are required to plan to achieve. Given the new <i>Growth Plan</i>, the Region has updated its growth management program, through</p>

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<p>i. within the upper- or single-tier municipality, and</p> <p>ii. within the applicable low-tier municipality;</p> <p>b) the proposed expansion will make available sufficient lands not exceeding the horizon of this Plan, based on the analysis provided for in policy 2.2.8.2 a), while minimizing land consumption; and</p> <p>c) timing of the proposed expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the minimum intensification and density targets of this Plan, as well as the other policies of this Plan.</p>	<p>the Peel 2041 ROPA, and it became necessary to review some of the assumptions and analysis related to the greenfield expansion and preferred land use concept for Ninth Line. This memorandum provides the results of that review and addresses key revised <i>Growth Plan</i> policies and implications for Ninth Line, concluding the following:</p> <ul style="list-style-type: none"> • The Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041 and associated Peel 2041 ROPA, received by Council on October 26, 2017, plans for Ninth Line and all lands within Peel, on the basis of the Schedule 3 forecasts and associated region-wide land needs to a 2041 horizon, planned to meet the suite of Growth Plan, 2017 policies and higher minimum targets for intensification and density. • Ninth Line will help the City of Mississauga to meet its growth forecasts under the Peel 2041 ROPA, while also providing opportunities for higher density ground-oriented development², for which there is limited opportunity in the City. At the same time, Mississauga's intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the Growth Plan, 2017. • The Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum designated greenfield area (DGA) density target as well as the 160 residents and jobs per ha minimum around the MTSAs, under the Growth Plan, 2017. Changes to how DGA density is measured under the revised Growth Plan results in an increase to the planned density of Ninth Line, from 82 to 87 residents and jobs per ha, which could be achieved within a 2031 timeframe. Over the longer-term to 2041, if

² Higher density ground-oriented development in this case is stacked row houses, back-to-back rows, stacked back-to-back rows and low-rise apartments; as distinct from the high density high-rise development in the Urban Growth Centre and other growth nodes.

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	<p>built-out to the ultimate development scenario for Ninth Line, a density greater than 100 persons and jobs per ha over the measurable DGA lands could be achieved.</p> <ul style="list-style-type: none"> It is recommended that the City and Region proceed with the ROPA and local official plan amendments to bring the Ninth Line lands into the urban boundary and secondary planning process. □
<p>3. Where the need for the settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the following:</p>	
a) There are existing or planned infrastructure and public service facilities to support the achievement of complete communities;	<p>There is significant existing or planned infrastructure and public service facilities to support the achievement of complete communities:</p> <ul style="list-style-type: none"> Existing infrastructure includes Highway 407, Highway 401, major Regional and City arterial roads including Ninth Line, Derry Road, Britannia Road West and Eglinton Avenue, existing sewer and water; and, in close proximity to the east, the existing Derry GO Station, an existing fire station, and existing public service facilities such as schools and parks. Planned infrastructure includes the 407 Transitway with stations at Derry Road and Britannia Road West which is the subject of an environmental assessment being carried out by the Ministry of Transportation. The City is also planning the construction of a major community park and community centre in 2019 between Eglinton Avenue and Britannia Road West, as well as the extension of Argentia Road, an east/west Major Collector Road, to Ninth Line.
b) the infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets, based on mechanisms such as asset management planning and revenue	<p>Life cycle capital cost for Regional and City facilities were considered as part of the fiscal impact analysis. In addition, an environmental assessment is being carried out for the 407 Transitway which will consider financial viability.</p>

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generation analyses;	
c) the proposed expansion would align with a water and wastewater master plan or equivalent which has been completed in accordance with the policies in subsection 3.2.6;	<p>The Ninth Line Lands including the 407 Transitway area will be serviced with an expansion of the Peel Region Water Distribution & Wastewater Systems. Services will be integrated with the existing Master Plans for Peel Region's Water and Wastewater Systems.</p> <p>Peel Region operates a municipal Lake Ontario based water and wastewater system that services the entirety of its Urban Service area. The serviced lands within the Ninth Line Lands are within the Lake Ontario watershed. System expansion within this area is in keeping with Great Lakes legislation and international / state-provincial agreements. Treated wastewater effluent disposal is via Peel's wastewater treatment plans to Lake Ontario.</p> <p>No communal systems are required for this area. System expansion planning for these lands will be in accordance with the Provincial Policy Statement hierarchy of servicing, i.e. integrated municipal water and wastewater services are the first consideration and the approach that will be implemented on these lands. The Region's Water & Wastewater Master Plan process is a coordinated systems approach that shares servicing within Peel's lower tier municipalities (Mississauga, Brampton & Caledon). Details on the connections and on the specific upgrades triggered by the City's Official Plan Amendment will be provided as part of the technical supporting material related to the Ninth Land Lands.</p>
d) the proposed expansion would align with a stormwater master plan or equivalent that has been completed in accordance with the policies in subsection 3.2.7;	<p>The Ninth Line Lands Stormwater Management (SWM) plan is based on a scoped subwatershed scale assessment of the Sixteen Mile Creek Tributary subwatershed which services the area. The SWM plan has involved an integrated assessment of the area's hydrology and hydraulics to establish criteria to protect on-site and off-site properties from flooding and erosion risks due to planned urbanization. Furthermore, the SWM plan has developed strategies to meet Provincial objectives with respect to water quality treatment and thermal impact mitigation through the application of both end-of-pipe SWM facilities, as well as Low Impact Development Best Management Practices (LID BMPs) and Green Infrastructure (GI), consistent with City of Mississauga practices. The SWM plan has also</p>

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	considered resiliency planning needs associated with climate change.
e) watershed planning or equivalent has demonstrated that the proposed expansion, including the associated servicing, would not negatively impact the water resource system, including quality and quantity of water;	The hydrologic modelling of the Sixteen Mile Creek tributary system under current conditions as part of the scoped subwatershed study has set the peak flows and runoff volume targets for flood and erosion impact management. Future land use conditions modelling, with proposed SWM systems in-place, has demonstrated that the proposed development will meet the targets, and in some cases, lead to reductions in flood and erosion risks, as compared to existing conditions. In terms of water quality, the plan as proposed, which integrates end-of-pipe and source controls (LID BMPs), will meet Provincial and Municipal objectives.
f) key hydrologic areas and Natural Heritage System should be avoided where possible;	<p>The Draft Provincial Natural Heritage System (NHS) does not include lands within the Ninth Line Lands study area. Official Plans and other natural heritage plans in the area from the City of Mississauga, Region of Peel, Town of Milton or Region of Halton do not identify a NHS in the study area either.</p> <p>The Ninth Line Lands Official Plan Amendment and Subwatershed Study evaluated the natural environment within the study area and identified a NHS based on a systems approach. The NHS provides an increase in the area of wetland and woodland within the study area, as well as a connected system that is linked to the watercourse and its floodplain. The proposed NHS includes Fish Habitat, created wetlands, and woodlands and will be incorporated within the watercourse valley. Habitat for SAR and SCC will be created within the proposed NHS.</p> <p>Key hydrologic areas include significant groundwater recharge areas, highly vulnerable aquifers, and significant surface water contribution areas. The Halton Region Source Protection Area Assessment Report indicates that within the Ninth Line Lands study area there are no significant groundwater recharge areas or highly vulnerable aquifers. The study area includes the headwaters for the watercourse; however, the headwater catchment does not provide significant baseflow contribution for the overall surface water flow volumes within the watershed. A stormwater management facility is located in the headwaters that</p>

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	gathers water from Highway 401 and contributes some flow to the watercourse.
g) for settlement areas that receive their water from or discharge their sewage to inland lake, rivers, or groundwater, a completed environmental assessment for new or expanded services has identified how expanded water and wastewater treatment capacity would be addressed in a manner that is fiscally and environmental sustainable;	Not applicable
h) prime agricultural areas should be avoided where possible. An agricultural impact assessment will be used to determine the location of the expansion based on avoiding, minimizing and mitigating the impact on the Agricultural System and evaluating and prioritizing alternative locations across the upper-or single-tier municipality in accordance with the following: i. expansion into specialty crop areas is prohibited; ii. reasonable alternatives to avoid prime agricultural areas are evaluated; and iii. where prime agricultural areas cannot be avoided, lower priority agricultural lands are used;	The Ninth Line Lands Agricultural Impact Assessment was carried out and then updated to reflect the directions in the Growth Plan, 2017. The Assessment as updated confirms that that the Ninth Line Lands does not include any specialty crop areas and that there are no reasonable alternative lands which avoid prime agricultural areas given the location within the City of Mississauga.

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i) the settlement area to be expanded is in compliance with the minimum distance separation formulae;	The Agricultural Impact Assessment update concludes that the development of the Ninth Line Lands is in compliance with the updated minimum distance separation formulae. In particular, the updated Agricultural Impact Assessment concluded that only one revised mds arc was required for one livestock barn and the arc did not encroach on the Ninth Line Lands.
j) any adverse impacts on agricultural operations and on the agri-food network from expanding settlement areas would be avoided or, if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment;	The Agricultural Impact Assessment indicates that the presence of Highway 407 along the west boundary of the Ninth Line Lands provides an existing buffer between any future urban uses on the Ninth Line Lands and the adjacent agricultural areas to the west and north mitigating any adverse impacts. The Assessment also identifies a number of other mitigation approaches such as addressing the effects of stormwater runoff on adjacent agricultural properties.
k) the policies of Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS are applied;	<p>As per the direction in the PPS (2014) (ref. Section 2.2 Water), the assessment of cumulative impacts of the proposed Ninth Line Lands development has been conducted at the Subwatershed Scale. The Sixteen Mile Creek Tributary, which is the receiver of drainage from the Ninth Line Lands, crosses from the City of Mississauga to the Town of Milton, west of Highway 407. The analysis conducted for the stormwater/drainage assessment has indicated no negative impacts related to flooding, erosion or water quality with the proposed development and management system in-place. The assessment has incorporated a multi-disciplinary approach with due consideration of the hydrology, hydraulics of surface water, groundwater regime, stream network and natural heritage system.</p> <p>In terms of drinking water, the area is currently fully serviced by Lake-based water, hence no areas within the Ninth Line Lands are considered to be designated vulnerable areas, nor have any sensitive surface water or groundwater features (including their hydrologic functions) been identified.</p> <p>The surface water / groundwater (end-of-pipe) and innovative (e.g. LID BMPs, lot-level) control is in accordance with current Provincial and Municipal practices and guidance.</p>

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	<p>Proposed development setbacks from the regulated features (watercourses and wetlands) are as per Conservation Halton requirements.</p> <p>The proposed NHS was developed based on an ecosystem approach to provide a more diverse and connected system that will be protected for the long term, and that is integrated with the watercourse in the Ninth Line Lands. This system will provide protection for natural features by applying buffers and setbacks to adjacent development and transportation land uses. The NHS provides opportunities to create, re-create, and enhance wetlands, woodlands, and meadows that have higher ecological benefit than the existing fragmented and degraded features. The NHS is setback from the development and transportation areas proposed for the Ninth Line Lands and will ensure that disturbance to the natural features within it does not occur in the future.</p>
l) the proposed expansion would meet any applicable requirements of the Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans and any applicable source protection plan; and	<p>The Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans are not applicable to the Ninth Line Lands.</p> <p>The Halton Region Source Protection Area Assessment Report indicates that within the Ninth Line Lands study area there are no significant groundwater recharge areas or highly vulnerable aquifers.</p>
m) within the Protected Countryside in the Greenbelt Area: □ ..	Not applicable
3. Infrastructure to Support Growth	
3.2.1 Integrated Planning	
1. Integrated planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.	The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands including a fiscal impact analysis and other supporting technical studies including scoped subwatershed planning, as well planning for land use, infrastructure and public service facilities including water and wastewater
2. Planning for new or	

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<p>expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning and financial planning, and will be supported by infrastructure master plans, asset management plans, community energy plans, watershed planning, environmental assessments, and other relevant studies where appropriate, and should involve:</p> <p>a) leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of minimum intensification and density targets in this Plan;□ .</p> <p>c) identifying full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and</p> <p>d) considering the impacts of a changing climate.</p> <p>3□ .. Priority will be given to infrastructure investments made by the Province that support the policies and schedules of this Plan.</p> <p>4. Municipalities will</p>	<p>services and transportation, and community services (e.g. parks, community centre). Life cycle capital costs were considered as part of the fiscal impact analysis. In addition, the Region and the City have worked closely with the Ministry of Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway.</p> <p>The detailed land use plan for the area establishes an urban form that will optimize infrastructure, particularly the Highway 407 Transitway and the proposed Transitway stations being implemented by the Province, by providing for development with significant density along the transit corridor and particularly in the vicinity of the two proposed stations. In addition, as reflected in the proposed amendment to the City's Official Plan, direction is provided for a compact urban form which will achieve the achievement of minimum intensification and density targets in the Growth Plan. At the same time, the plan supports the environmental and conservation objectives of the Growth Plan by ensuring the protection of an extensive linked natural heritage system, as well as the protection of hazard lands as demonstrated in the proposed City Official Plan Amendment</p>

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<p>assess infrastructure risks and vulnerabilities, including those caused by impacts of a changing climate, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.</p> <p>5. The Province will work with public sector partners, including Metrolinx, to identify strategic infrastructure needs to support the implementation of this plan through multi-year infrastructure planning for the transportation system and public service facilities.</p>	
3.2.2 Transportation	
1. Transportation system planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.	The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands. In addition, the Region and the City have worked closely with the Ministry of Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway.
2. The transportation system within the GGH will be planned and managed to: a) provide connectivity among transportation modes for moving people and moving goods; b) offer a balance of transportation choices that reduces reliance upon the automobile and	The transportation system within the Ninth Line Lands has been carefully planned by the Region and the City, working with the Ministry of Transportation, to provide connectivity between modes and to offer a balance of transportation choices particularly transit and active transportation.

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<p>promotes transit and active transportation;</p> <p>c) be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode of trip-making □ .</p> <p>d) offer multi-modal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services; □ ..</p> <p>f) provide for the safety of system users.</p>	
<p>3. In the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted □ .</p>	<p>The Region and City have planned the street network in the Ninth Line Lands to reflect a complete streets approach.</p>
<p>4. Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs □ .</p>	<p>The Regional and City Official Plans and the City's Official Plan Amendment for the Ninth Line Lands establish transportation demand management policies for this area.</p>
3.2.3 Moving People	
<p>1. Public transit will be the first priority for transportation infrastructure planning and major transportation investments.</p>	<p>The Region and the City have worked closely with the Ministry of Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway which is a priority for the development of the Ninth Line Lands.</p>
<p>2. All decisions on transit planning and investment will be made according to the following criteria:</p>	<p>The Region and the City have planned the Ninth Line Lands to achieve transit-supportive densities and provide a mix of residential, office, institutional, and commercial development. The City's Official Plan</p>

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<p>□ .d) expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;</p> <p>e) facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;</p> <p>f) increasing the modal share of transit; and</p> <p>g) contributing towards provincial greenhouse gas emissions reduction targets.</p>	<p>Amendment for the Ninth Line Lands is also designed to facilitate linkages between nearby neighbourhoods to the east and the proposed Transitway stations. The development of the Ninth Line Lands will increase the modal share of transit; and contribute towards provincial greenhouse gas emissions reduction targets.</p>
<p>4. Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning□ .</p>	<p>The planning for the Ninth Line Lands has established active transportation networks including a linked trail system that are a fundamental component of the transportation system.</p>
3.2.5 Infrastructure Corridors	
<p>2. The planning, location, and design of planned corridors and the land use designations along these corridors will support the policies of this Plan; in particular that development is directed to settlement areas.</p>	<p>The Region and the City have worked closely with the Ministry of Transportation with respect to the planning for the 407 Transitway and the related land use designations.</p>
3.2.6 Water and Wastewater Systems	
<p>1. Municipalities should generate sufficient revenue to recover the</p>	<p>The cost of infrastructure has been assessed through a fiscal impact analysis.</p>

Table 1: Growth Plan, 2017 Policy Review	
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full cost of providing and maintaining municipal water and wastewater systems.	
<p>2. Municipal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:</p> <p>a) the system will serve growth in a manner that supports the achievement of the minimum intensification and density targets in this Plan;</p> <p>b) a comprehensive water or wastewater master plan or equivalent, informed by watershed planning has been prepared.</p> <p>c) plans have been considered in the context of applicable Agreements or provincial legislation or strategies.</p>	<p>The Ninth Line / 407 Transit way area will be serviced with an expansion of the Peel Region Water Distribution & Wastewater Systems into the subject lands. Services will be integrated with the existing Master Plans for Peel Region's Water and Wastewater Systems.</p> <p>Peel Region operates a municipal Lake Ontario based water and wastewater system that services the entirety of its Urban Service area. The serviced lands within the Ninth Line Lands are within the Lake Ontario watershed. System expansion within this area is in keeping with Great Lakes legislation and international / state-provincial agreements. Treated wastewater effluent disposal is via Peel's wastewater treatment plans to Lake Ontario.</p> <p>No communal systems are required for this area. System expansion planning for these lands will be in accordance with the Provincial Policy Statement hierarchy of servicing, i.e. integrated municipal water and wastewater services are the first consideration and the approach that will be implemented on these lands. The Region's Water & Wastewater Master Plan process is a coordinated systems approach that shares servicing within Peel's lower tier municipalities (Mississauga, Brampton & Caledon).</p>
3.2.7 Stormwater Management	
<p>2. Proposals for large-scale development proceeding by way of a secondary plan will be supported by a stormwater management plan or equivalent, that:</p> <p>a) is informed by a subwatershed plan or equivalent;</p> <p>b) incorporates an integrated treatment approach to minimize stormwater flows and</p>	<p>The Ninth Line Lands Stormwater Management (SWM) plan is based on a scoped subwatershed scale assessment of the Sixteen Mile Creek Tributary subwatershed which services the area. The SWM plan has involved an integrated assessment of the area's hydrology and hydraulics to establish criteria to protect on-site and off-site properties from flooding and erosion risks due to planned urbanization. Furthermore, the SWM plan has developed strategies to meet Provincial objectives with respect to water quality treatment and thermal impact mitigation through the application of both end-of-pipe SWM facilities, as well as Low Impact Development Best Management Practices (LID BMPs) and Green Infrastructure (GI), consistent with City of</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;</p> <p>c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and</p> <p>d) aligns with the stormwater master plan for the settlement area, where applicable.</p>	<p>Mississauga practices. The SWM plan has also considered resiliency planning needs associated with climate change.</p>
3.2.8 Public Service Facilities	
<p>1. Planning for public service facilities, land use planning and investment in public service facilities will be co-ordinated to implement this Plan.</p> <p>5. Municipalities will collaborate and consult with service planning, funding, and delivery sectors to facilitate the co-ordination and planning of community hubs and other public service facilities.</p>	<p>The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands. This has included consideration of public service facility requirements in consultation with Regional and City departments and other public agencies.</p>
<p>2. Public service facilities and public services should be co-located in community hubs and integrated to promote cost-effectiveness.</p> <p>6. New public service facilities, including hospitals and schools, should be located in settlement areas and</p>	<p>The City's Official Plan Amendment provides opportunities for the co-location of public services easily accessible by active transportation and transit, in particular a community centre is proposed in the southern portion of the Ninth Line Lands.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
preference should be given to sites that are easily accessible by active transportation and transit, where that service is available.	
4. Protecting What is Valuable	
4.2.1 Water Resource Systems	
3. Decisions on allocation of growth and planning for water, wastewater, and stormwater infrastructure will be informed by applicable watershed planning. Planning for designated greenfield areas will be informed by a subwatershed plan or equivalent.	Planning for the Ninth Line Lands has been based on a scoped subwatershed scale assessment of the Sixteen Mile Tributary subwatershed which services the area.
4.2.2 Natural Heritage System, 4.2.3 Key Hydrologic Features, Key Hydrologic Areas and Key Natural Heritage Features, 4.2.4 Lands Adjacent to Key Hydrologic Features and Key Natural Heritage Features	
1. The Province will map a Natural Heritage System for the GGH to support a comprehensive, integrated, and long-term approach to planning for the protection of the region's natural heritage and biodiversity. The Natural Heritage System mapping will exclude lands within settlement areas boundaries that were approved and in effect as of July 1, 2017.	The Draft Provincial Natural Heritage System (NHS) does not include lands within the Ninth Line Lands and, also given the intent that the lands will be included in the settlement area, the policies in Sections 4.2.2.1 □ 5, 4.2.2.7, 4.2.3, and 4.2.4 are not applicable.
6. Beyond the Natural Heritage System, including within settlement areas, the municipality: a) will continue to protect	Official Plans and other natural heritage plans in the area from the City of Mississauga, Region of Peel, Town of Milton or Region of Halton do not identify a NHS in the study area either. However, the Ninth Line Lands Official Plan Amendment and Subwatershed Study evaluated the natural environment within the study area

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>other natural heritage features in a manner that is consistent with the PPS; and</p> <p>b) may continue to protect any other natural heritage system or identify new systems in a manner consistent with the PPS.</p>	<p>and identified a NHS based on a systems approach as discussed above. The NHS will be protected in accordance with PPS, and the policies of the Region of Peel and City of Mississauga Official Plans, as well as the City's Official Plan Amendment for the Ninth Line Lands.</p>
4.2.5 Public Open Space	
<p>1. Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, within the GGH that:</p> <p>a) clearly demarcates where public access is and is not permitted;</p> <p>b) is based on a co-ordinated approach to trail planning and development; and</p> <p>c) is based on good land stewardship practices for public and private lands.</p> <p>2. Municipalities are encouraged to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public</p>	<p>As part of the City's Official Plan Amendment for the Ninth Line Lands, in addition to the NHS and proposed trail system, a major community park and additional parkland related to a heritage building have been identified. The plan for the Ninth Line land addresses the criteria in Section 4.2.5.1. The policies also provide for urban agriculture, rooftop gardens, and communal courtyards.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
parks.	
Section 4.2.6 Agricultural System	
1. The Province will identify an Agricultural System for the GGH.	The Province has now approved the Agricultural System for the GGH. The Agricultural System does not include lands within the Ninth Line Lands and, also given the intent that the lands will be included in the settlement area, the policies in Section 4.2.6 are not applicable.
Section 4.2.7 Cultural Heritage Resources	
1. Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.	The City has identified a number of cultural heritage resources in the Ninth Line Lands which will be protected in accordance with the City's policies and protocols under the Heritage Act and the Planning Act.
2. Municipalities will work with stakeholders, as well as First Nations and Metis communities, in developing and implementing official plan policies and strategies for the identification, wise use and management of cultural heritage resources.	The Region and City consulted extensively with stakeholders through the process of preparing the Official Plan Amendment for the Ninth Line Lands, including the First Nations and Metis communities.
3. Municipalities are encouraged to prepare archaeological management plans and municipal cultural plans and to consider them in their decision-making.	An archaeological assessment of the Ninth Line Lands was carried out as part of the background analysis on which the Official Plan Amendment for the Ninth Line Lands was based. The report, "Developable Land Assumptions for the Ninth Line Corridor, City of Mississauga, Regional Municipality of Peel: Archaeological Context", was prepared by AMEC Environment & Infrastructure dated April 21, 2014.
Section 4.2.8 Mineral Aggregate Resources	
1. Municipalities will develop and implement official plan policies and other strategies to conserve mineral aggregate resources.	The Ninth Line Lands have no identified mineral aggregate resources as such the policies of Section 4.2.8 are not applicable.
Section 4.2.9 A Culture of Conservation	
1. Municipalities will	The Region and the City Official Plans and other related

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>develop and implement official plan policies and other strategies in support of the following conservation objectives:</p> <ul style="list-style-type: none"> a) Water conservation□ . b) Energy conservation□ . c) Air quality improvement and protection□ . d) Integrated waste management□ . <p>2. Municipalities should develop excess soil reuse strategies as part of planning for growth and development.</p> <p>3. Municipal planning policies and relevant development proposals will incorporate best practices for the management of excess soil generated and fill received during development and site alteration, including infrastructure development□ .</p>	<p>strategies which are applicable to the Ninth Line Lands provide the policies and other strategies to support the conservation objectives identified.</p>
Section 4.2.10 Climate Change	
<p>1. Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change</p>	<p>The Region and the City Official Plans and other related strategies which are applicable to the Ninth Line Lands provide the policies and other strategies to address the reduction of greenhouse gas emissions and climate change adaptation goals.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
adaptation goals, aligned with the Ontario Climate Change Strategy, 2015 and the Climate Change Action Plan, 2016□ .	

Attachment #1

Hemson Consulting Ltd., Memorandum Shaping Ninth Line Updated Growth Management Analysis: Growth Plan 2017, February 7, 2018

30 St. Patrick Street, Suite 1000, Toronto, Ontario, Canada M5T 3A3
Facsimile (416) 595-7144 Telephone (416) 593-5090
e-mail: hemson@hemson.com

MEMORANDUM

To: Liz Howson, Macaulay Shiomi Howson

From: Russell Mathew and Lara Nelson, Hemson Consulting Ltd.

Date: February 7, 2018

Re: Shaping Ninth Line
Updated Growth Management Analysis: Growth Plan, 2017

Hemson Consulting Ltd. was retained to provide technical input to the Ninth Line Corridor Review, Shaping Ninth Line, being undertaken by a multi-disciplinary team jointly for the City of Mississauga and the Region of Peel, led by Macaulay Shiomi Howson (MSH). Analyses have been undertaken regarding developable land assumptions, population and employment capacity, draft and preferred growth options and the associated growth management policy and land budget implications of the greenfield expansion and growth concept. A Shaping Ninth Line, Growth Management Report was prepared, dated May 16th, 2017. The Growth Management Report, among other matters, addressed policies and targets of the *Growth Plan for the Greater Golden Horseshoe* (the *Growth Plan*), 2006 (as amended in 2013), particularly as relates to meeting minimum expectations for intensification and density and expansion of settlement areas.

The Province released an updated *Growth Plan*, which came into effect on July 1, 2017 and which, among other matters, revised policy direction for intensification and density, increasing the minimum targets that upper- and single-tier municipalities in the Greater Golden Horseshoe, including the Region of Peel, are required to plan to achieve. Given the new *Growth Plan*, the Region has updated its growth management program, through the Peel 2041 ROPA, and it became necessary to review some of the

assumptions and analysis related to the greenfield expansion and preferred land use concept for Ninth Line. This memorandum provides the results of that review and addresses key revised *Growth Plan* policies and implications for Ninth Line, concluding the following:

- The “Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041” and associated Peel 2041 ROPA, received by Council on October 26, 2017, plans for Ninth Line and *all* lands within Peel, on the basis of the Schedule 3 forecasts and associated region-wide land needs to a 2041 horizon, planned to meet the suite of *Growth Plan*, 2017 policies and higher minimum targets for intensification and density.
- Ninth Line will help the City of Mississauga to meet its growth forecasts under the Peel 2041 ROPA, while also providing opportunities for higher density ground-oriented development¹, for which there is limited opportunity in the City. At the same time, Mississauga’s intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the *Growth Plan*, 2017.
- The Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum designated greenfield area (DGA) density target as well as the 160 residents and jobs per ha minimum around the MTSA’s, under the *Growth Plan*, 2017. Changes to how DGA density is measured under the revised *Growth Plan* results in an increase to the planned density of Ninth Line, from 82 to 87 residents and jobs per ha, which could be achieved within a 2031 timeframe. Over the longer-term to 2041, if built-out to the ultimate development scenario for Ninth Line, a density greater than 100 persons and jobs per ha over the measurable DGA lands could be achieved.
- It is recommended that the City and Region proceed with the ROPA and local official plan amendments to bring the Ninth Line lands into the urban boundary and secondary planning process.

¹ Higher density ground-oriented development in this case is stacked row houses, back-to-back rows, stacked back-to-back rows and low-rise apartments; as distinct from the high density high-rise development in the Urban Growth Centre and other growth nodes.

1. Ninth Line Preferred Growth Concept

The Shaping Ninth Line planning process resulted in the development of a preferred land use and growth concept for Ninth Line, which:

- would accommodate approximately 3,500 housing units, 8,500 residents and 510 job;
- provides for medium and high density residential areas, comprising row houses and apartments;
- includes mixed use areas with residential and commercial employment opportunities;
- provides for higher order transit;
- plans for an overall minimum density target of 82 residents and jobs per gross ha;
- plans for a minimum density target of 160 residents and jobs per ha around transit station areas;
- provides for well-located business employment lands in proximity to 400-series highways; and,
- protects natural heritage and flood plain features.

The associated growth management analysis concluded that:

- Development of the Ninth Line lands would give Mississauga a better prospect of meeting its growth targets to 2031 with a land use concept that included an appropriate density and mix of housing to support Provincial, Regional and City policies seeking denser and more intensified development.
- Higher density ground-oriented units, such as row houses and stacked row houses, of which there is very limited available land supply in Mississauga, particularly in a greenfield setting, would help meet demand for those households not seeking the high-rise apartment forms which now dominate the Mississauga market.
- ROPA 24, which implemented Peel growth management matters and *Growth Plan* conformity, anticipated that there would be urban boundary expansions as part of planning for growth within the period to 2031; and while most of this was for greenfield ground-related housing and employment land development in Caledon, Ninth Line in Mississauga equally qualified.
- The planned density of 82 persons and jobs per ha would affect a very small increase in the overall planned greenfield density in Peel at 50 persons and jobs

per ha; however while this is higher density development typically associated with intensification, it is outside of the built-up area, as defined by the *Growth Plan*. Because of this, Mississauga's intensification rate for the 2016 to 2031 period planned at 97% without Ninth Line became 86% with the addition of Ninth Line. Similarly, the Region's intensification rate for the same period, planned at 48%, became 44% with the inclusion of Ninth Line as planned in the preferred growth concept. This rate is still well above the 40% minimum intensification target, under the *Growth Plan* policies that were in effect at the time the growth concept and growth management analysis for Ninth Line were prepared.

2. Growth Plan, 2017

The growth management analysis underpinning the Shaping Ninth Line process and the development of the preferred growth concept was undertaken within the provincial and Peel regional policy framework for managing growth, originally planned for within the context of ROPA 24, which was to bring the Region's growth management policies and targets into conformity with the *Growth Plan*, 2006. The development of the preferred growth concept was undertaken cognizant of the, then draft, *Growth Plan*, 2017, and the lands were planned to meet or exceed the minimum expectations for density and intensification in effect at the time.

The *Growth Plan*, 2017 revised Provincial growth management expectations, such that:

- The intensification target for upper- and single-tier municipalities was increased from a minimum of 40% of residential development occurring annually within the built-up area; to a minimum 50% occurring within delineated built-up areas, from the time of the next municipal comprehensive review (MCR); and, to 60% by 2031 and each year thereafter.
- The minimum density targets for designated greenfield areas (DGA) were also increased. For upper- and single-tier municipalities in the GTAH, the minimum 50 residents and jobs per ha measured across the entire DGA was revised to a minimum 60 residents and jobs per ha from the time of the next MCR; and, a minimum 80 residents and jobs per ha within the horizon of the *Growth Plan*, now 2041. The direction for how DGA density is measured was also revised, with employment areas and jobs on employment area lands no longer being included in the density calculations.

- The *Growth Plan*, 2017 also provides more explicit direction for density around major transit station areas (MTSA), requiring that those serviced by light rail transit or bus rapid transit be planned to achieve a minimum density of 160 residents and jobs per ha.
- Since the forecasts contained in Schedule 3 – that all upper- and single-tier municipalities must use as a basis for planning – were extended from 2031 to 2041 through Amendment 2 to the *Growth Plan*, the planning horizon for determining land needs has now also been updated under the *Growth Plan*, 2017. The updated Schedule 3 forecasts for Peel anticipate 130,000 more residents at 2031 than was planned for under ROPA 24; to 2041, the Region is now planning for a population 1,970,000 residents.
- The planning period for land needs has also been revised from twenty years, to the horizon of the *Growth Plan*, currently 2041. Land needs assessments are now also to be undertaken based on a standardized land needs assessment methodology which the Province has currently released in draft.

3. Implications for Peel Region and Ninth Line

Given the Provincial policies now in effect, the Region of Peel has updated its growth management planning work to address the *Growth Plan*, 2017, including allocating the 2041 Schedule 3 forecasts to local municipalities in Peel and updating the associated land budget. The “Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041” and associated Peel 2041 ROPA was received by Peel Regional Council on October 26, 2017. The ROPA establishes growth forecasts and targets for density and intensification that meet the minimum requirements by planning period under the *Growth Plan*, 2017 as described above, and includes the Ninth Line DGA lands, as planned under the preferred growth concept through the Shaping Ninth Line process.

- The location and relative amounts of housing being planned for throughout the entirety of Peel has been updated through the new land budget to 2041. The 48% intensification target under ROPA 24 has been increased, to the effect that 50% of residential growth is planned within the built-up area at 2031; increasing again to 60% from 2031 onward. The residential units on Ninth Line lands figure into these targets.
- There is a change with respect to the overall density of planned development for Ninth Line as a result of updated policy direction for how density is

measured on designated greenfield areas under the *Growth Plan, 2017*. That is, DGA density calculations now exclude employment areas and associated jobs. The Ninth Line growth concept includes 11 ha of employment area lands, with an estimated potential of approximately 430 employment area jobs. Removing these lands and jobs from the density calculation has the effect of increasing the density of the remaining developable Ninth Line lands from 82 residents and jobs per ha; to 87 residents and jobs per ha. This could be even greater if the lands build out to the ultimate scenario over the longer term. At the Peel regional level, the effect of the Ninth Line lands on DGA density is negligible, however it is noted that the planned level of density for Ninth Line significantly exceeds *Growth Plan* minimums, both in the prior *Growth Plan* and the higher targets under the *Growth Plan, 2017*.

- There is no change to the density around MTSA's in the Ninth Line plan area, which were planned to meet the 160 residents and jobs, in the then draft *Growth Plan, 2017*.
- In terms of the overall role of Ninth Line in the land budget for Peel, the Ninth Line lands have been planned to support Mississauga's forecasts and fit within the updated Regional land budget to 2041 under the draft growth management ROPA.
- At such time of the next Regional MCR, Peel will need to undertake a region-wide land needs assessment, consistent with the Provincial land needs assessment methodology, presently released in a draft format for consultation. It is most likely that the application of the Provincial land needs assessment (if the final version does not change substantially from the current draft release), on a region-wide basis to 2041, will result in the need for additional greenfield designations well in excess of those proposed for Ninth Line. Ninth Line, as planned, does not undermine the Region's ability to meet the minimum targets for intensification and density under the *Growth Plan, 2017*, which will ultimately be the targets applied when updating the land budget through the Provincial land needs assessment.

4. Conclusions and Recommendations

The growth concept developed through the Shaping Ninth Line process was prepared such to be in conformity with the range of applicable Provincial, Regional and City plans and policies in effect and anticipated.

- Ninth Line as planned, will help the City of Mississauga to meet its growth forecasts to 2041 as planned under the Peel 2041 ROPA while also providing for higher density ground-oriented development, for which there is limited opportunity in the City. At the same time, the City's intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the *Growth Plan, 2017*.
- Cognizant of the then forthcoming *Growth Plan, 2017*, the Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum DGA density target as well as the 160 residents and jobs per ha minimum around the MTSA's.
- At such time of the next Regional MCR, the Region will need to re-assess and plan for Ninth Line and all lands within Peel based on the Province's standard land needs assessment methodology, which has yet to be finalized.
- In the meantime, it is recommended that the Region and City carry on with the implementation of the Peel 2041 ROPA and local official plan amendments to bring the Ninth Line lands into the urban boundary and secondary planning process.

Attachment #2

DBH Soil Services Inc., Agricultural Impact Assessment Update, February 2018



Via email

Mr. Adrian Smith
Manager of Policy Development
Integrated Planning
Corporate Services Department
Region of Peel
10 Peel Centre Drive
Suite A & B
Brampton, ON
L6T 4B9

February 26, 2018

Mr. Smith:

**Re: Ninth Line Lands
City of Mississauga
Region of Peel**

Minimum Distance Separation (MDS I) Update – Agricultural Facility Number 10

Further to your review and comments provided to Ms. Howson (MSH Plan), DBH Soil Services Inc. provides the following comments for the Minimum Distance Separation (MDS I) calculation for Agricultural Facility Number 10 (as was identified in the AMEC Foster Wheeler – Ninth Line Lands Agricultural Impact Assessment Final Report (August 2016) and subsequently in the DBH Soil Services letter report dated February 12, 2018.

The AMEC Foster Wheeler – Ninth Line Lands Agricultural Impact Assessment Final Report (August 2016) provided Minimum Distance Separation (MDS I) calculations as based on the OMAFRA statement (*Minimum Distance Separation I (MDS I)*, Ontario Ministry of Agriculture, Food and Rural Affairs Publication 707, October 2006 (MDS Formulae). A total of 14 agricultural facilities were identified that were capable of housing livestock and were located within 2000 m of the Subject Lands (as per General Guideline 6, 'For Type A applications apply MDS I for livestock facilities within a 1000 metre radius', and for Type B applications apply MDS I for livestock facilities within a 2000 metre radius). As per General Guideline 36, Type B land uses include applications to rezone or redesignate agricultural lands for residential, institutional, recreational use – high intensity, commercial or settlement area purposes. Type B land uses are typically characterized by uses that have a higher density of human occupancy, habitation or activity.

The AMEC study identified the livestock facilities and provided detail as to the type of livestock, the numbers of livestock and the maximum tillable ha for each facility. The MDS I calculations (and respective mapping) illustrated that the Subject Lands were not impacted by the MDS I arc from any of the livestock facilities.

Shortly after the AMEC study was completed, a newer version of the MDS Guidelines was presented by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) in 2016 in a document titled "*The Minimum Distance Separation (MDS) Document: Formulae and Guidelines for Livestock Facility and Anaerobic Digester Odour Setbacks* (Publication 853, Ontario Ministry of Agriculture, Food and Rural Affairs. 2016)."

DBH Soil Services was retained to complete an update of the AMEC MDS information to the newer OMAFRA Guidelines. The updated assessment of MDS I was completed through a review of the AMEC study and the use of the information provided within the appendix of that study. Detailed information regarding specific livestock facilities including, address, location, type of livestock, size of property (tillable ha) and numbers of livestock were



listed for each livestock facility. It was noted that the data sheet for livestock facility number 10 was not included in the AMEC report. As such, the MDS I calculation for that livestock facility could not be completed. It should also be noted that no additional interviews were completed as part of this updated MDS study. Therefore, the DBH Soil Services Inc. updated MDS study did not provide any revised MDS I calculations for the agricultural facility number 10. As per your request to provide an MDS I calculation for the agricultural facility number 10 as based on MDS I Guideline # 20, I provide the following.

MDS I Guideline # 20 states:

“Design capacity for an MDS I calculation shall include all *unoccupied livestock barns* on a lot in accordance with this Implementation Guideline. First and foremost, the number of *livestock* or the area of *livestock* housing of *unoccupied livestock barns* should be based on information supplied by the farm operator(s) and/or owner(s). Only after concerted, documented effort has been made to obtain information from the farm operator(s) and/or owner(s), but obtaining information was not possible, then the following default Factors apply for *unoccupied livestock barns*:

- Factor A = 1.0
- Factor B is based on 1 *Nutrient Unit*/ 20 m² of area of *livestock* housing (NOTE: Assume the barn is only one-story high if using aerial photography.)
- Factor D = 0.7

However, an MDS I setback is not required when:

- the building has been deemed by a municipal building official, with input from a professional engineer or a consultant knowledgeable about *livestock facilities* where appropriate, as no longer being structurally sound or reasonably capable of housing *livestock*; or
- the portion of the *lot* on which the *unoccupied livestock barn* is located is zoned such that the building shall not be used for housing *livestock*; or
- the floor area of the *unoccupied livestock barn* is < 100 m².”

A review of Google Earth, Birds Eye and the Region of Peel online imagery was used in the assessment. Figure 1 represents agricultural facility number 10 (Google Earth Image). As evidenced in this figure agricultural facility number 10 appears to be a bank barn with an intact roof (with approximate dimensions of 19m x 18m (342 m²). Immediately adjacent to the barn is an open topped silo. There appear to be no livestock, no manure storage, no livestock yard or pens. The vegetation immediately adjacent to the barn appears to be growing well, suggesting that there are no livestock in the facility and that there is no use of the barn.

As per Guideline #20 a Factor A = 1.0, Factor B = 228.4 (as based on design capacity of 34.2 NU (Table 2. Factor



B (Nutrient Units Factor, MDS 2016))), Factor D of 0.7 and the encroachment factor (Factor E) of 2.2. The calculated MDS I arc is 352 m, as the minimum distance from both the closest part of the barn and the manure storage.

Figure 1 – Google Earth Image of Agricultural Facility #10



All MDS I calculations were completed with the AgriSuite – Ontario Agricultural Planning Tools Suite Version 3.4.0.18.

Table I presents the livestock type associated with each agricultural facility and the calculated MDS I values (in metres) for each agricultural facility.

MDS (2016) calculation sheets (complete with MDS I values) are provided in Appendix A.



Legend

- 9 Agricultural Facility Number
- 9 Agricultural Facility
- Electric Transmission Line (MNR)
- +—+— Railway (MNR)
- Roads (MNR)
- - - 1.5 km Buffer Zone
- Municipal Boundary
- Subject Lands
- Minimum Distance Separation (MDS I Calculated Arc)

Figure 2

Minimum Distance Separation (MDS I Calculations)

DBH Soil Services Inc
February 2018



Table I – Minimum Distance Separation I (MDS I)

Agricultural Facility	Livestock Type	MDS I (Barn) In metres	MDS I (Manure Storage) In metres
1	Beef, Chickens, Swine	433	433
2	Beef	216	216
3	Beef, Sheep	331	331
5	Beef	331	331
6	Horses	363	363
7	Beef	452	452
9	Beef	562	562
10	Unknown	352	352
11	Rabbits, Chickens, Turkeys	222	222
15	Beef	241	241
16	Beef, Sheep, Chickens, Rabbits	275	275
17	Sheep	162	162
19	Beef	237	237
21	Sheep	243	243

Figure 2 illustrates the approximate location of the Subject Lands, the approximate locations of agricultural facilities with calculated MDS I arcs from each of the agricultural facilities that were capable of housing livestock. As illustrated on Figure 2, no MDS I arcs impinge on the Subject Lands. Therefore there are no impacts to adjacent agricultural livestock facilities with respect to MDS I as a result of the potential land use designation changes within the Ninth Line Lands.

Therefore, it has been illustrated that a recalculation of MDS I arcs in the newer (MDS 2016) guidelines has resulted in the confirmation that there are no impacts from the proposed change in land use designation on adjacent livestock barns/facilities. Therefore, “the *settlement area* to be expanded is in compliance with the *minimum distance separation formulae*.”

This is a similar conclusion as was presented in the AMEC report (August 2016).

I trust this information is helpful. Should you have any questions or concerns, please feel free to contact me at your earliest convenience at 519-578-9226.

Sincerely

DBH Soil Services Inc.

Dave Hodgson, P. Ag
President

APPENDIX A

Minimum Distance Separation I Data Sheets

Description: Region of Peel - Ninth Line Lands

Application Date: Wednesday, February 07, 2018

Municipal File Number:

Proposed Application: Other Type B land use
Type B Land Use

Applicant Contact Information
Not Specified

Location of Subject Lands

Regional Municipality of Peel, City of Mississauga

Roll Number:  

Calculation Name: *Farm 1*

Description: April 2014 - 4 empty facilities

Farm Contact Information

15625 Steeles Ave West
Halton Hills, ON, Canada L0P 1K0

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills
ESQUESING, Concession: 10, Lot: 1

Roll Number: 2415070001412000000

Total Lot Size: 120 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	27	27.0	125 m ²
Solid	Beef, Backgrounders (7 - 12.5 months), Yard/Barn [Livestock barn is currently unoccupied]	10	3.3	37 m ²
Solid	Chickens, Broilers [Livestock barn is currently unoccupied]	500 m ²	20.2	500 m ²
Solid	Swine, Sows with litter, dry sows/boars [Livestock barn is currently unoccupied]	22	6.3	61 m ²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3, Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 56.8

Potential Design Capacity (NU): 170.3

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.74	X	380.45	X	0.7	X
				2.2	
				=	
				433 m (1421 ft)	TBD
				Storage Base Distance 'S'	
				(minimum distance from manure storage)	(actual distance from manure storage)
				433 m (1421 ft)	TBD

Calculation Name: *Farm 10*

Description:

Farm Contact Information

Not Specified

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton

Concession: 9, Lot: 12

Roll Number: 240909008003200

Total Lot Size: 16 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Unoccupied Livestock Barn, -	342 m ²	17.1	342 m ²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.


Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 17.1

Potential Design Capacity (NU): 34.2

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
1.0	X	228.4	X	0.7	X
				2.2	
				=	
				352 m (1154 ft)	TBD

Storage Base Distance 'S'	(minimum distance from manure storage)	(actual distance from manure storage)
352 m (1154 ft)		TBD

 The calculated setback is based on assumptions for an unoccupied barn or unused storage that may not reflect the actual design capacity.

Calculation Name: *Farm 11*

Description: April 2014 - Operating Facility

Farm Contact Information

Carito/Scaramozzino
13761 Derry Road
Milton, ON, Canada L9T 7J9
Phone #1: 905-875-2064

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton
TRAFALGAR, Concession: 11, Lot: 8
Roll Number: 2409090090023100000
Total Lot Size: 3 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Rabbits, Breeding females (including males, replacements & market animals), 1 Tier Cages	400	10.0	721 m ²
Solid	Chickens, Broilers	150 m ²	6.0	150 m ²
Solid	Turkeys, Toms (day olds to over 10.8 to 20 kg; 14.5 kg is typical)	75	1.0	24 m ²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 17.0

Potential Design Capacity (NU): 17.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F'	(actual distance from livestock barn)
0.76	X	190.16	X	0.7	X
				2.2	
				=	
				222 m (729 ft)	TBD

Storage Base Distance 'S'	(minimum distance from manure storage)	(actual distance from manure storage)
222 m (729 ft)		TBD

Calculation Name: *Farm 15*
Description: April 2014 - Empty Facility

Farm Contact Information

 5521 8th Line
Milton, ON, Canada

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton

TRAFALGAR, Concession: 9, Lot: 4

Roll Number: 2409090075501000000

Total Lot Size: 10 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	16	16.0	74 m ²



The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 16.0

Potential Design Capacity (NU): 32.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X 224	X 0.7	X 2.2	= 241 m (792 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
241 m (792 ft)	TBD

Calculation Name: *Farm 16*
Description: April 2014 - Operating Facility

Farm Contact Information

 Carlos
5117 8th Line
Milton, ON, Canada

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton

TRAFALGAR, Concession: 9, Lot: 1

Roll Number: 2409007002400000000

Total Lot Size: 40 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Rabbits, Breeding females (including males, replacements & market animals), 1 Tier Cages	20	0.5	36 m ²
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn	10	10.0	46 m ²
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m ²

Solid	Chickens, Broilers	200 m ²	8.1	200 m ²
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 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 23.6

Potential Design Capacity (NU): 47.1

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	254.26	X	0.7	X
				2.2	
				=	
				275 m (902 ft)	TBD
Storage Base Distance 'S'					
				(minimum distance from manure storage)	(actual distance from manure storage)
				275 m (902 ft)	TBD

Calculation Name: *Farm 17*

Description: April 2014 - Operating Facility

Farm Contact Information

Tony Martus
1277 East Lower Base Line Road
Milton, ON, Canada L0P 1E0
Phone #1: 905-230-4202

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton
TRAFALGAR, Concession: 8, Lot: 1
Roll Number: 2409090078700000000
Total Lot Size: 120 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m ²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 5.0

Potential Design Capacity (NU): 5.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	150	X	0.7	X
				2.2	
				=	
				162 m (531 ft)	TBD
Storage Base Distance 'S'					
				(minimum distance from manure storage)	(actual distance from manure storage)
				162 m (531 ft)	TBD

Calculation Name: *Farm 19*

Description: April 2014 - Empty Facility

Farm Contact Information

1285 Burnhamthorpe Road East
Oakville, ON, Canada L6H 7B3

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Oakville
TRAFALGAR, Concession: 2 NORTH OF DUNDAS STREET, Lot: 8
Roll Number: 2401010020017000000
Total Lot Size: 2 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	30	30.0	139 m ²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 30.0

Potential Design Capacity (NU): 30.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)	
0.7	X	220	X	2.2	=	
					237 m (778 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
237 m (778 ft)	TBD

Calculation Name: *Farm 2*
Description: April 2014 - Empty Facility

Farm Contact Information
 Banducci
 7876 Tenth Line
 Halton Hills, ON, Canada L0P 1W0
 Phone #1: 905-826-6226

Location of existing livestock facility or anaerobic digester
 Regional Municipality of Halton, Town of Halton Hills
 TRAFALGAR, Concession: 10, Lot: 3 and 15
 Roll Number: 241509008009600000
 Total Lot Size: 4 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	20	20.0	93 m ²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 20.0

Potential Design Capacity (NU): 20.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)	
0.7	X	199.99	X	2.2	=	
					216 m (707 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
216 m (707 ft)	TBD

Calculation Name: *Farm 21*
Description: April 2014 - Empty Facility

Farm Contact Information

5414 Eighth Line
Milton, ON, Canada

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton

TRAFALGAR, Concession: 8, Lot: 3

Roll Number: 2409090070045000000

Total Lot Size: 8 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access [Livestock barn is currently unoccupied]	130	16.3	181 m ²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 16.3

Potential Design Capacity (NU): 32.5

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	Storage Base Distance 'S' (minimum distance from manure storage)
0.7	X	225	X	0.7	X
				2.2	
				=	
				243 m (796 ft)	TBD
					243 m (796 ft)
					TBD

Calculation Name: *Farm 3*
Description: April 2014 operating facility

Farm Contact Information

Hustler
Sylvan Oak Farms (Heritage Site)
7564 Tenth Line W
Mississauga, ON, Canada L5N 3W7
Phone #1: 905-824-2288

Location of existing livestock facility or anaerobic digester

Regional Municipality of Peel, City of Mississauga

TRAFALGAR, Concession: 10, Lot: 14

Roll Number: 2105150080092000000

Total Lot Size: 22 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn	40	40.0	186 m ²
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m ²



The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 45.0

Potential Design Capacity (NU): 90.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	306.81	X	0.7	X
				2.2	
				=	
				331 m (1085 ft)	TBD
				Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
				331 m (1085 ft)	TBD

Calculation Name: **Farm 5**

Description: April 2014 Empty Facility

Farm Contact Information

15345 Steeles Ave
Halton Hills, ON, Canada

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills

ESQUESING, Concession: 10, Lot: 1

Roll Number: 2415070001417000000

Total Lot Size: 44 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	30	30.0	139 m ²



The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 30.0

Potential Design Capacity (NU): 90.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	306.81	X	0.7	X
				2.2	
				=	
				331 m (1085 ft)	TBD
				Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
				331 m (1085 ft)	TBD

Calculation Name: **Farm 6**

Description: April 2014 Empty Facility


Farm Contact Information

Guglietti
8278 Ninth Line
Halton Hills, ON, Canada L0P 1K0

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills

ESQUESING, Concession: 9, Lot: 2

Roll Number: 2415 

Total Lot Size: 33 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Horses, Medium-framed, mature; 227 - 680 kg (including unweaned offspring)	40	40.0	929 m ²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 40.0

Potential Design Capacity (NU): 120.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	336.55	X	0.7	X
				2.2	=
				363 m (1190 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
363 m (1190 ft)	TBD

Calculation Name: *Farm 7*

Description: April 2014 - Empty Facility

Farm Contact Information

Song Corporation
14829 Steeles Ave
Halton Hills, ON, Canada L0P 1E0

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills
ESQUESING, Concession: 9, Lot: 1

Roll Number: 2415070001420000000

Total Lot Size: 108 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	75	75.0	348 m ²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 75.0

Potential Design Capacity (NU): 225.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	419.38	X	0.7	X
				2.2	=
				452 m (1483 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
452 m (1483 ft)	TBD

Calculation Name: **Farm 9**

Description: April 2014 - Empty

Farm Contact Information

 14920 Steeles Ave W
 Halton Hills, ON, Canada L0P 1E0

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills

TRAFALGAR, Concession: 9, Lot: 15

Roll Number: 2415090080100000000

Total Lot Size: 20 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	420	420.0	1,951 m ²



The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 420.0

Potential Design Capacity (NU): 420.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	=	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X 521.77	X 0.7	X 2.2	=	562 m (1845 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
562 m (1845 ft)	TBD

Preparer Information

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 Signature of Preparer: _____ Date: _____
 Dave Hodgson, President

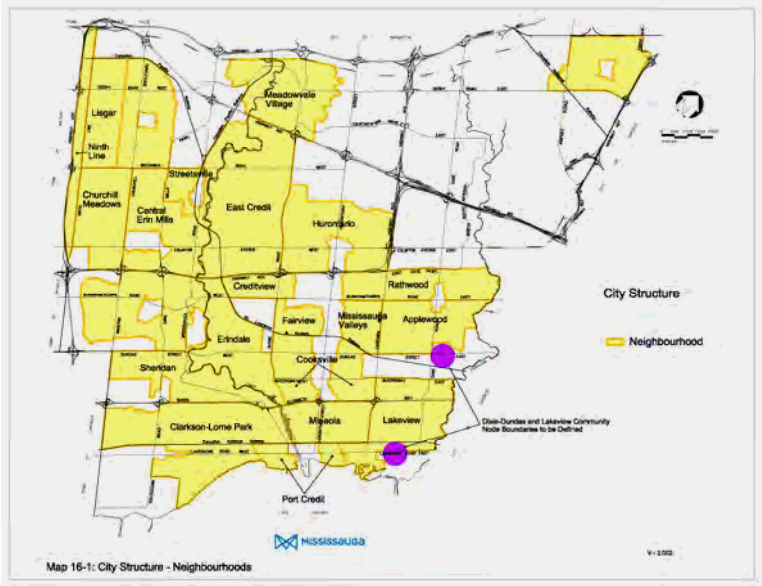
NOTE TO THE USER:

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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 <input type="checkbox"/> Designated Greenfield Area <input type="checkbox"/> 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 <u>and in the Ninth Line Neighbourhood Character Area</u> 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 <u>Highway 407</u></td><td>Erin Mill Pkwy.</td><td>Peel</td><td>36 m</td></tr><tr><td>Derry Rd. W.</td><td>Ninth Line <u>Highway 407</u></td><td>Danton Promenade</td><td>Peel</td><td>36 m</td></tr><tr><td>Eglinton Ave.</td><td>Ninth Line <u>Highway 407</u></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 <u>Highway 407</u>	Erin Mill Pkwy.	Peel	36 m	Derry Rd. W.	Ninth Line <u>Highway 407</u>	Danton Promenade	Peel	36 m	Eglinton Ave.	Ninth Line <u>Highway 407</u>	Winston Churchill Blvd. W.	Mississauga	30 m
Street	From	To	Jurisdiction	R-O-W																		
Britannia Rd. W.	Ninth Line <u>Highway 407</u>	Erin Mill Pkwy.	Peel	36 m																		
Derry Rd. W.	Ninth Line <u>Highway 407</u>	Danton Promenade	Peel	36 m																		
Eglinton Ave.	Ninth Line <u>Highway 407</u>	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 8: Create a Multi-Modal City												
Table 8-2: Road Classification □ Major Collectors	The expansion of the Mississauga Official Plan planning area to include the Ninth Line lands has resulted in the identified Major Collector classification limits to be expanded west from Ninth Line to Highway 407	That Table 8-2: Road Classification □ Major Collectors be amended as follows: <table><tr><td>Street</td><td>From</td><td>To</td><td>Jurisdiction</td><td>R-O-W</td></tr><tr><td>Argentia Road</td><td>Highway 407</td><td>Creditview Rd.</td><td>Mississauga</td><td>26m</td></tr></table>	Street	From	To	Jurisdiction	R-O-W	Argentia Road	Highway 407	Creditview Rd.	Mississauga	26m
Street	From	To	Jurisdiction	R-O-W								
Argentia Road	Highway 407	Creditview Rd.	Mississauga	26m								
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	That Section 16.1 Introduction, be amended as follows: There are <u>223</u> Neighbourhoods in Mississauga:										

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
* Amendment Key: Deletions are shown as strikeouts ; additions are <i>italicized and underlined</i> .		
	Ninth Line Character Area should be identified as an additional Neighbourhood.	Add <u>Ninth Line</u>
Map 16-1:City Structure - Neighbourhoods	As noted above, Map 16-1 should be amended to identify Ninth Line as an additional neighbourhood.	<p>That Section 16.1 Introduction, Map 16-1:City Structure - Neighbourhoods be replaced with the following:</p> 
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	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><u>italicized and underlined</u></i> .		
	the Ninth Line Character Area. Area specific policies which reflect the results of this process should be incorporated into the Official Plan in a new section 16.24	
Schedules		
Schedule 1 Urban System	Removal of the ☐Special Study Area☐title and identification Add: <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	Removal of the ☐Special Study Area☐title and identification Add ☐Green System☐	That Schedule 1a be amended as shown in Appendix 4, Map `B'.
Schedule 1b Urban System ☐	Removal of the ☐Special Study Area☐title and	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>italicized and underlined</i> .		
City Structure	<p>identification</p> <p>Add Neighbourhood</p>	
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 	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> .		
	<p>Green Spaces□ and</p> <ul style="list-style-type: none"> • □Natural Hazards□ 	
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 	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> .		
	407	
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 proposed Argentia Road and Derry and</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> .		
	Britannia Roads and Eglinton Avenue west from Ninth Line to Highway 407	
Schedule 9 Character Areas	<p>Removal of the Special Study Area title and designation</p> <p>Add Neighbourhood, Character Area boundary and title Ninth Line NHD</p>	That Schedule 9 be amended as shown in Appendix 4, Map 'L'.
Schedule 10 Land Use Designations	<p>Removal of the Special Study Area title and identification</p> <p>Add land use designations including the existing Parkway Belt West land use designation</p> <p>Identify on Maps M1-M3 the future land use designations once the Parkway Belt West land use designation is removed</p>	That Schedule 10 be amended as shown in Appendix 4, Maps 'M1' to 'M3'.

K:\PLAN\POLICY\GROUP\2017 Character Areas\Shaping Ninth Line\Corporate Reports\June18_2018_RecommendationReport_SNL\APPENDIX 6- Modification Table for MOP - Ninth Line MOP _June 18, 2018.docx

16.20 Ninth Line

16.20.1 Ninth Line Neighbourhood Character Area

16.20.1.1 The Ninth Line Neighbourhood Character Area will be planned to achieve a minimum density of 82 residents and jobs combined per hectare, on all lands where development is permitted. .

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.

16.20.2 Urban Design Policies

16.20.2.1 Vision

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

16.20.2.2 Community Design

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

16.20.2.2.1 Land Use and Built Form

Planning in the area will be based on the following land use and built form principles:

- a. provide a mix of housing to accommodate people with diverse housing preferences and socioeconomic needs. This also includes housing which is affordable as outlined in the City's housing strategy;
- b. provide a diversity of employment opportunities to meet current and future needs;
- c. provide a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors;
- d. work in collaboration with the school board (s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process.

- e. schools will be combined with another permitted use on the same lot to create a compact urban form.
- f. recognize the significance of cultural heritage sites and landscapes including the natural heritage system;
- g. support transit, and active transportation as key components of the transportation network;
- h. complement existing and future transportation facilities including taller, more compact, mixed use buildings at the 407 Transitway stations;
- i. demonstrate distinct and appropriate design of all buildings, streets and open spaces; and
- j. provide appropriate transition to neighbourhoods to the east.

16.20.2.2.2 Connections

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

- a. a network of trails that link open spaces and key destinations, and trail networks beyond the Ninth Line Lands;
- b. safe pedestrian crossings of Ninth Line;
- c. key access points;
- d. pedestrian supportive streets; and
- e. integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other roads.

16.20.2.2.3 Parks, Open Spaces and Natural Heritage

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

- a. creates a well-connected and sustainable natural heritage system;
- b. provides a variety of parks and open spaces for all ages and abilities including those which encourage passive and active use in all seasons,

promote unique experiences and educational opportunities, and incorporate naturalized areas; and

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

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, having regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study.

16.20.2.5 Public Open Space

16.20.2.5.1 Public Open Space should be located adjacent to Ninth Line and/or on lands designated Greenlands. Access to these areas will be maximized.

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

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. Once the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. Once the PBWP is amended the land use designations shown on Reference Maps (M1-M3) will come into force and effect without further amendment to this Plan.

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

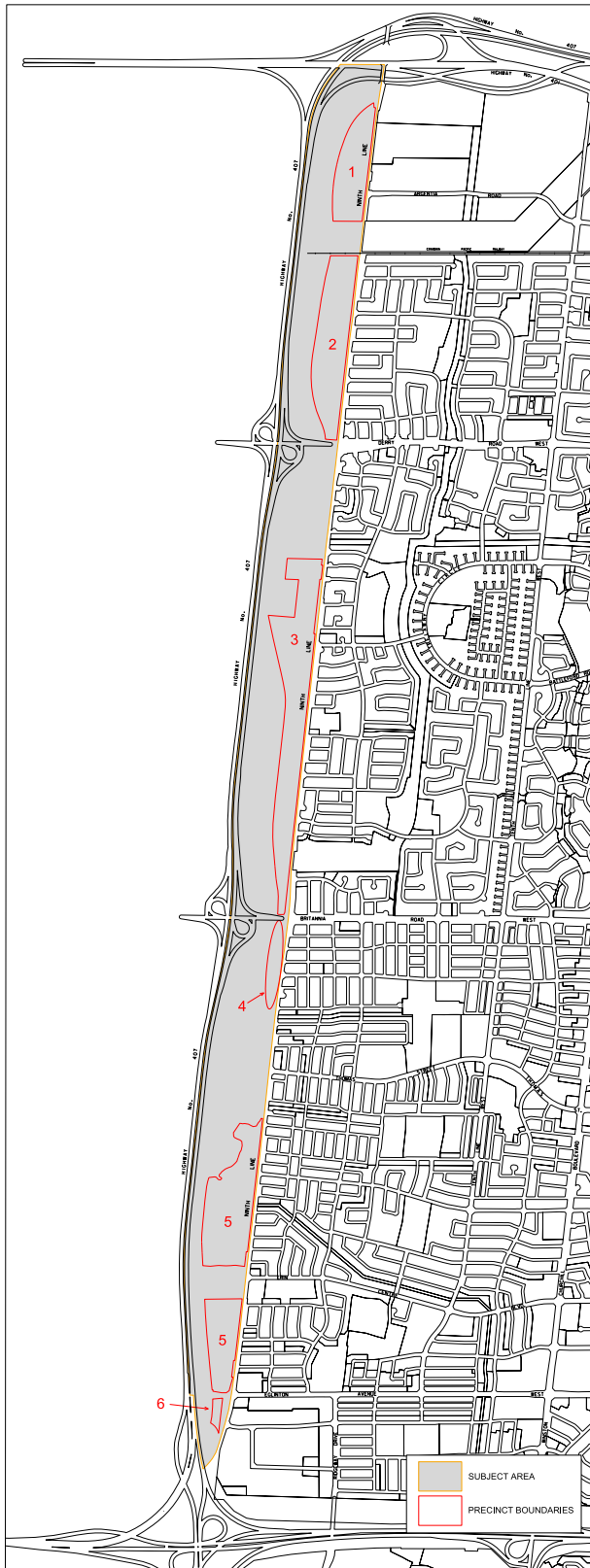
railway. Lands in this precinct will be connected to the adjacent precinct to the south and lands to the east through the open space network.

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.



Map 16-24.1: Ninth Line Neighbourhood Character Area Precincts

16-20.2: Ninth Line Neighbourhood Character Area Precincts.

.06.20.3.2.3 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.

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 (Precinct 3)

16.20.3.3.1 This precinct includes a large flood protection area including hazard lands and open spaces. This precinct will be created through earth filling to manage hazard lands. The implementation of this feature will enable residential development adjacent Ninth Line. The ultimate configuration of this area will be subject to approval by the appropriate Conservation Authority.

16.20.3.3.2 Residential development will include a mix of housing forms such as townhouses and 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)

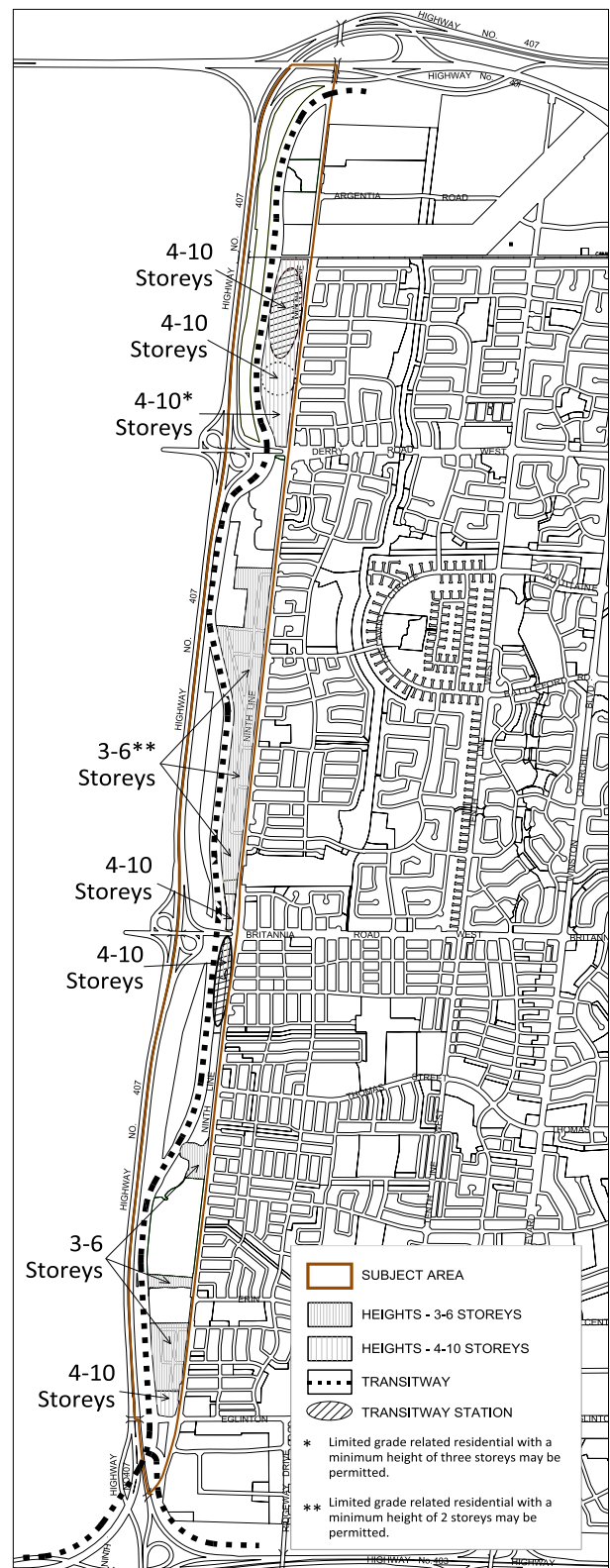
16.20.3.5.1 The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities.

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.



Map 16-24.2: Ninth Line Neighbourhood Character Area Land Use and Height

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 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 Sixteen Mile Creek Scoped Sub-watershed Study 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.

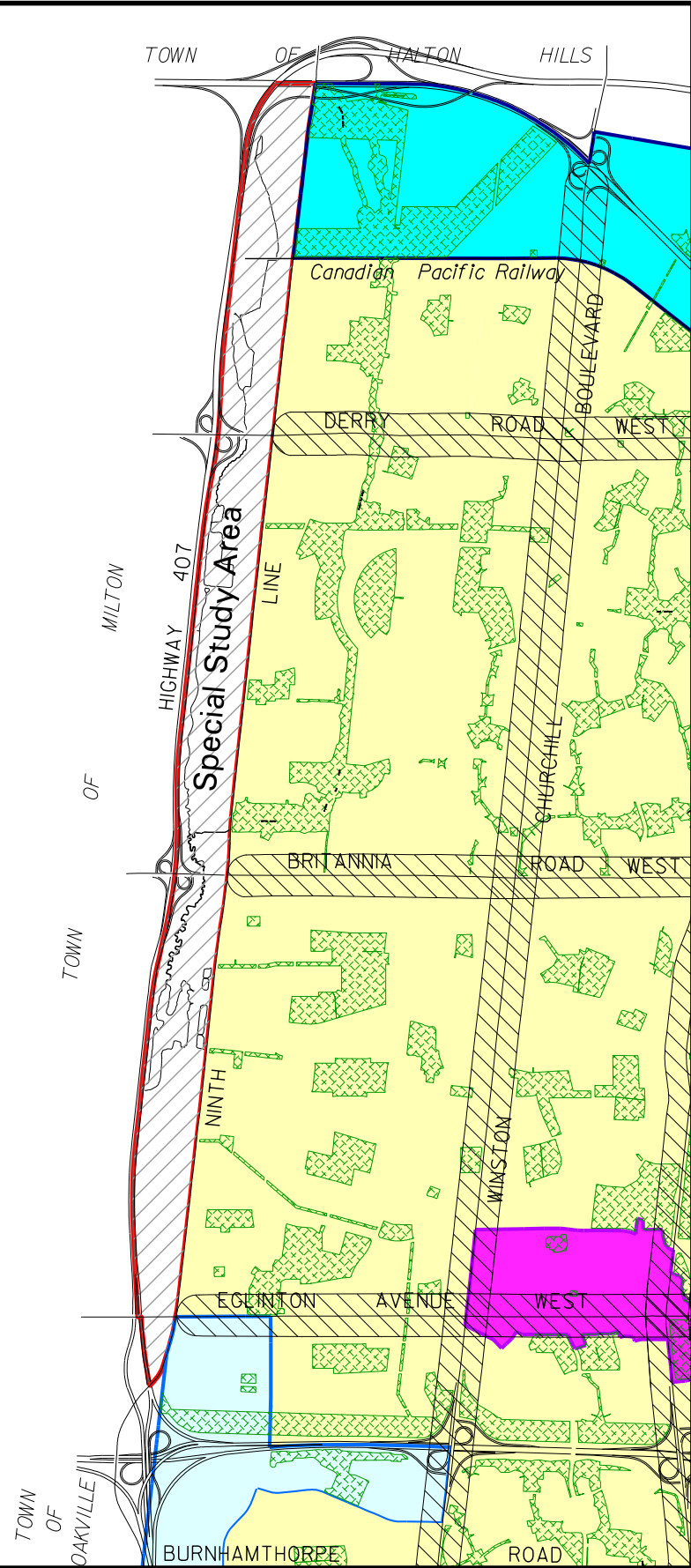
16.20.7.3 In the event that there are multiple land landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement 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.

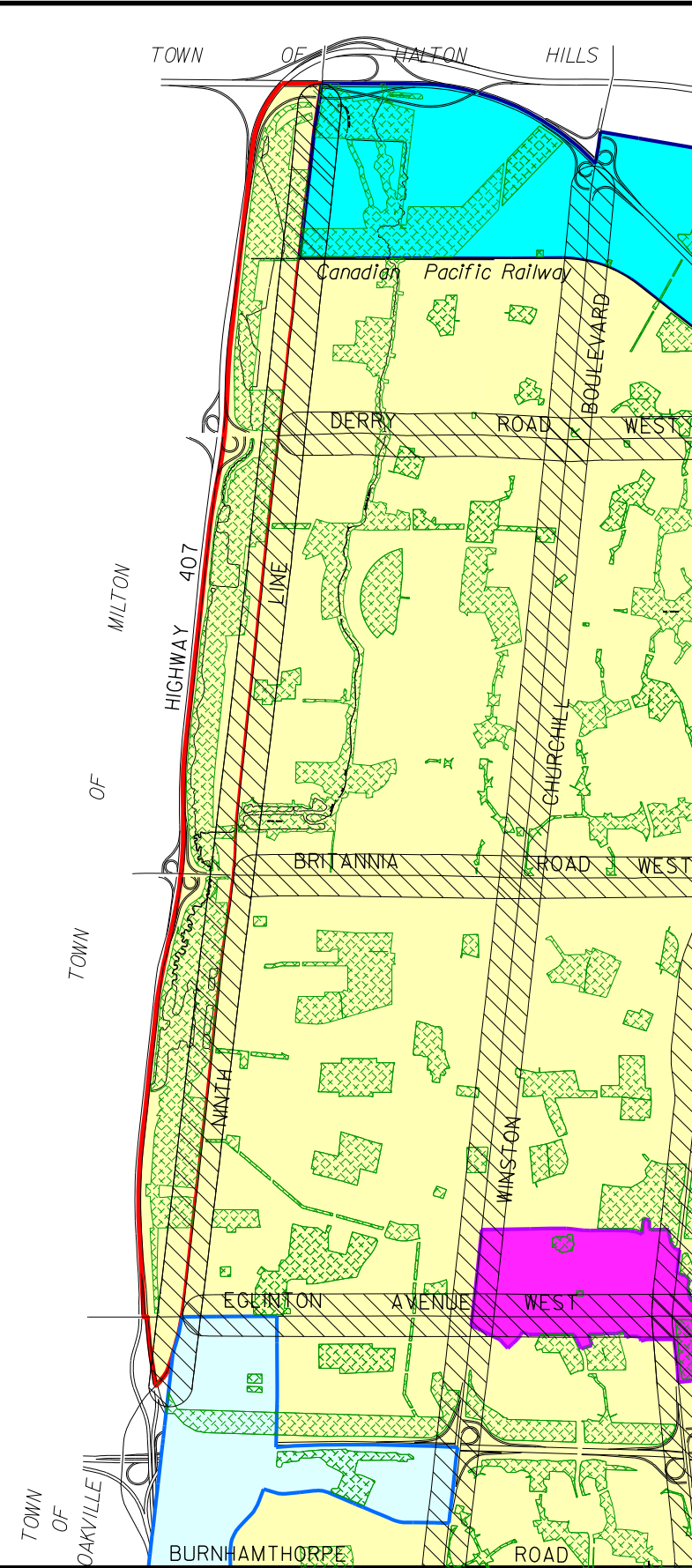
16.20.6.4 In exchange for increased height and/or density permissions a community benefits contribution pursuant to Section 37 of the Planning

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.

16.20.7.5 Development applications within the Northwest Greater Toronto Area Identification Study Area will not preclude or predetermine any further planning and/or implementation of the Study Area. The Study Area has been established by the Province of Ontario and replaces the now cancelled Greater Toronto West Corridor.



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

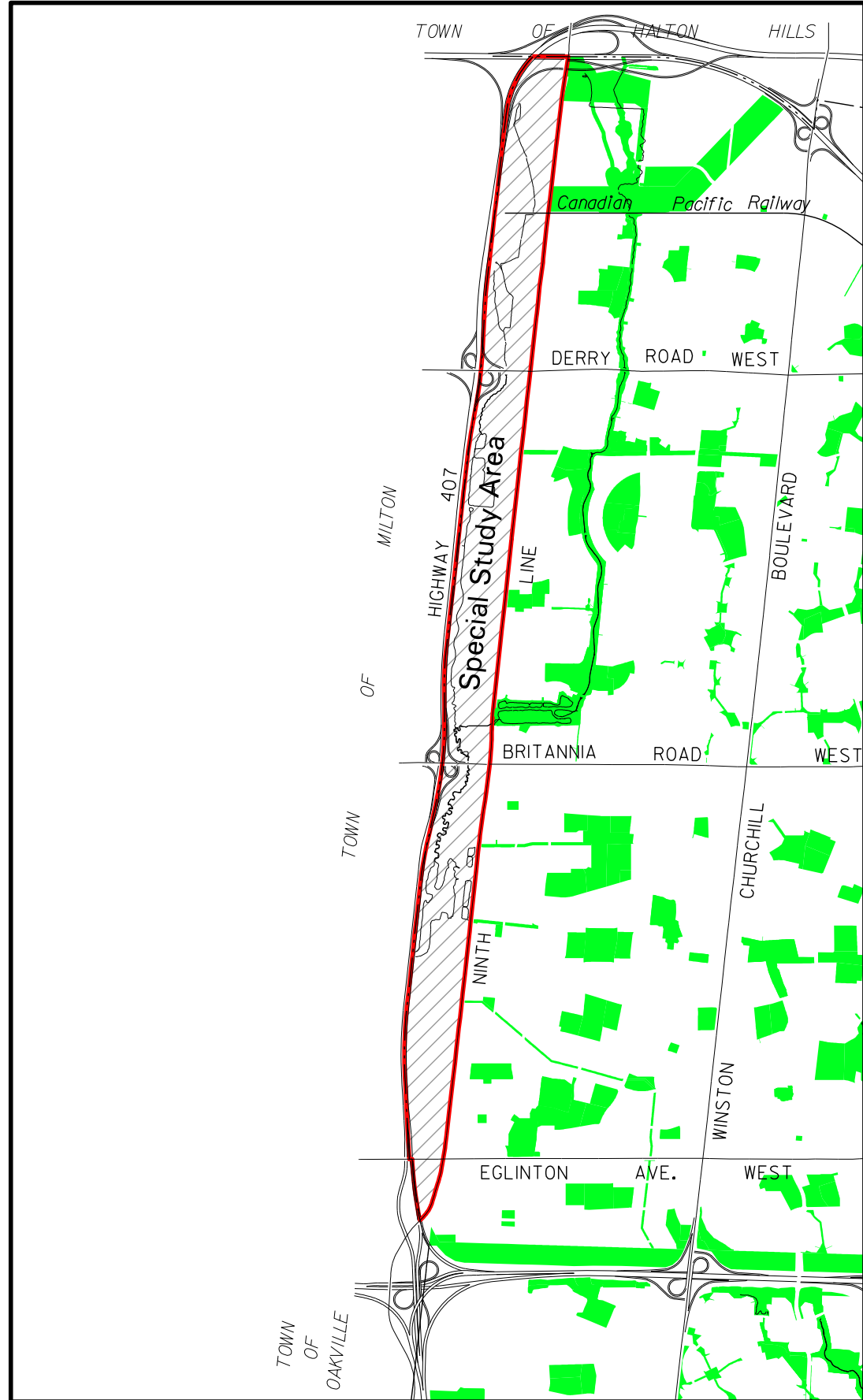
 AREA OF AMENDMENT

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.

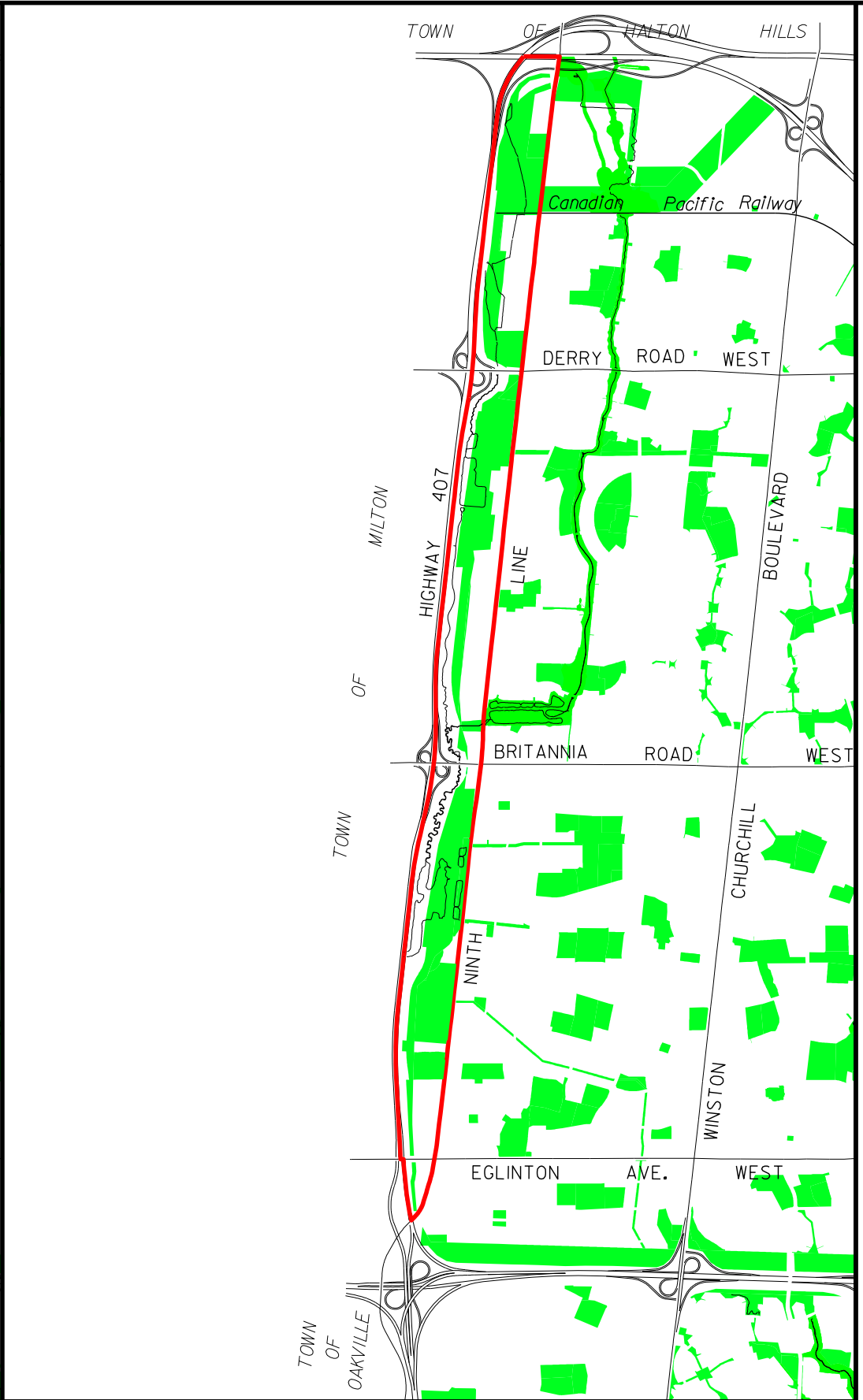


MAP 'A'
Part of
Schedule 1-Urban System
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND:

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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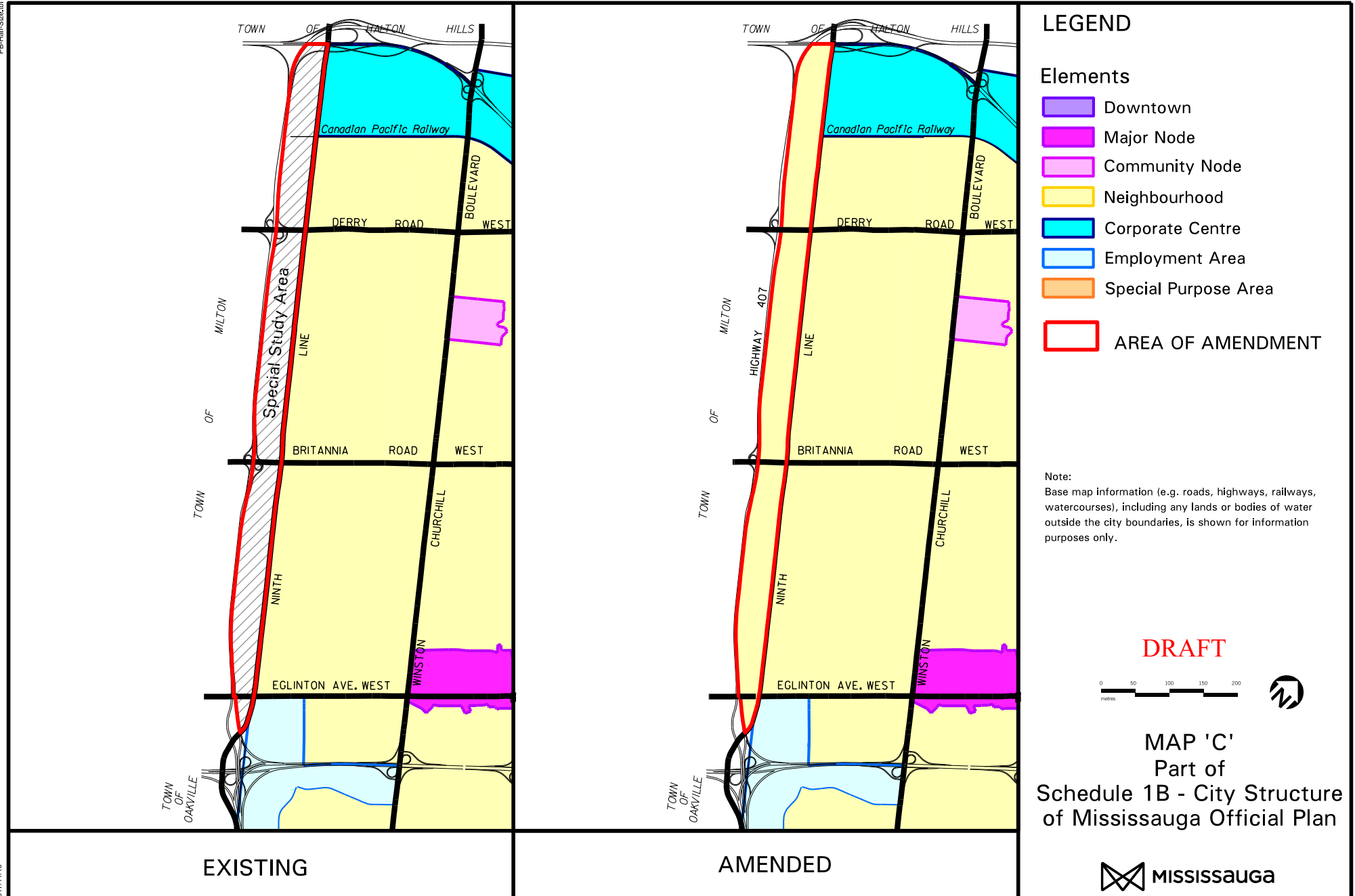
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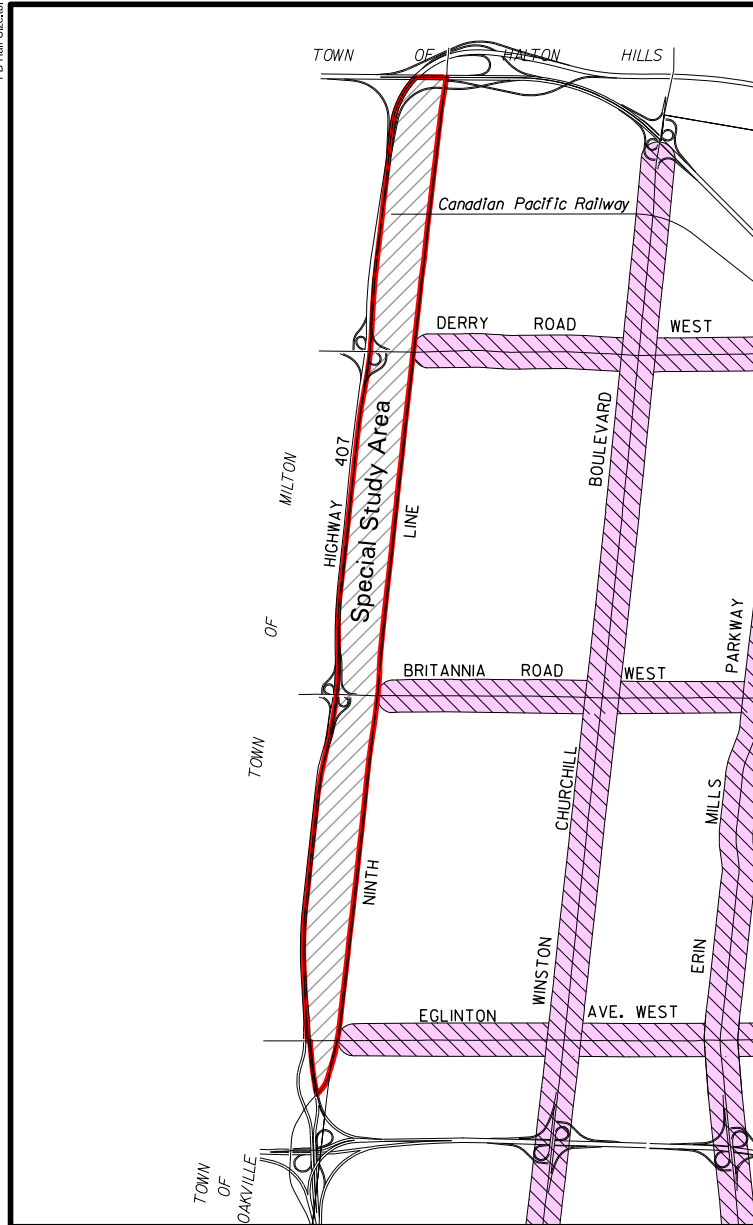
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MAP 'B'

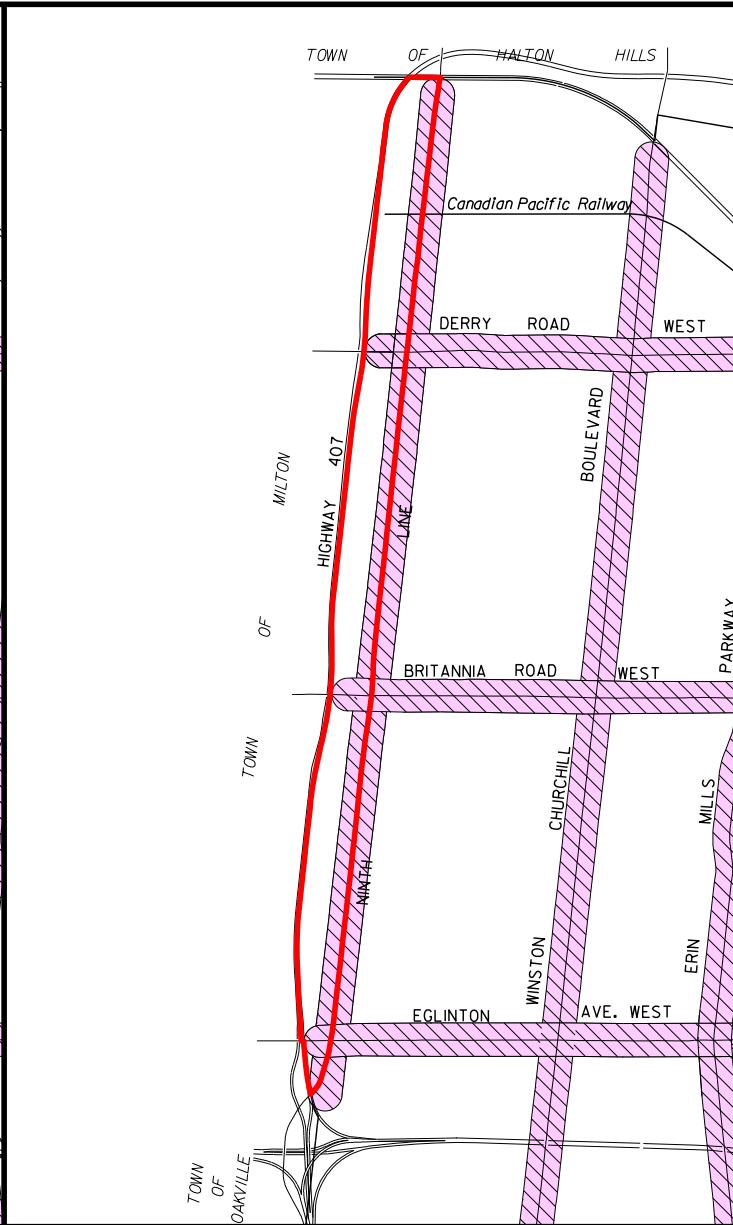
Part of Schedule 1a
Urban System - Green System
of Mississauga Official Plan










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.

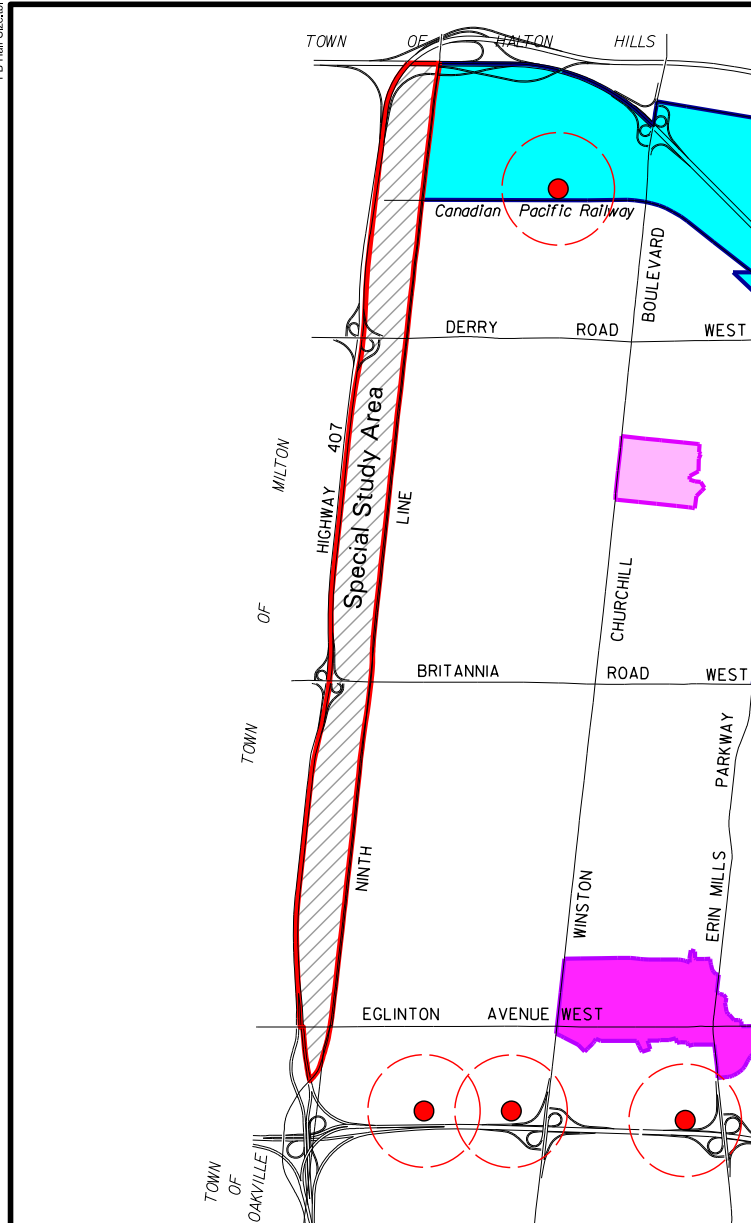
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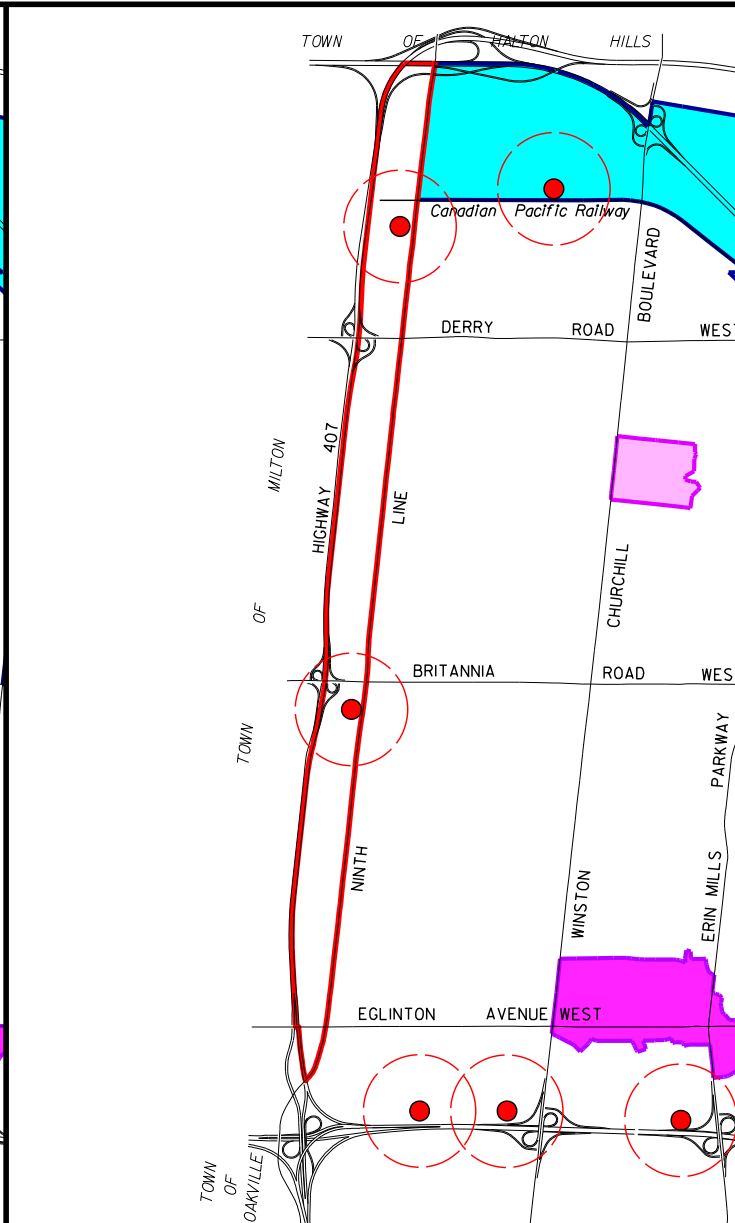
MAP 'D'

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:

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.

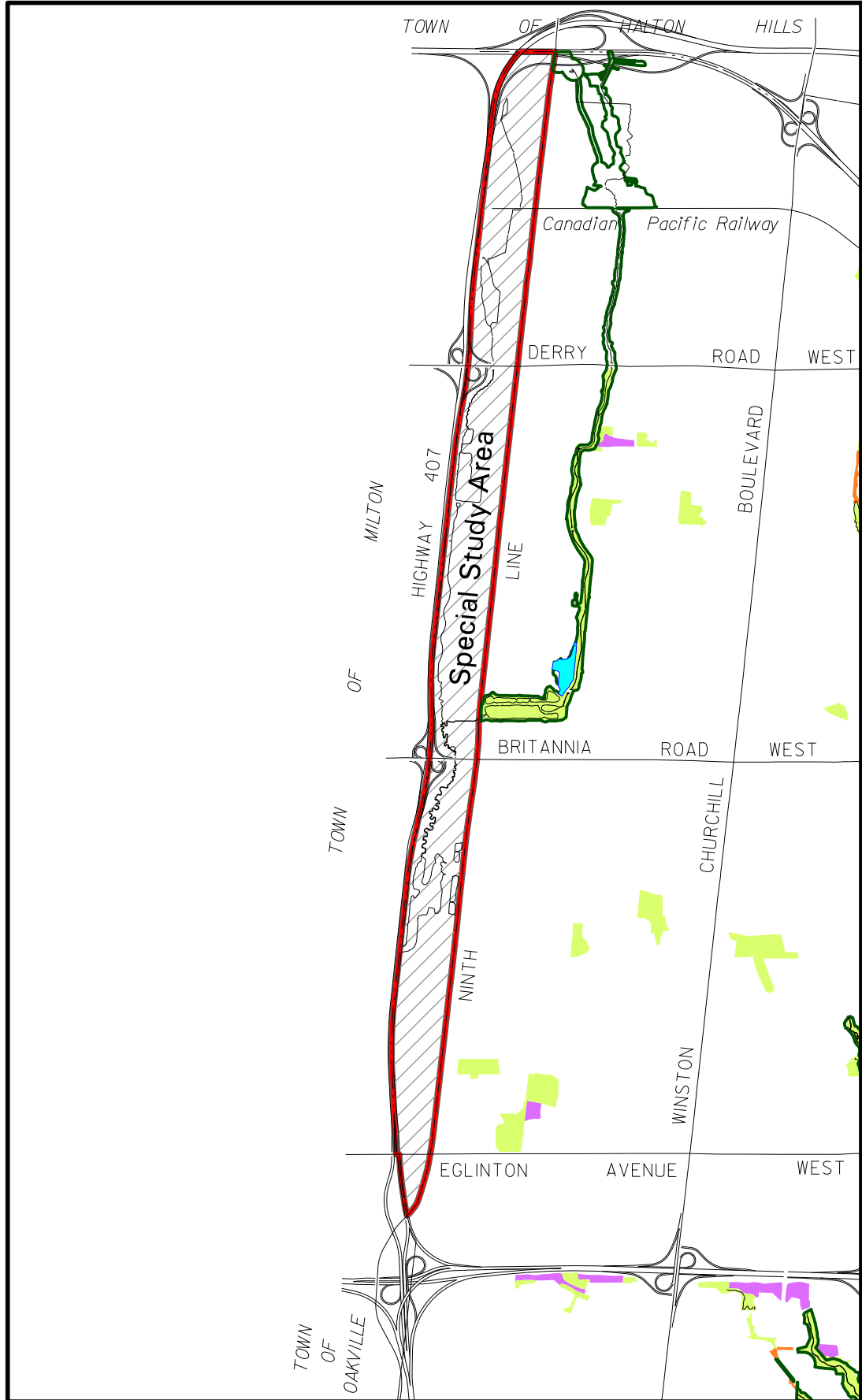
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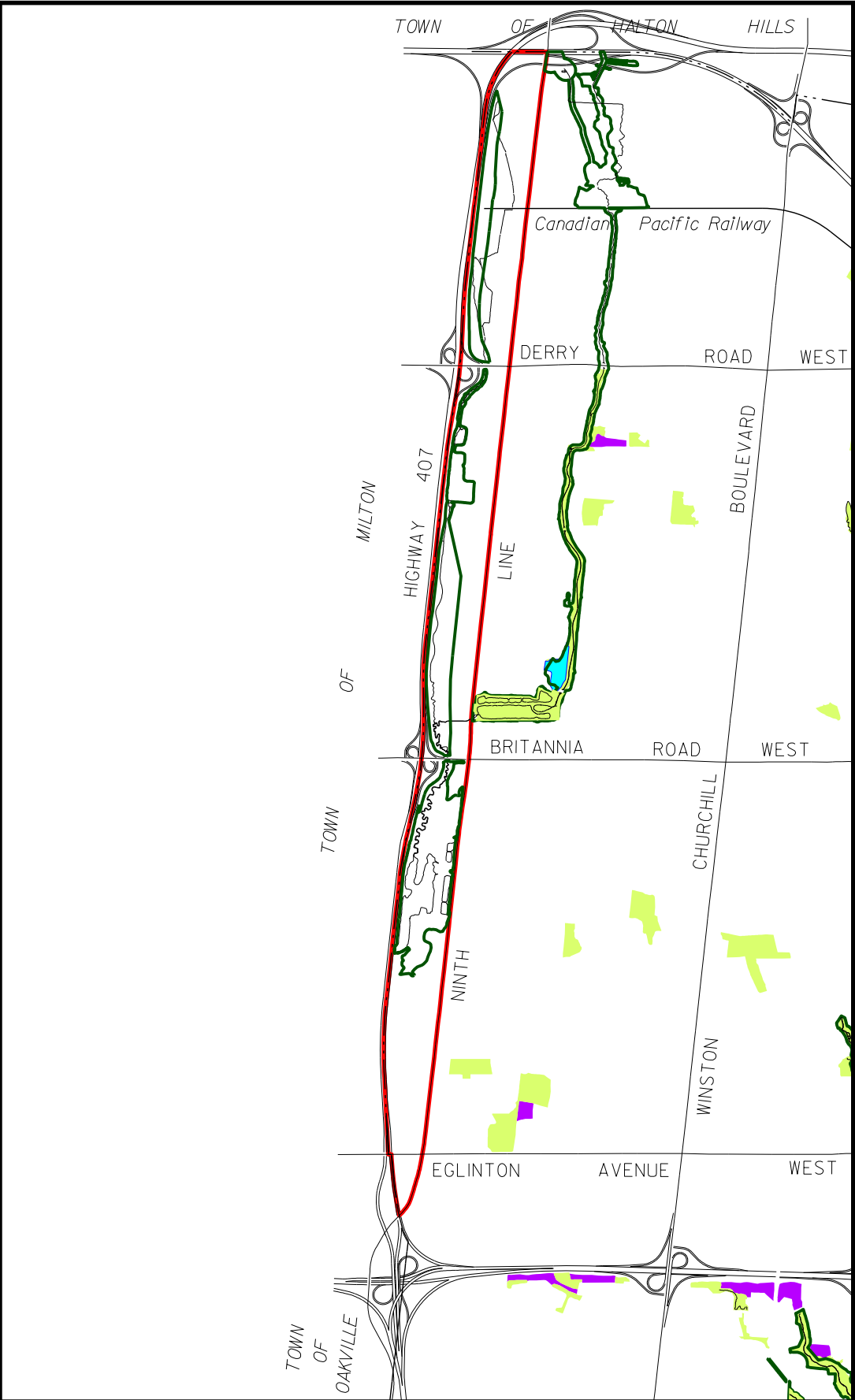
MAP 'E'

**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:
- The entire Green System is shown on Schedule 1a.
 - 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.
 - 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

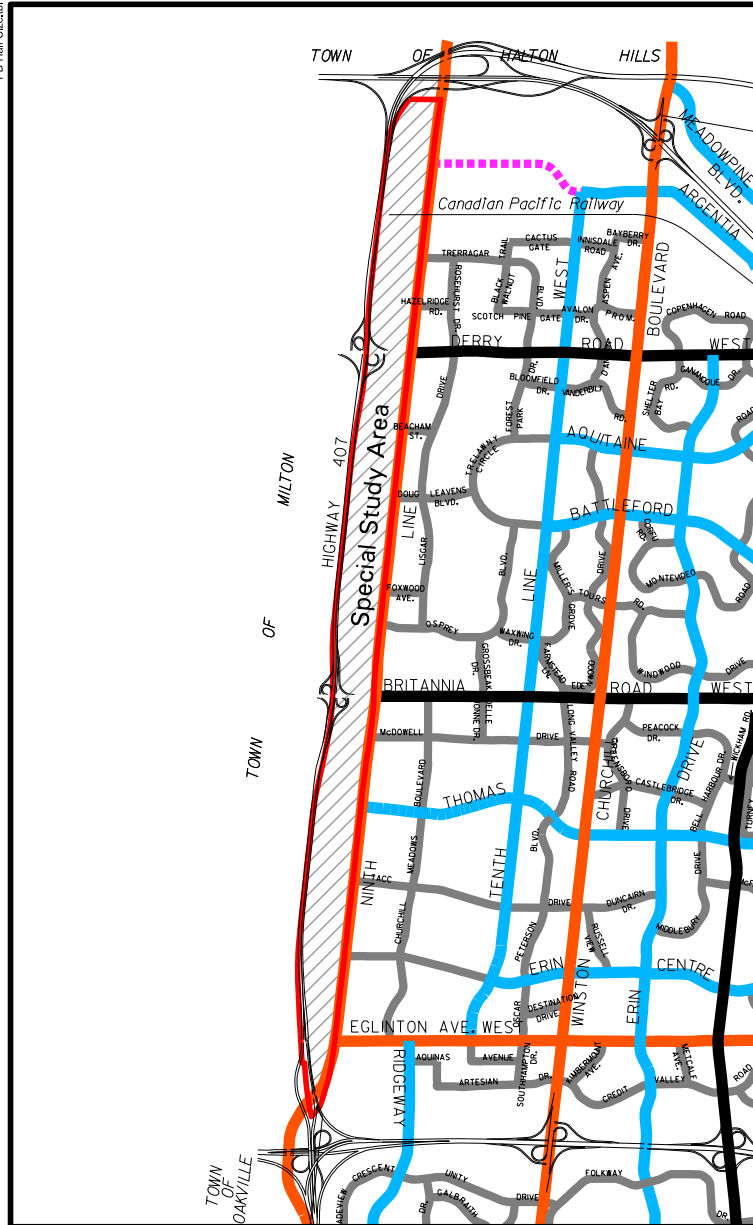
- Notes:
- 1. The entire Green System is shown on Schedule 1a.
 - 2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
 - 3. The Public and Private Open Spaces identified on this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

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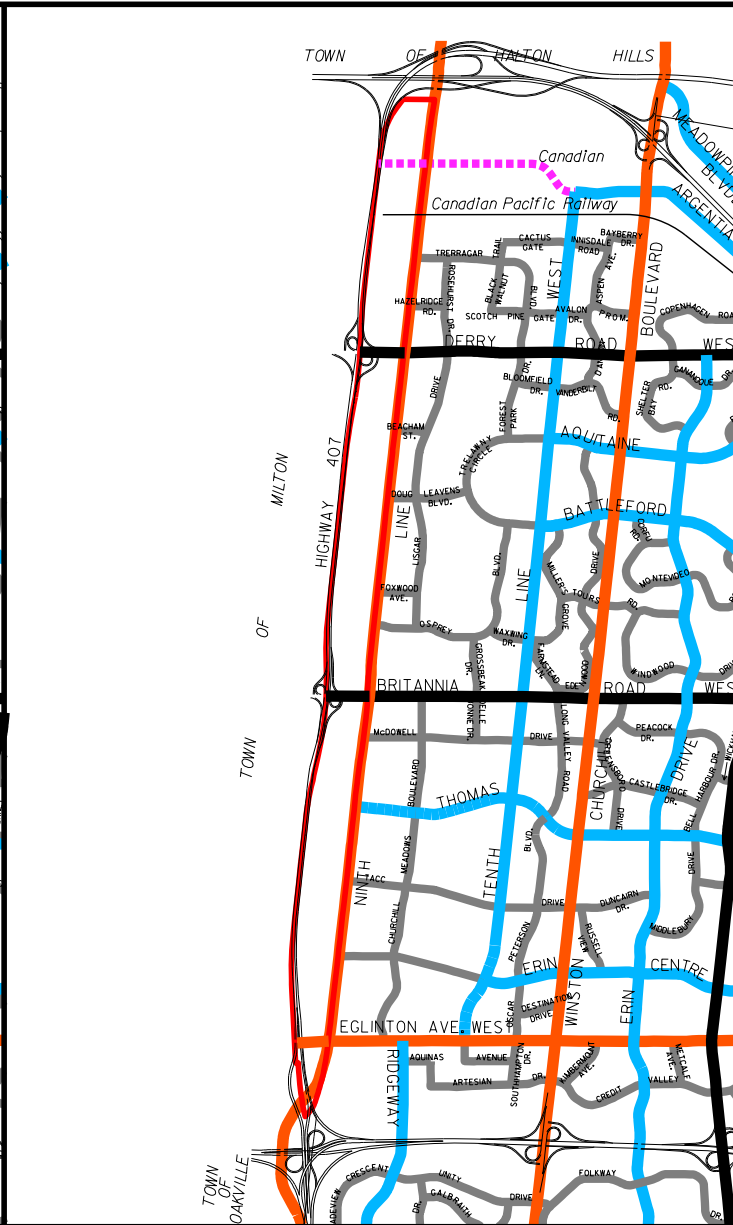


MAP 'G'
Part of Schedule 4
Parks and Open Spaces
of Mississauga Official Plan





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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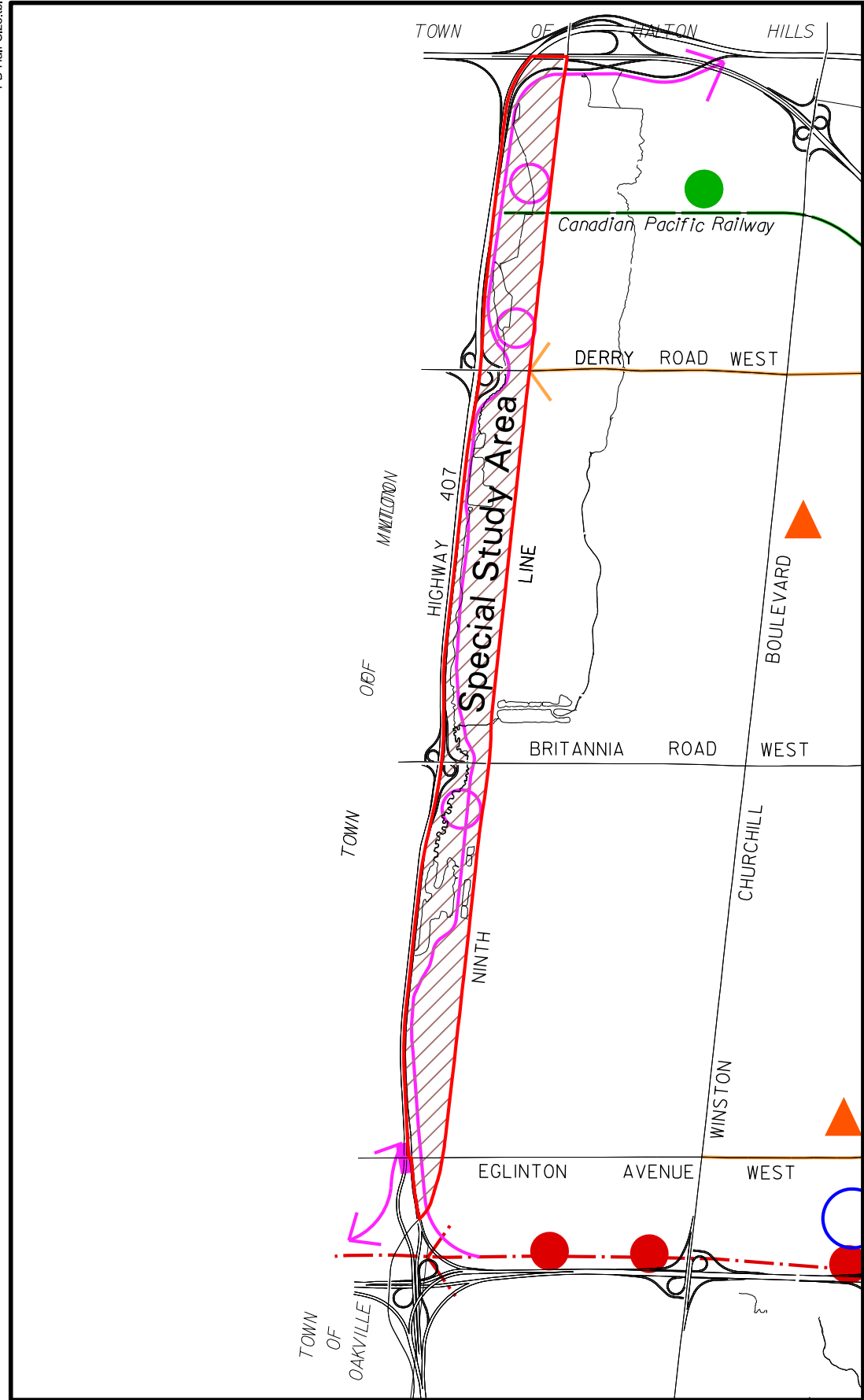
MAP 'H'

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

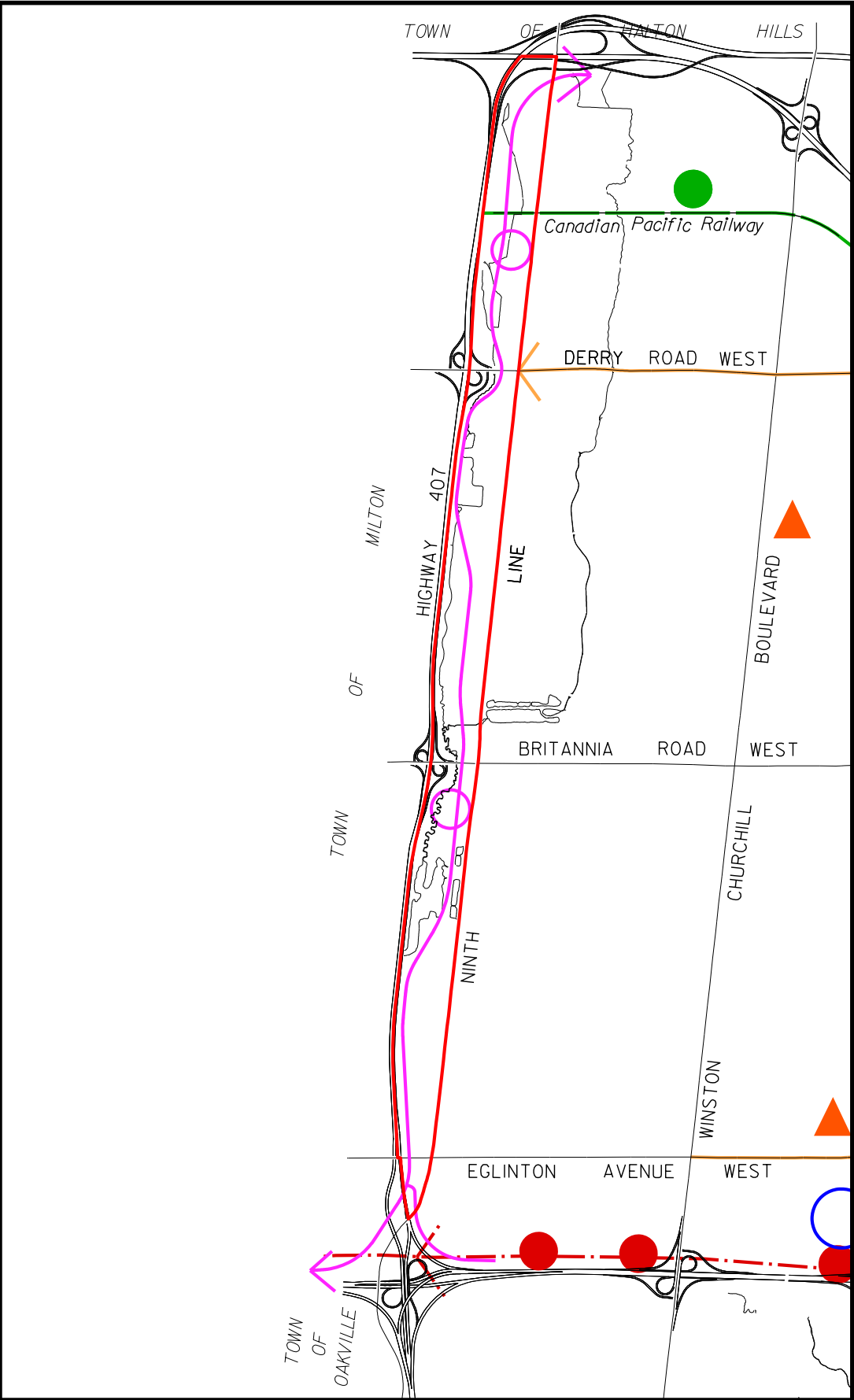


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2018/05/22



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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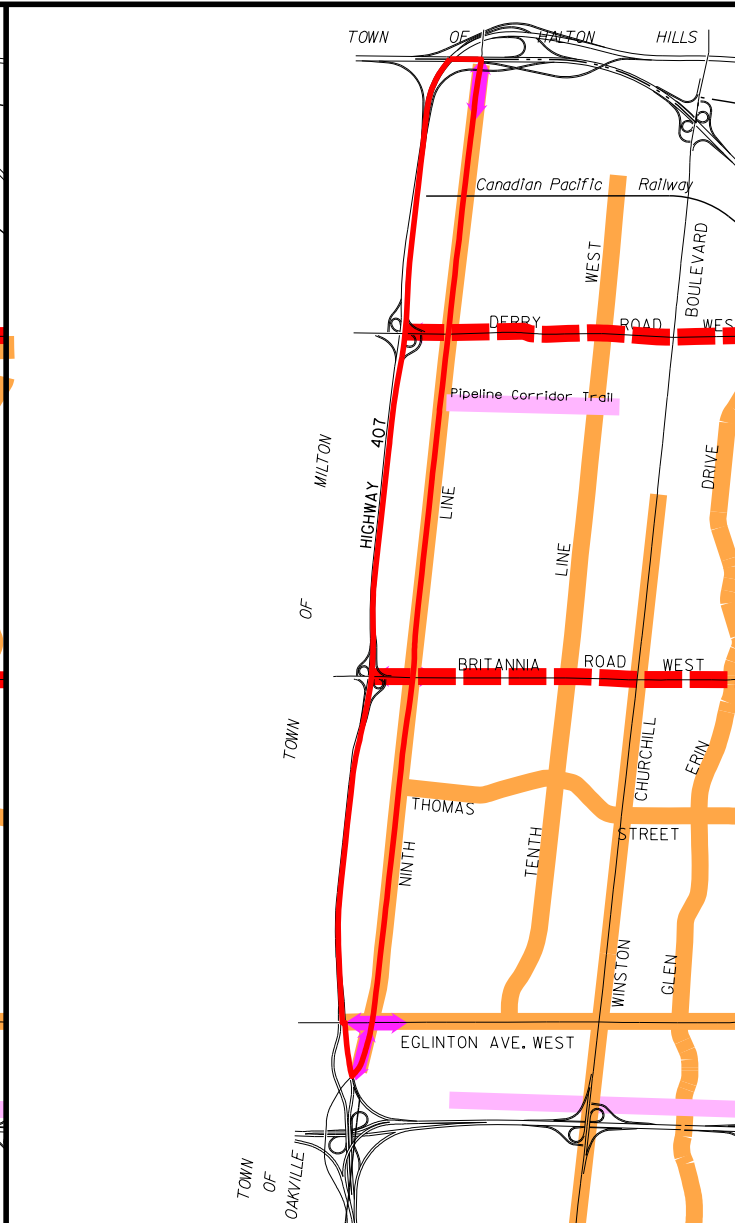
MAP 'I'

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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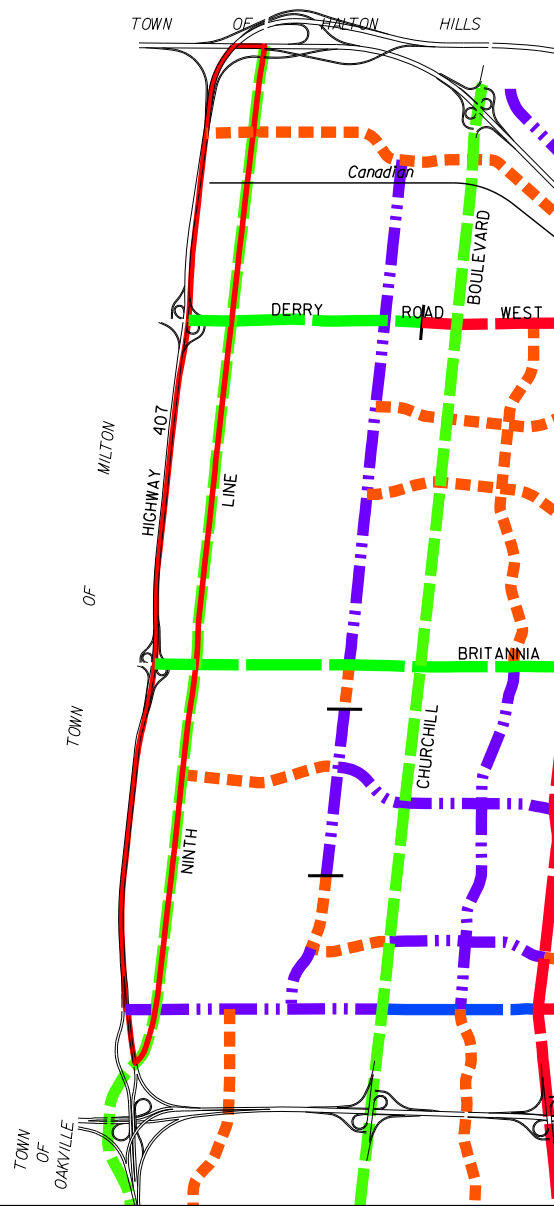
MAP 'J'

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.

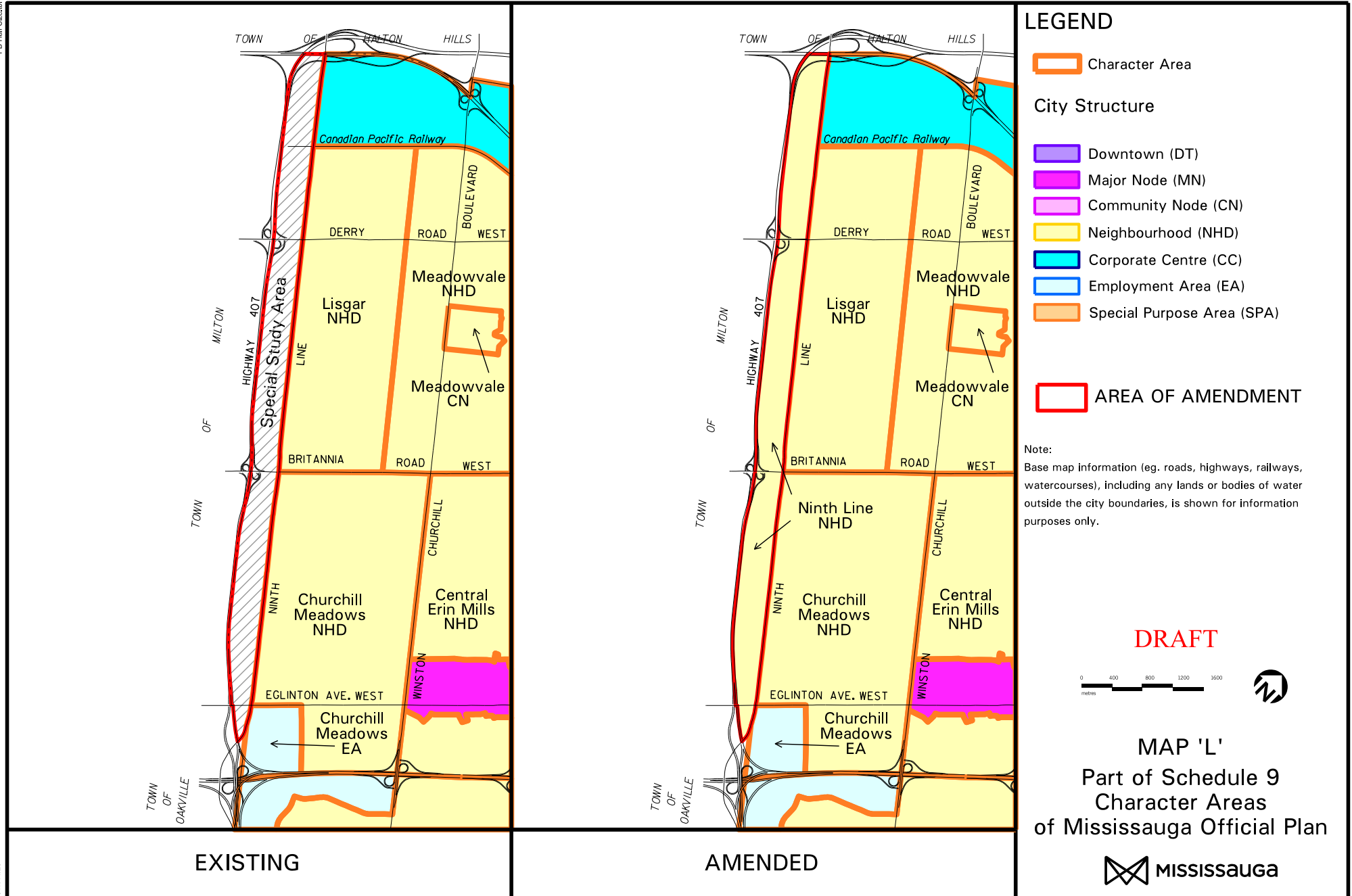
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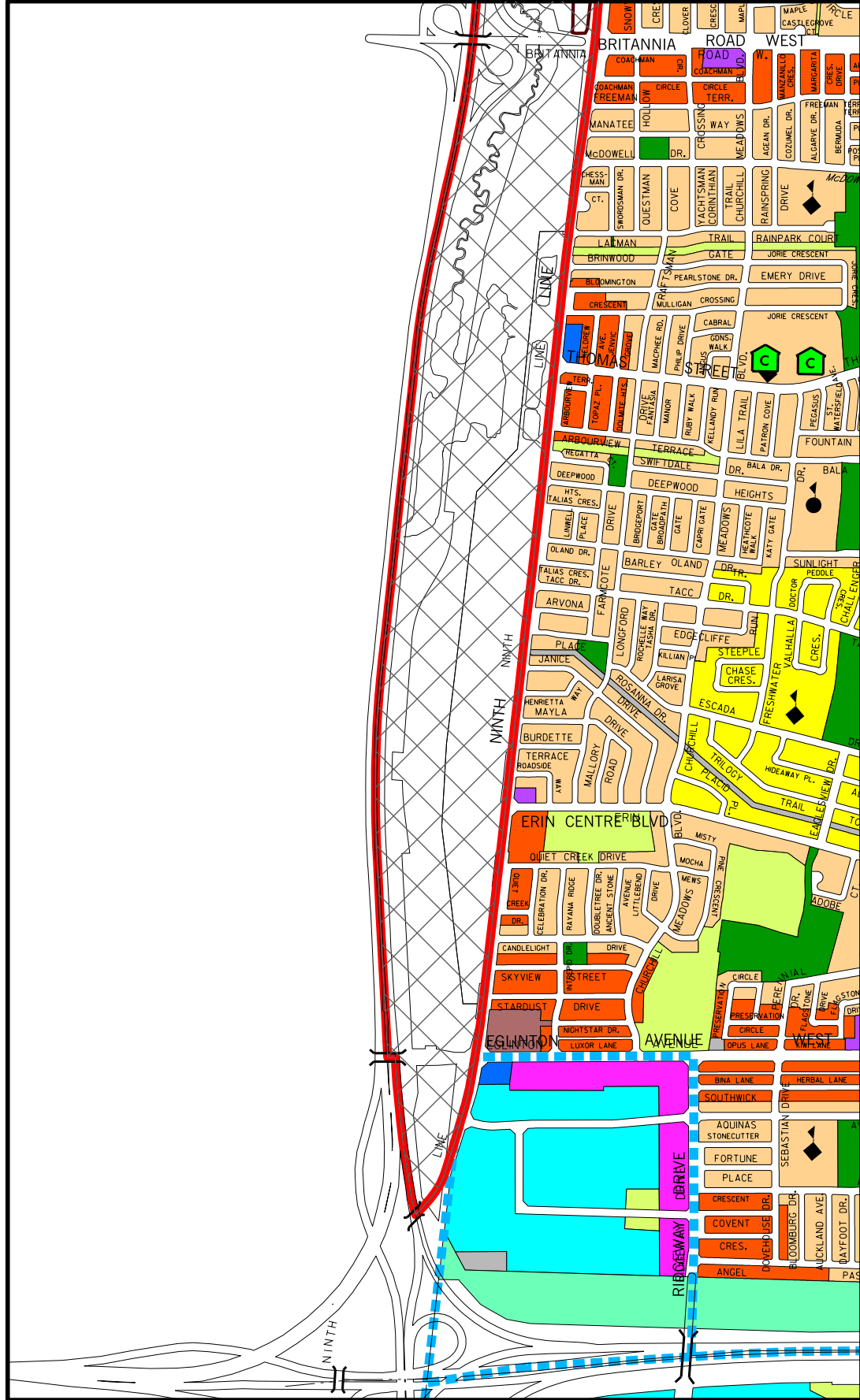


MAP 'K'

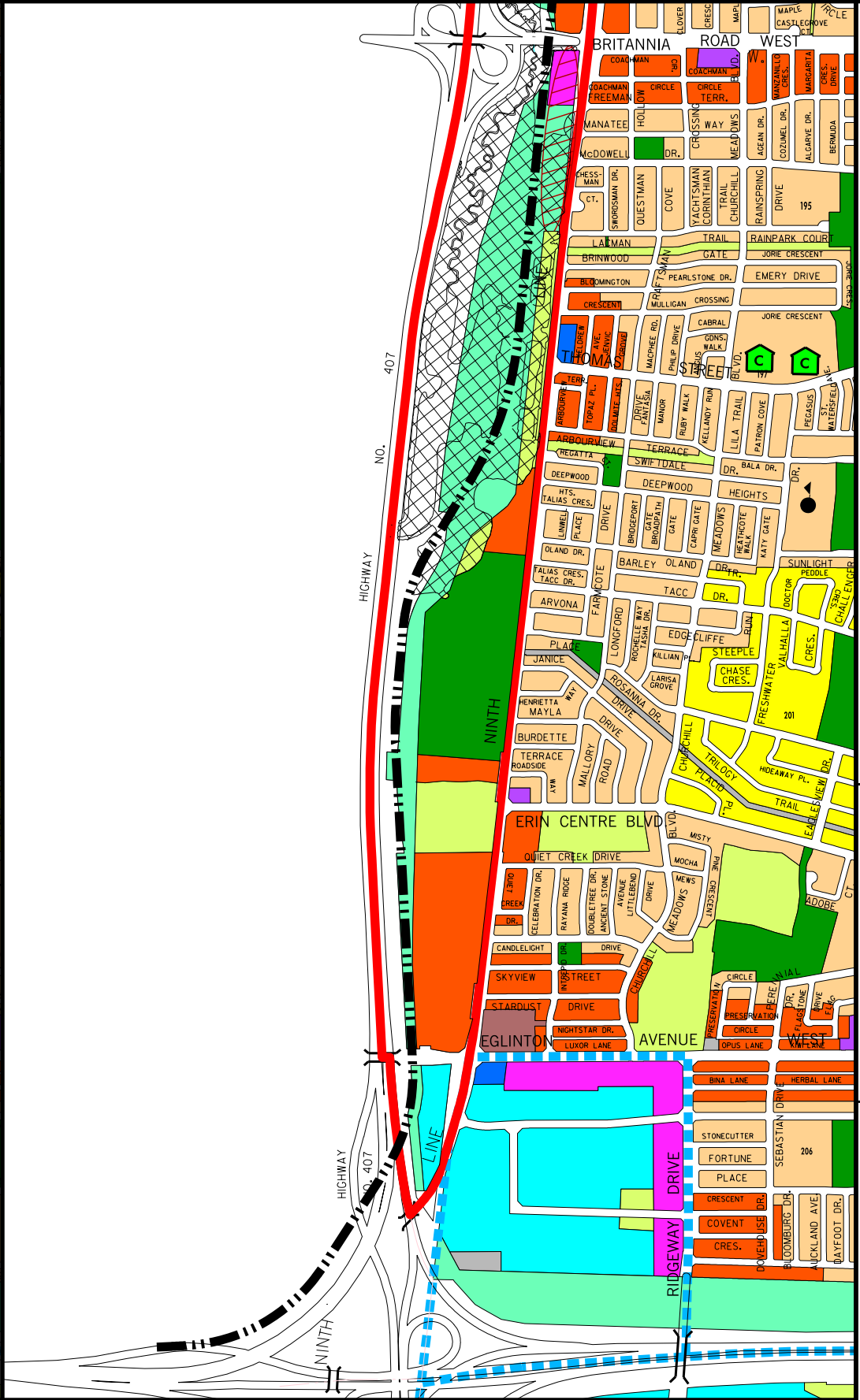
Part of Schedule 8
Designated Right-Of-Way Widths
of Mississauga Official Plan







EXISTING LAND USE DESIGNATION



AMENDED LAND USE DESIGNATION

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

City Structure

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

Area of Amendment

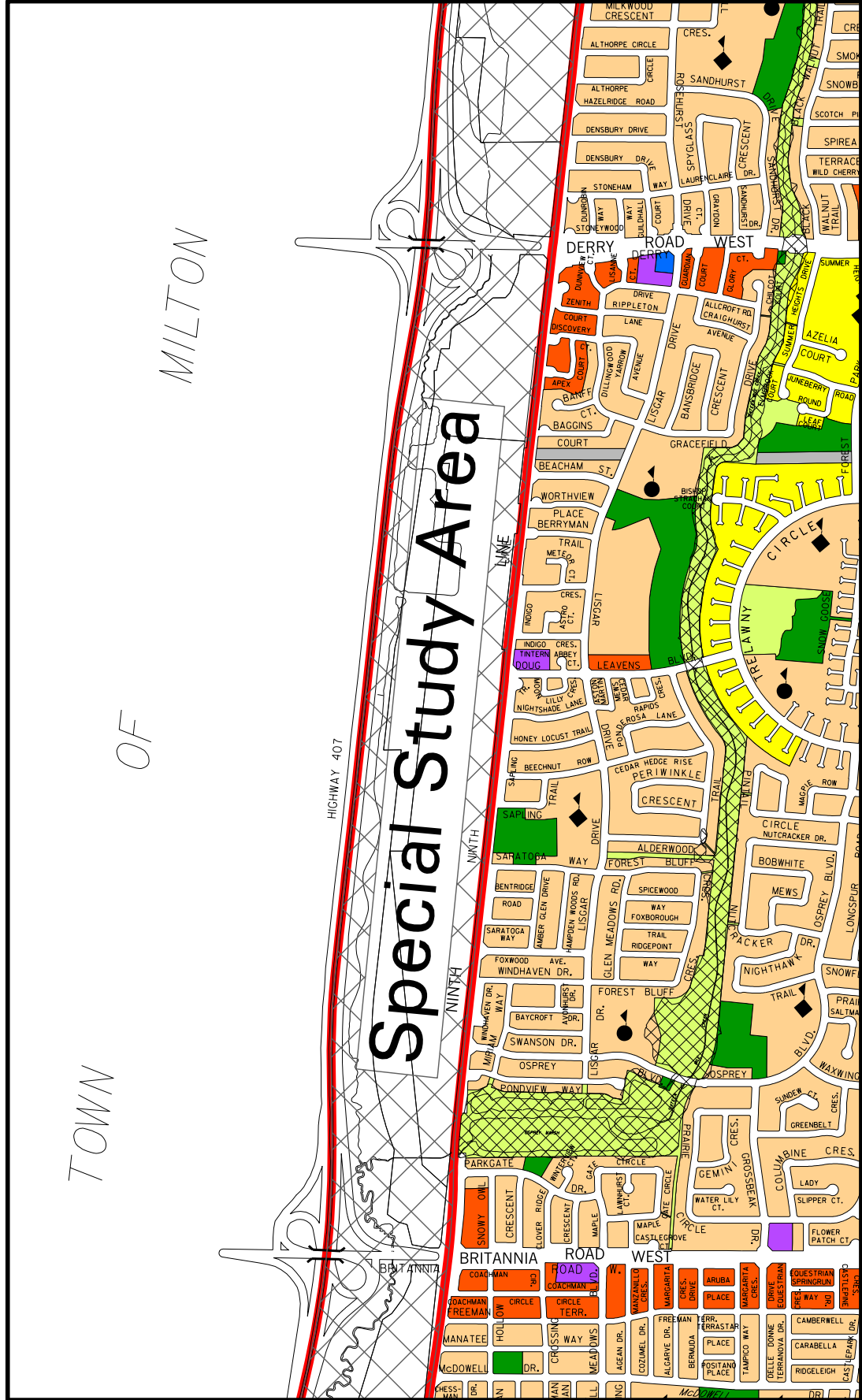
- AREA OF AMENDMENT
- FROM: SPECIAL POLICY AREA
- TO: RESIDENTIAL MEDIUM DENSITY, MIXED USE, BUSINESS EMPLOYMENT, TRANSITWAY ROUTE, TRANSITWAY STATION, PUBLIC OPEN SPACE, GREENLANDS, PARKWAY BELT WEST, UTILITY, NATURAL HAZARDS

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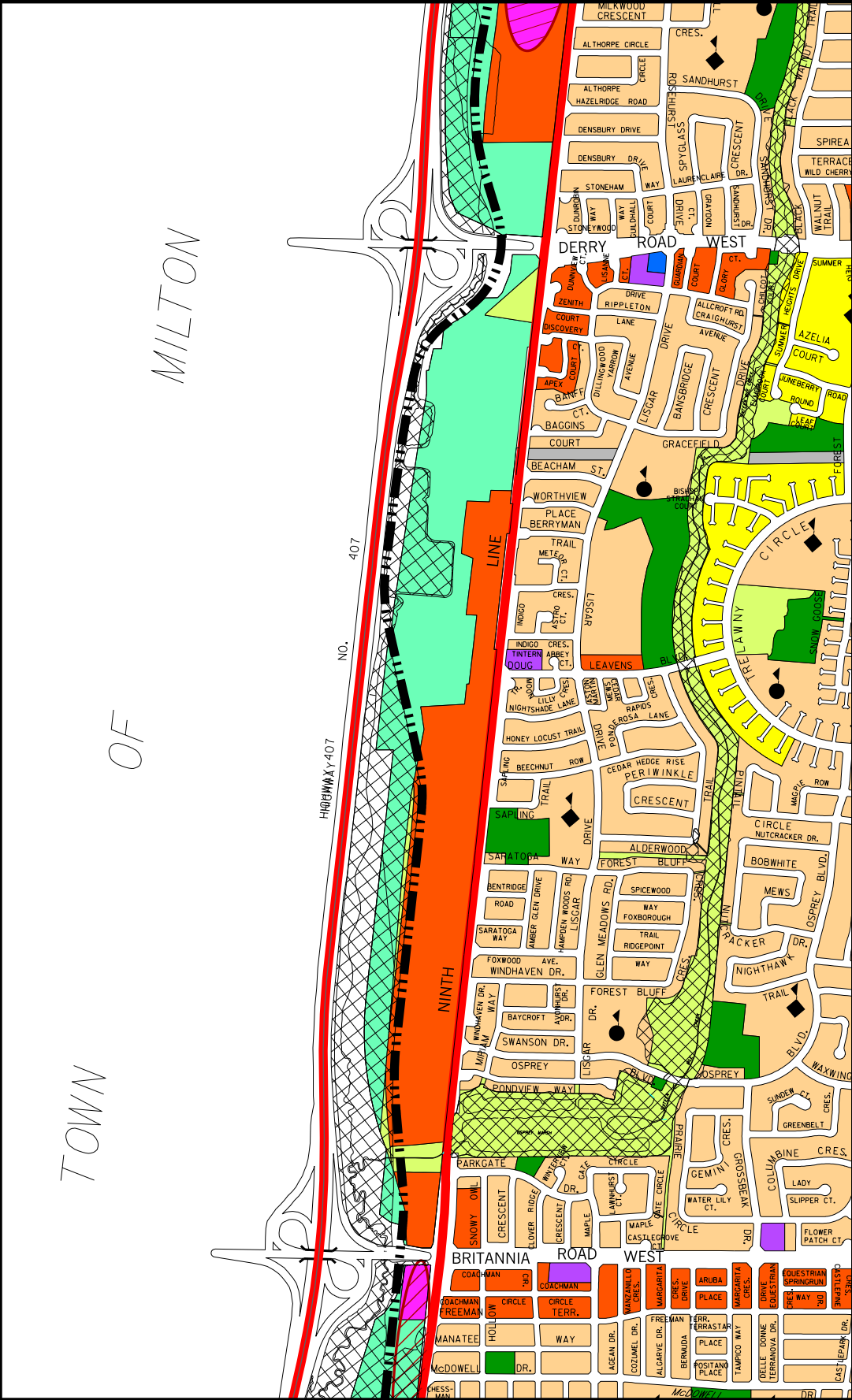


MAP 'M-1'
Part of Schedule 10
Land Use Designations
of Mississauga Official Plan





EXISTING LAND USE DESIGNATION



AMENDED LAND USE DESIGNATION

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	PUBLIC OPEN SPACE
RESIDENTIAL MEDIUM DENSITY	GREENLANDS
MIXED USE	PARKWAY BELT WEST
BUSINESS EMPLOYMENT	UTILITY
TRANSITWAY ROUTE	NATURAL HAZARDS
TRANSITWAY STATION	

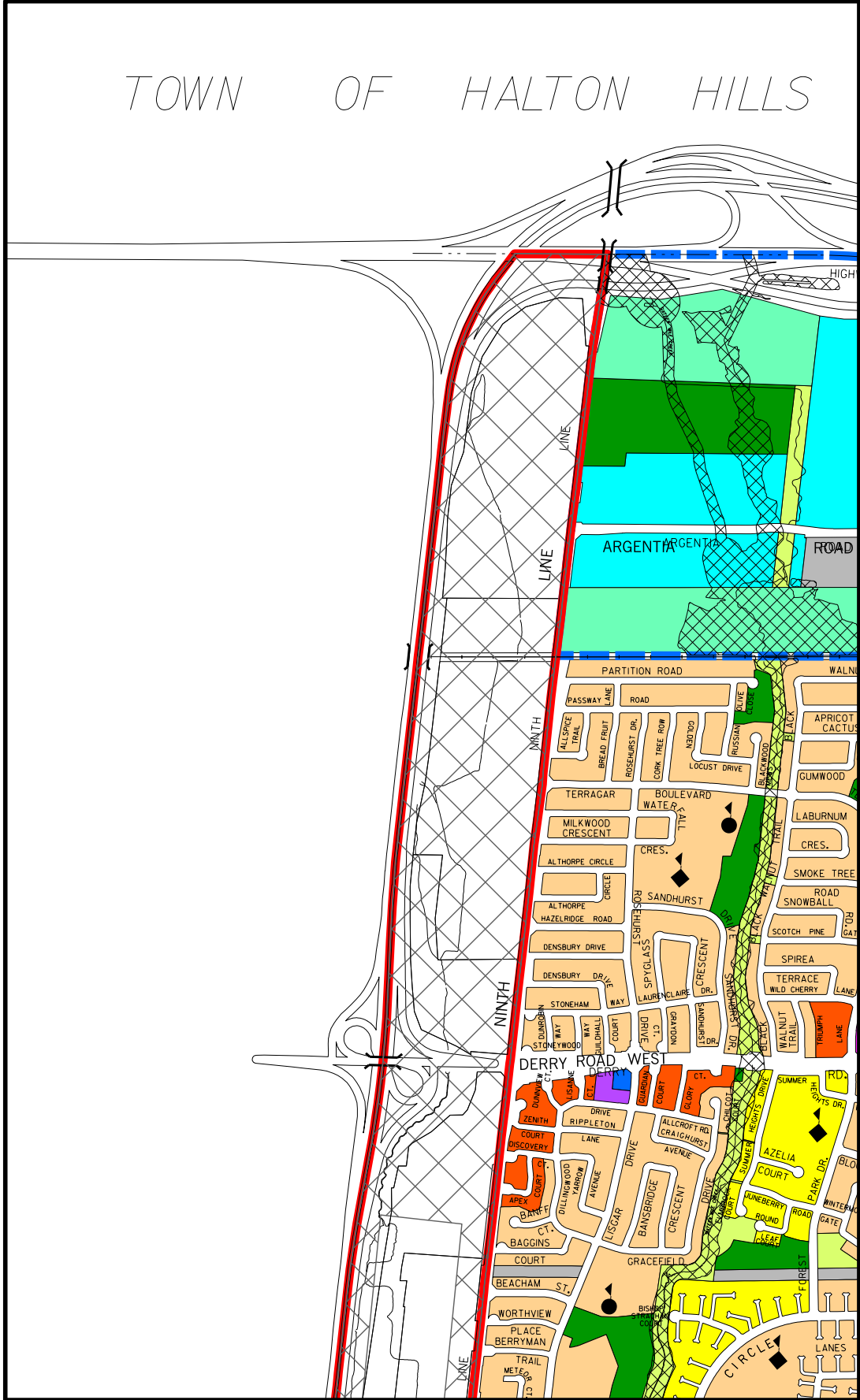
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0 150 300 450 600 metres

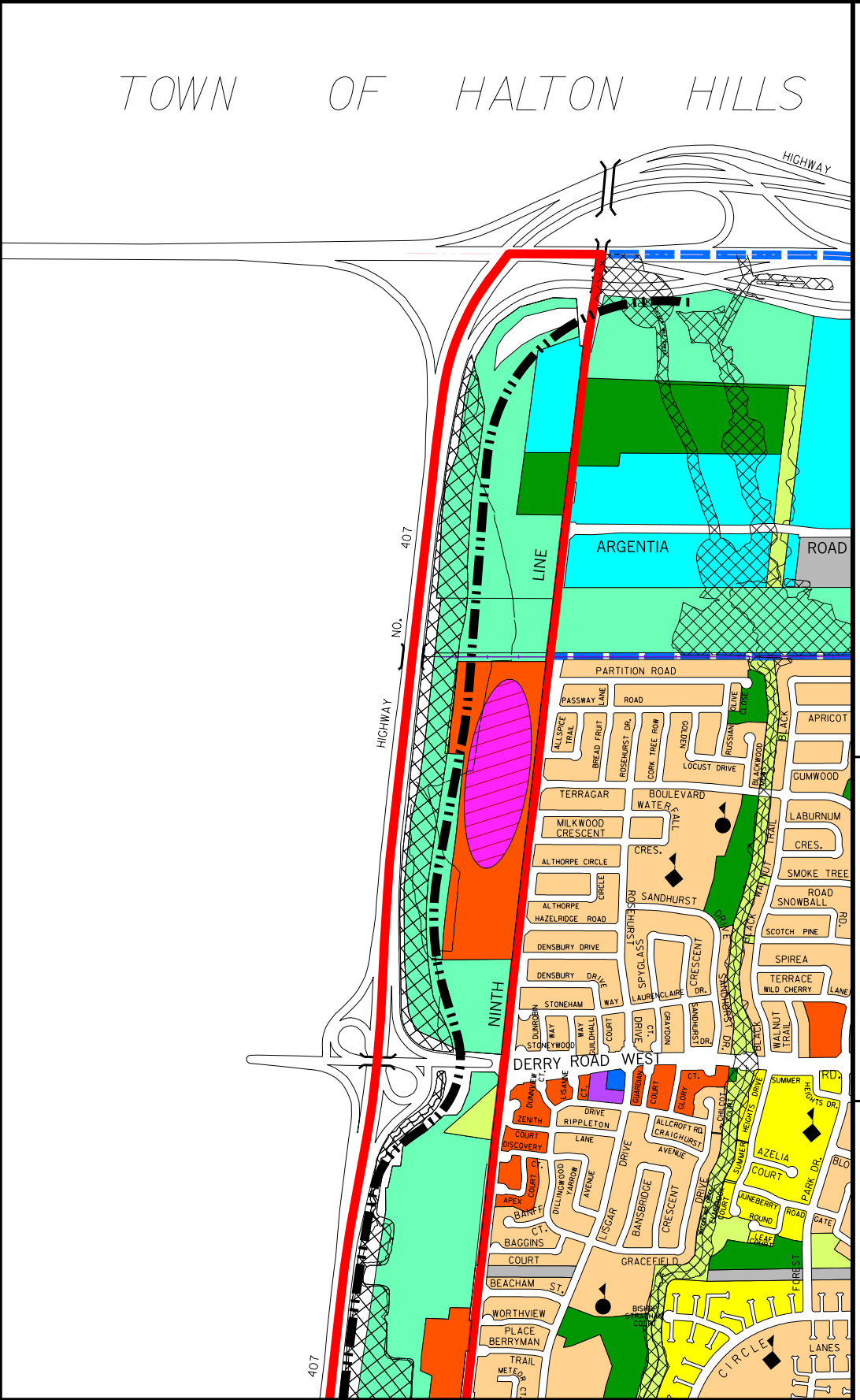
MAP 'M-2'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

MISSISSAUGA



EXISTING LAND USE DESIGNATION



AMENDED LAND USE DESIGNATION

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 |

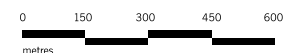
City Structure

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

Area of Amendment

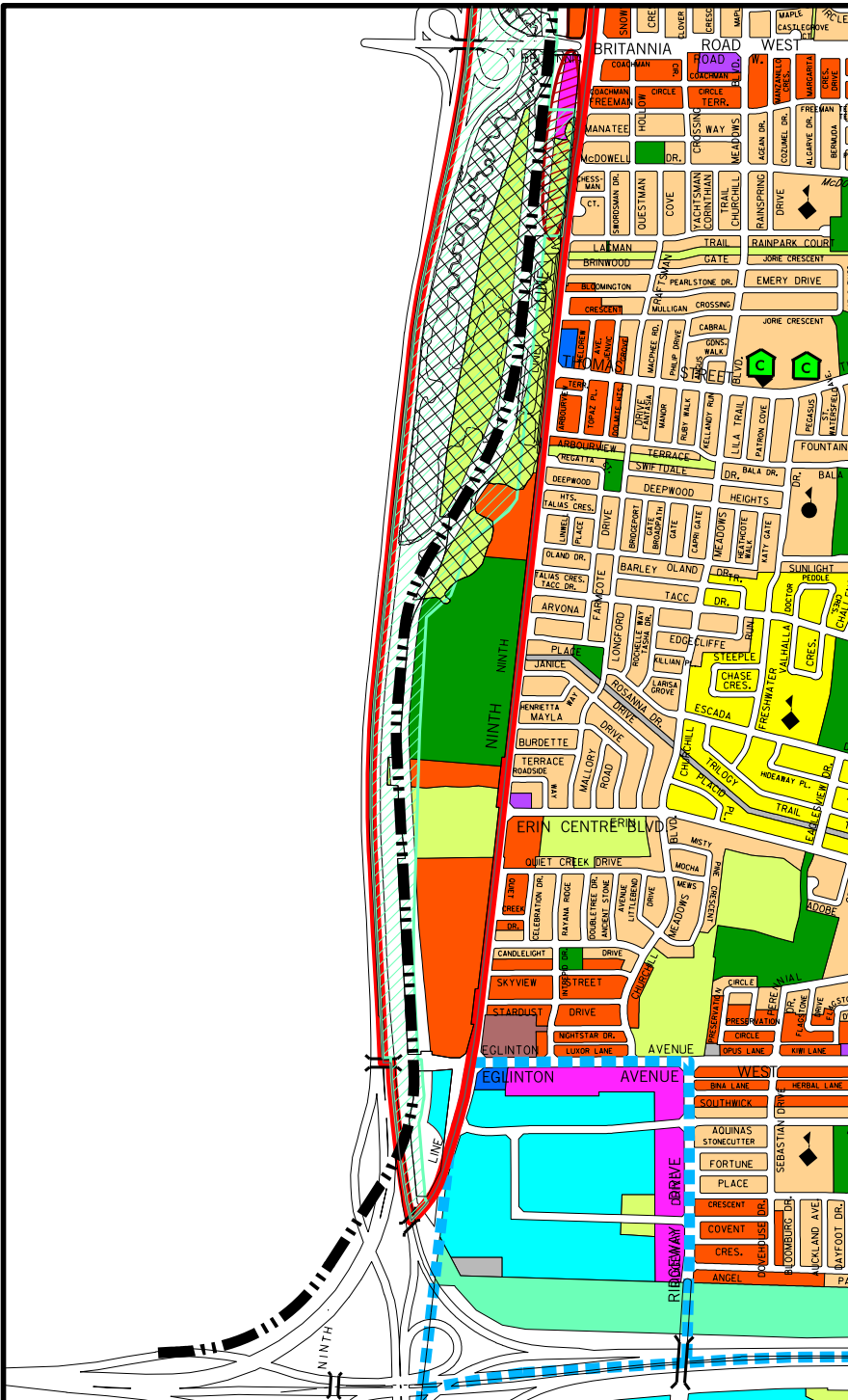
- | | |
|----------------------------|-------------------|
| AREA OF AMENDMENT | |
| FROM: SPECIAL POLICY AREA | |
| TO: | |
| RESIDENTIAL MEDIUM DENSITY | PUBLIC OPEN SPACE |
| MIXED USE | GREENLANDS |
| BUSINESS EMPLOYMENT | PARKWAY BELT WEST |
| TRANSITWAY ROUTE | UTILITY |
| TRANSITWAY STATION |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

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MAP 'M-3'
Part of Schedule 10
Land Use Designations
of Mississauga Official Plan





REFERENCE MAP 'M1'

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	

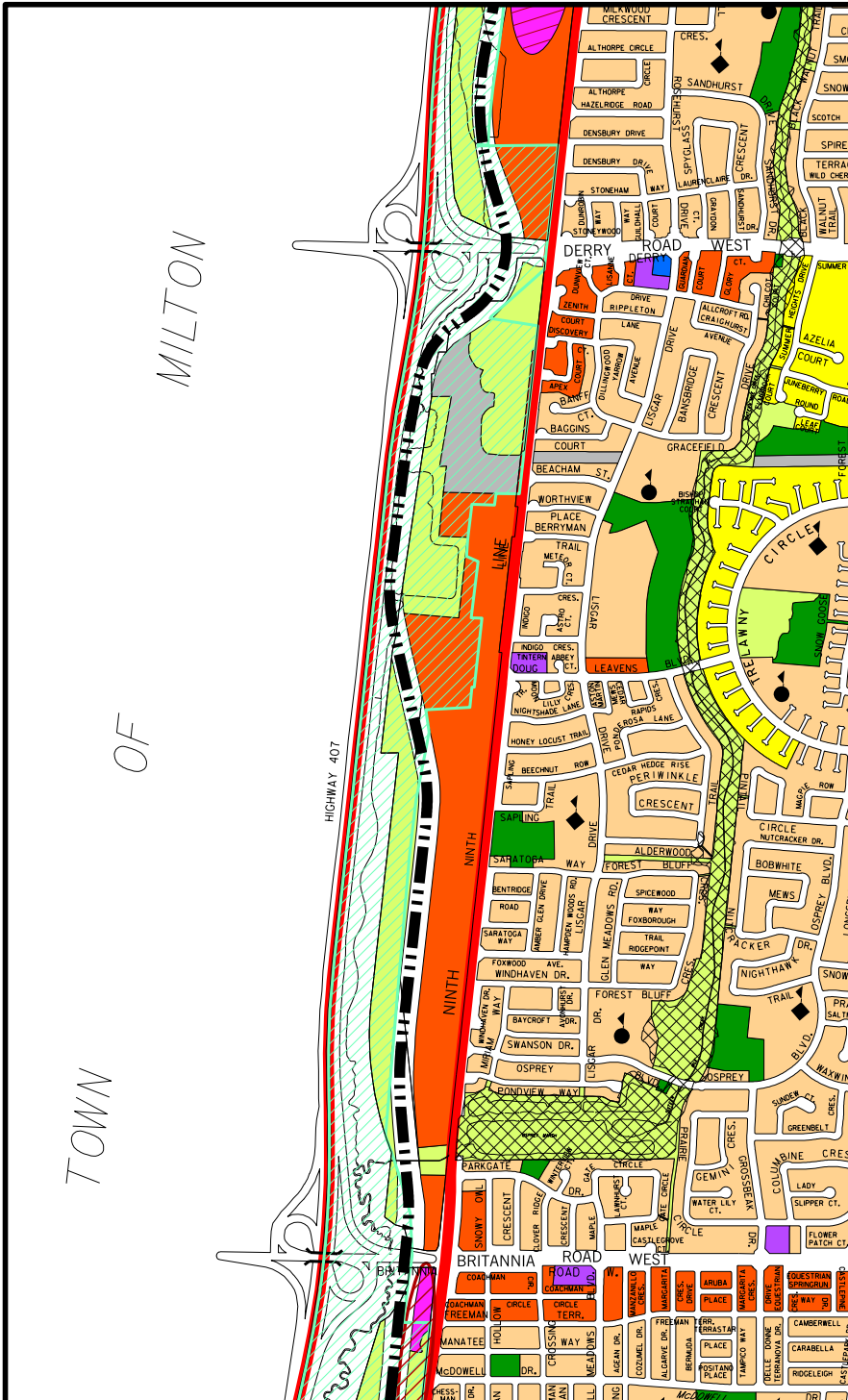
Area of Amendment

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

DRAFT

0 150 300 450 600
metres

MISSISSAUGA



REFERENCE MAP 'M2'

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

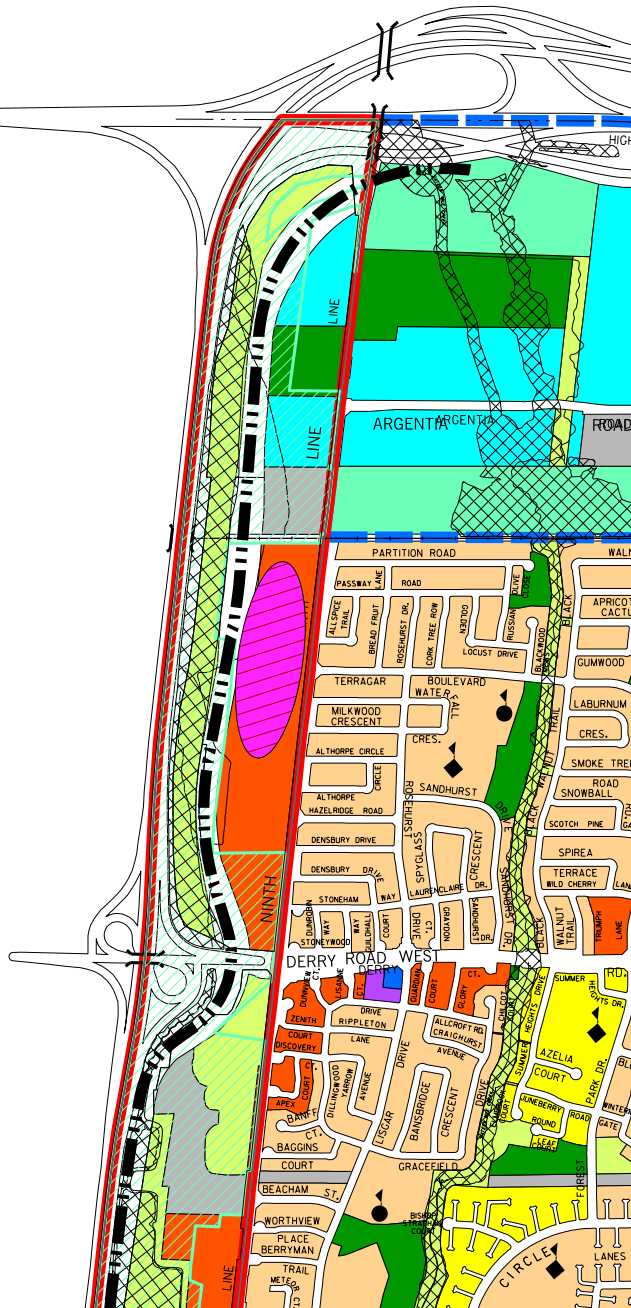
AREA OF AMENDMENT	
FROM:	
SPECIAL POLICY AREA	
TO:	
RESIDENTIAL MEDIUM DENSITY	PUBLIC OPEN SPACE
MIXED USE	GREENLANDS
BUSINESS EMPLOYMENT	PARKWAY BELT WEST
TRANSITWAY ROUTE	UTILITY
TRANSITWAY STATION	NATURAL HAZARDS

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MISSISSAUGA

TOWN OF HALTON HILLS



REFERENCE MAP 'M3'

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) City Centre Transit Terminal
1996 NEP/2000 NEF Composite Noise Contours	GO Rail Transit Station
LBPIA Operating Area Boundary See Aircraft Noise Policies	Public School
Area Exempt from LBPIA Operating Area	Catholic School
Natural Hazards	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

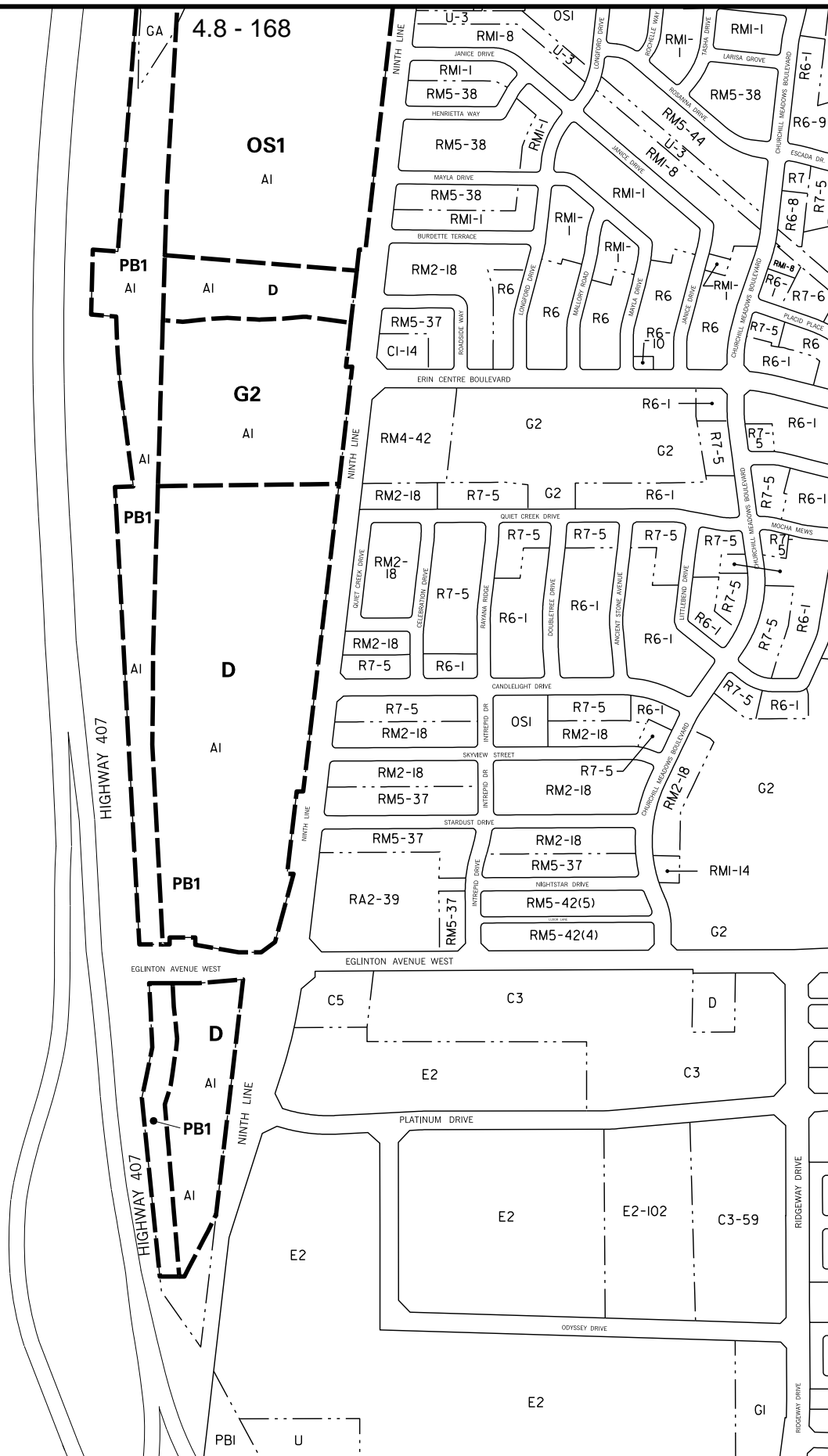
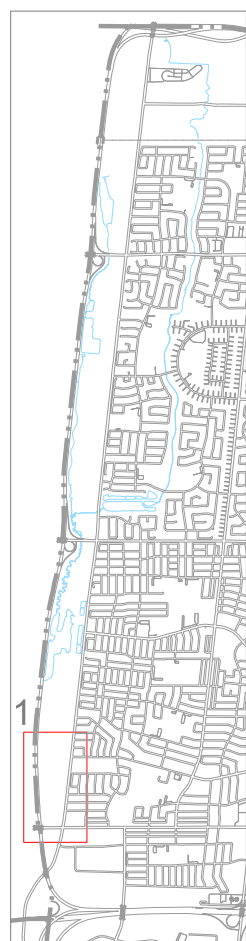
TO:

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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MISSISSAUGA



2018/05/23

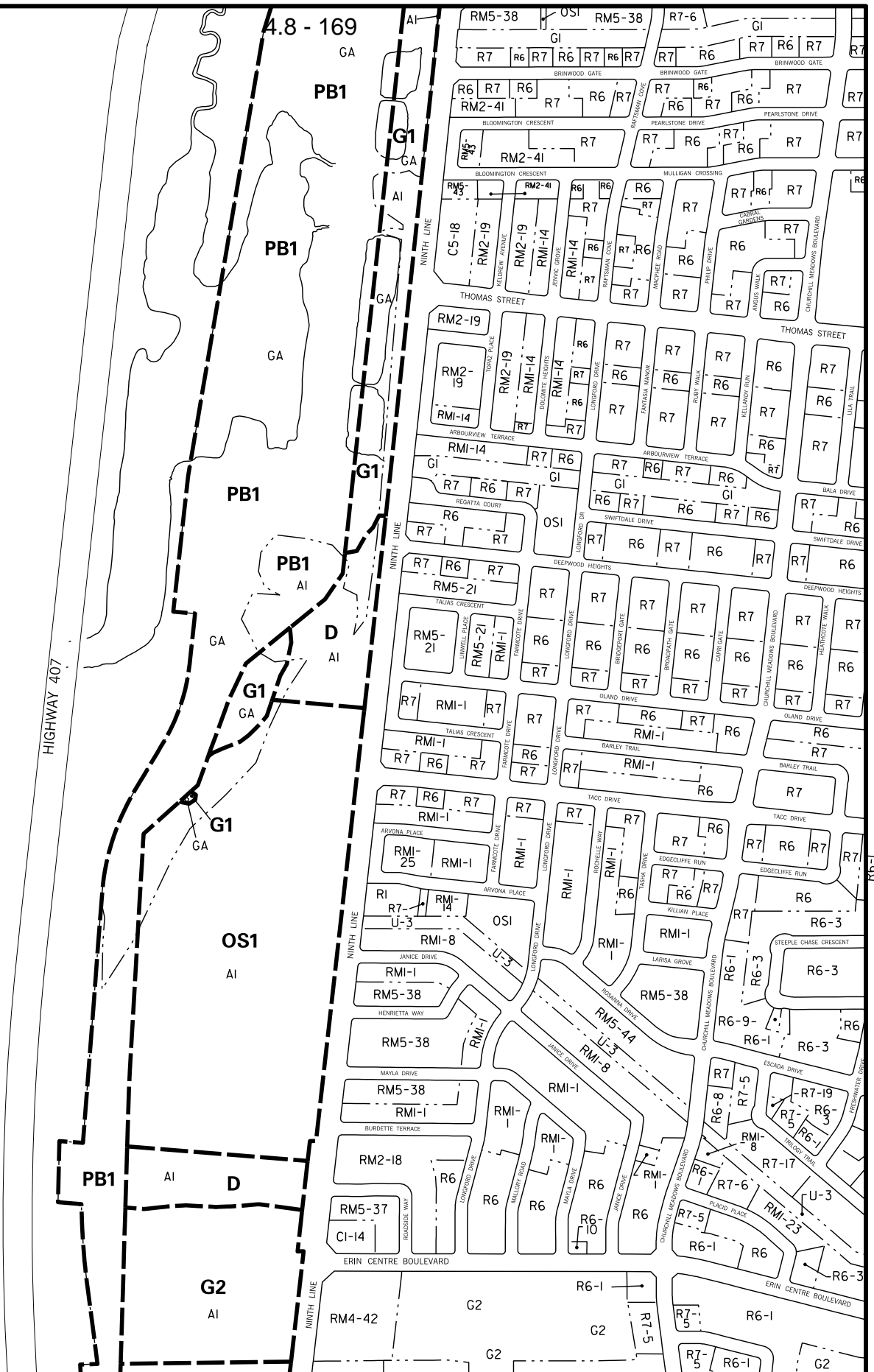
Age Group	Percentage of Respondents
0-25	25%
25-50	25%
50-75	25%
75+	25%

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MISSISSAUGA

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PROPOSED ZONING ALONG NINTH LINE LANDS

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

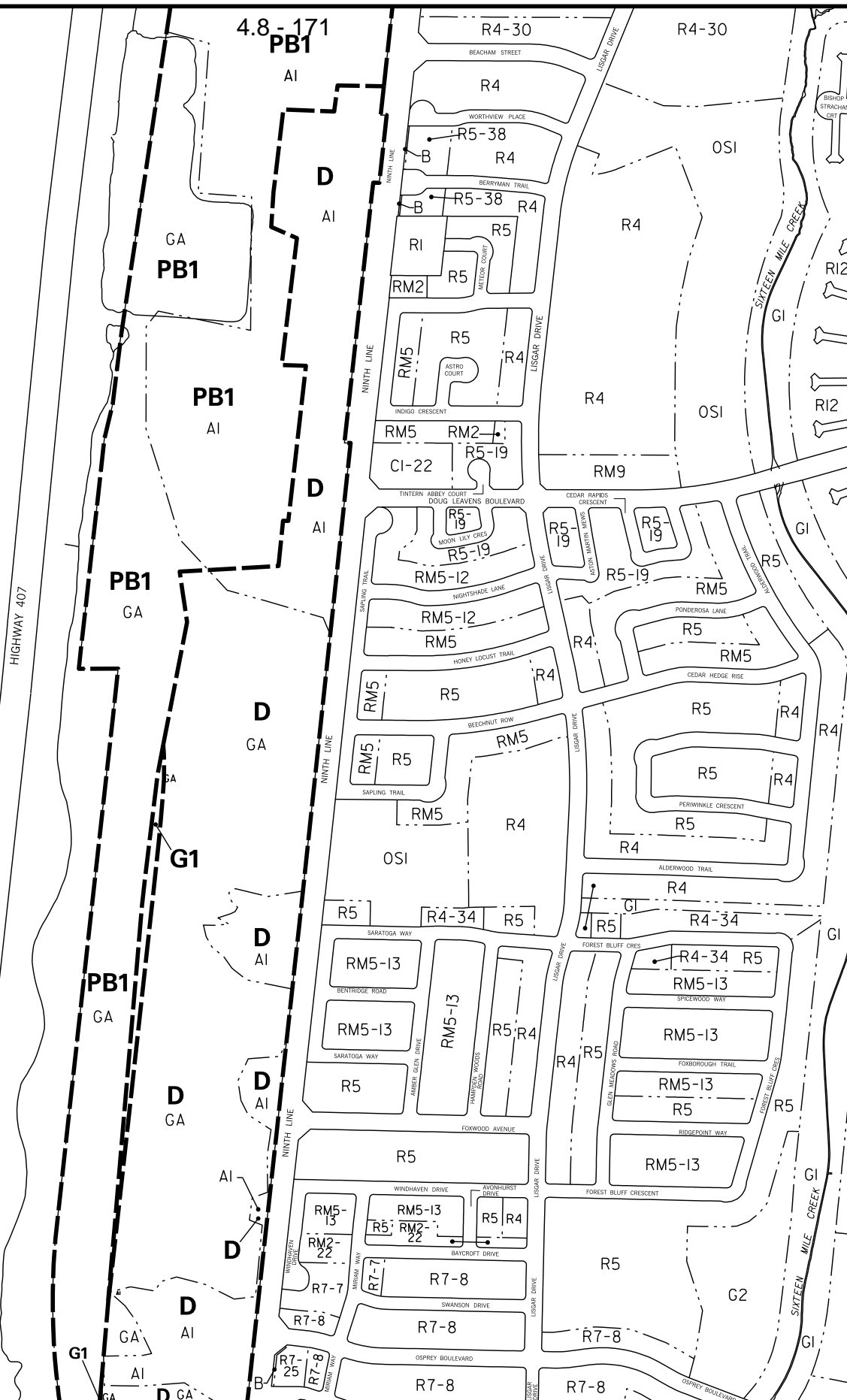
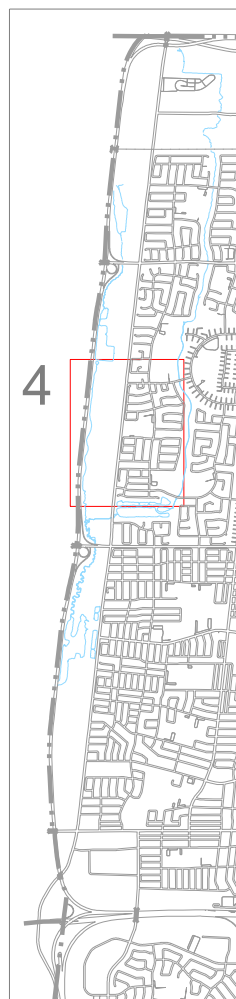
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PROPOSED ZONING ALONG NINTH LINE LANDS

Category	0	25	50	75	100
no opinion	~45%	~35%	~25%	~15%	~10%
not a problem	~10%	~15%	~20%	~25%	~30%
small problem	~15%	~20%	~25%	~30%	~35%
moderate problem	~10%	~15%	~20%	~25%	~30%
big problem	~10%	~15%	~20%	~25%	~30%

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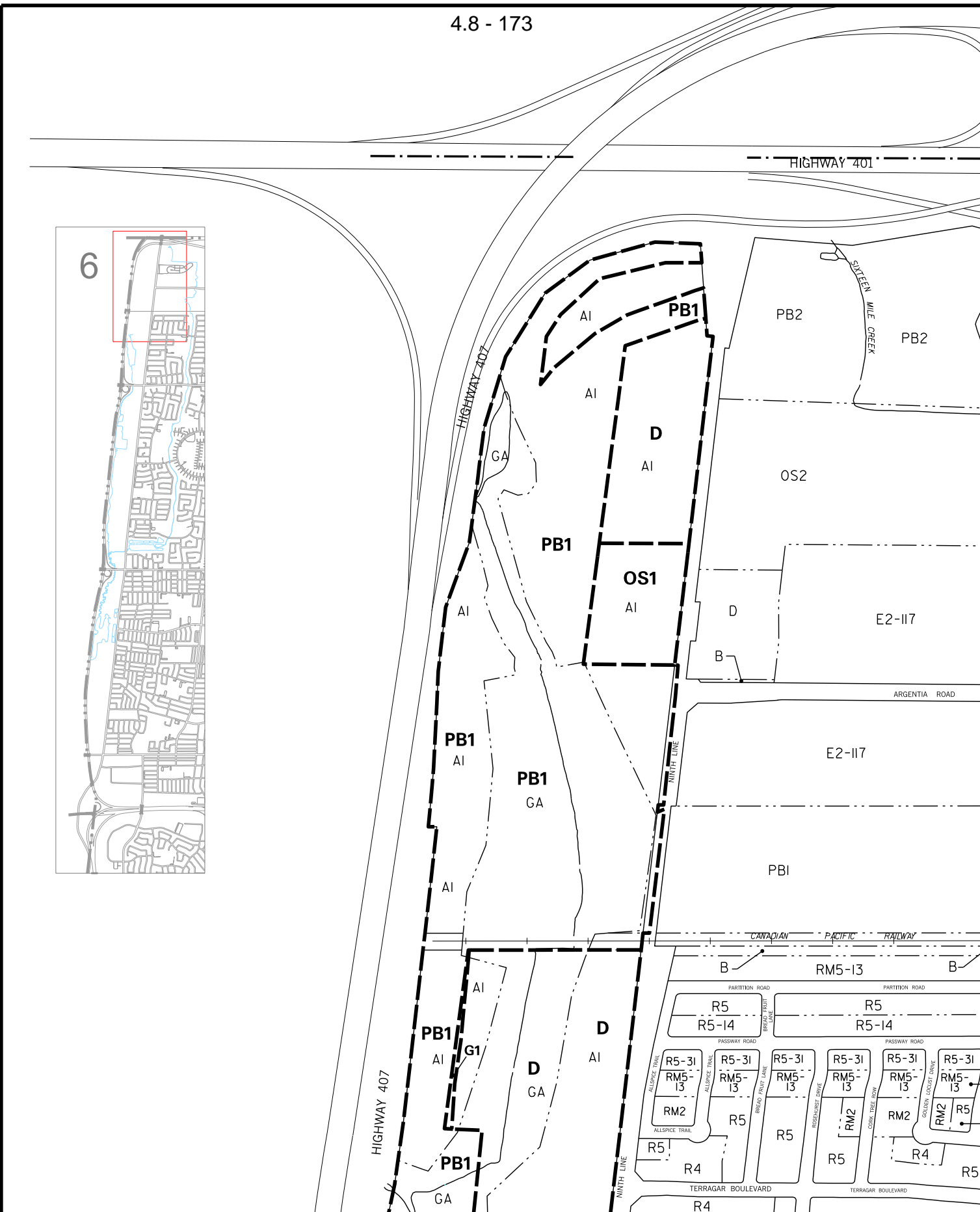
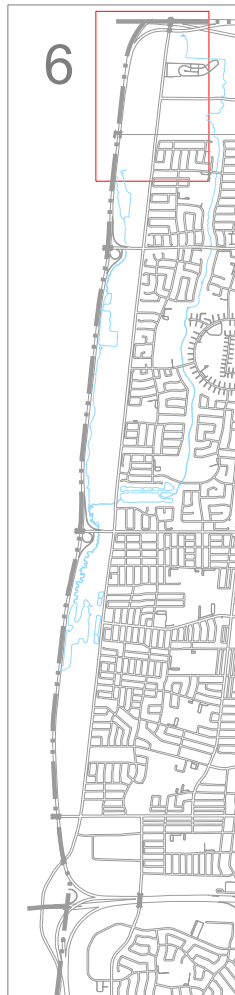
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PROPOSED ZONING ALONG NINTH LINE LANDS

0 25 50 75 100
metres

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MISSISSAUGA



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SHAPING NINTH LINE URBAN DESIGN GUIDELINES

CITY OF MISSISSAUGA
JUNE, 2017





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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

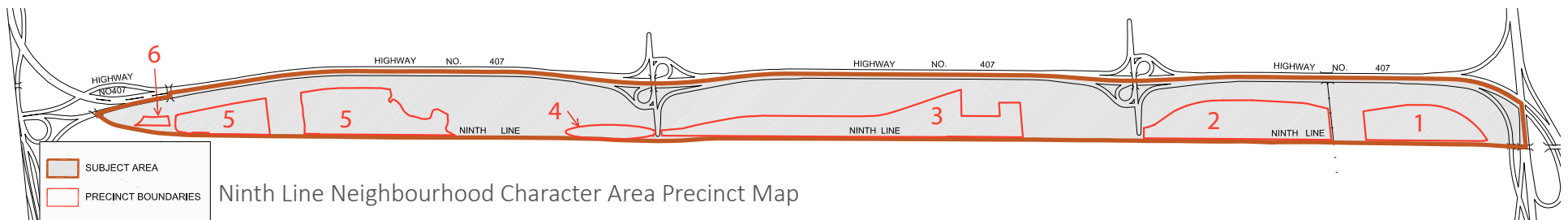
The Ninth Line Neighbourhood is the last remaining greenfield land in Mississauga, and will be planned as sustainable, transit-supportive, connected and distinct. The Ninth Line Neighbourhood, and its six precincts, will be a model for sustainable development and a gateway into the City of Mississauga. 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.

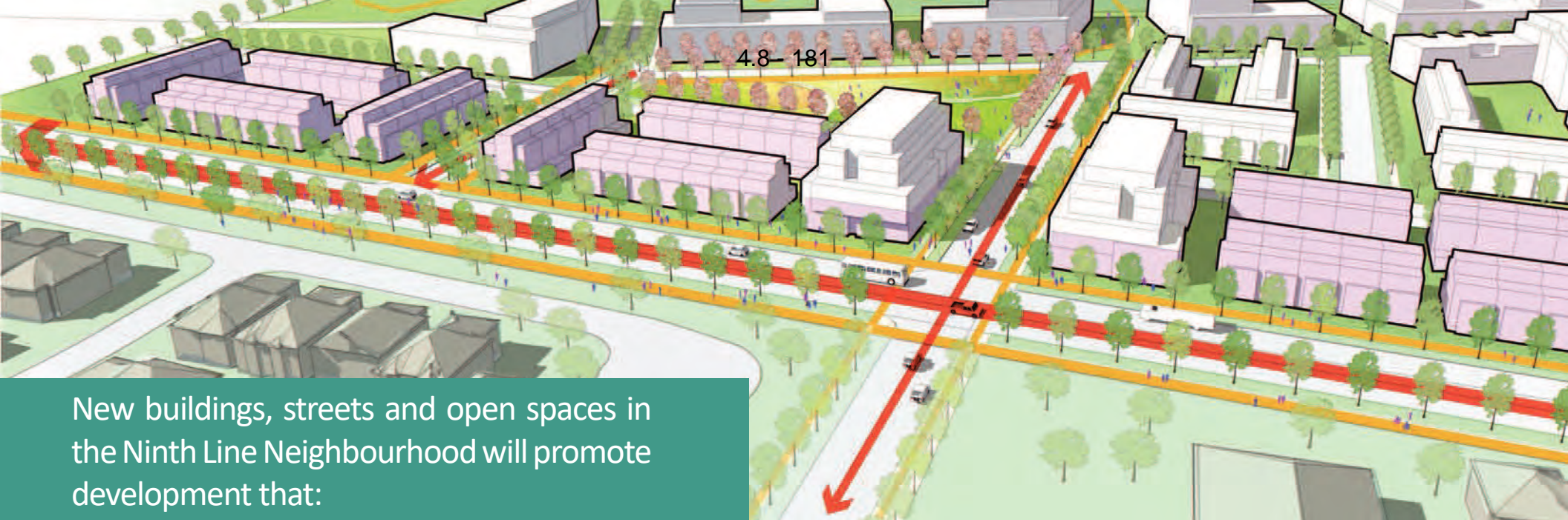


2.2 GUIDING PRINCIPLES

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

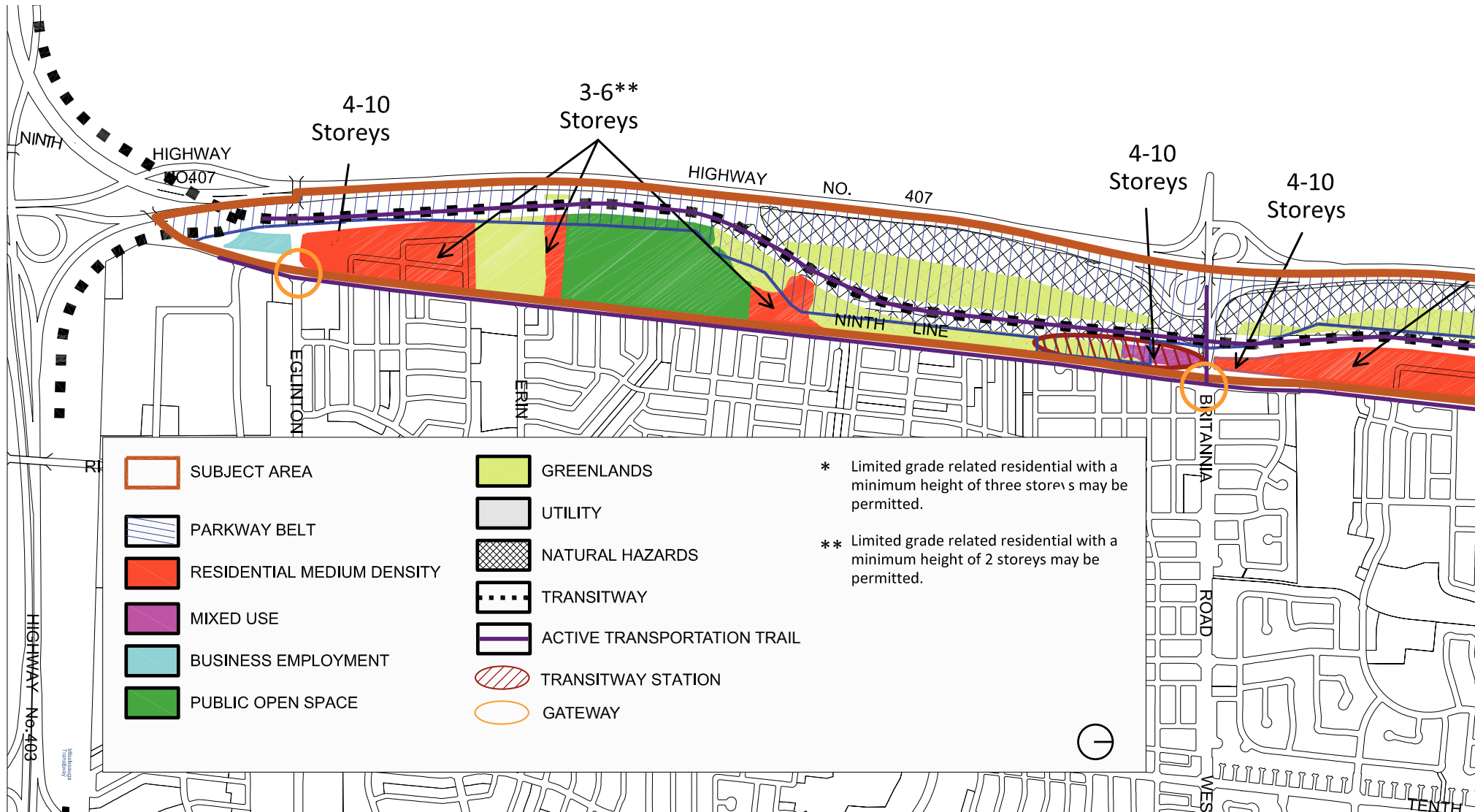
PARKS, OPEN SPACES AND NATURAL HERITAGE

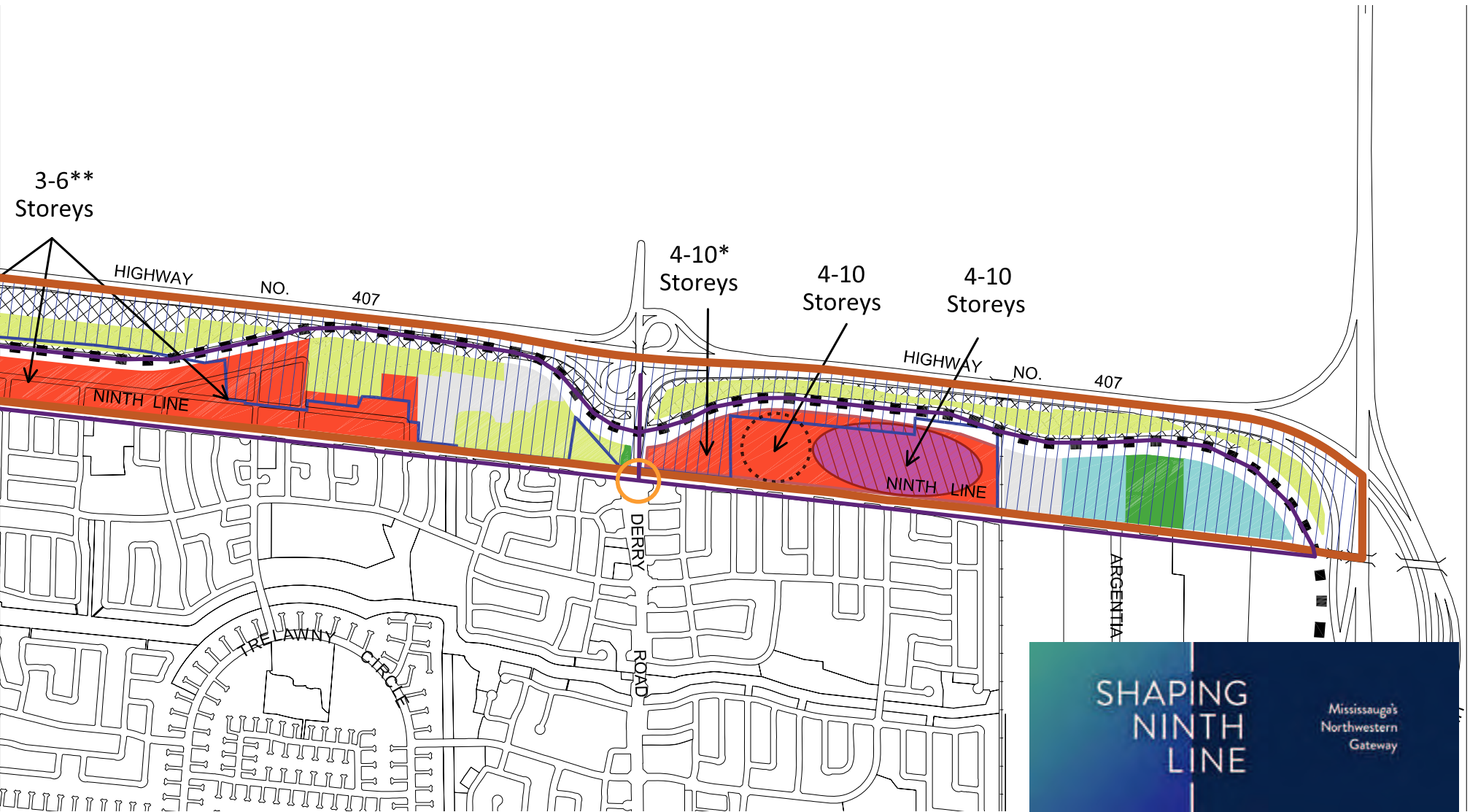
- Creates a linked natural heritage system
- Provides a variety of parks and open spaces for all ages and abilities including those which:
 - Encourage passive and active use in all seasons
 - Promote unique experiences and educational opportunities
 - Protect and enhance natural areas
- Provides parks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

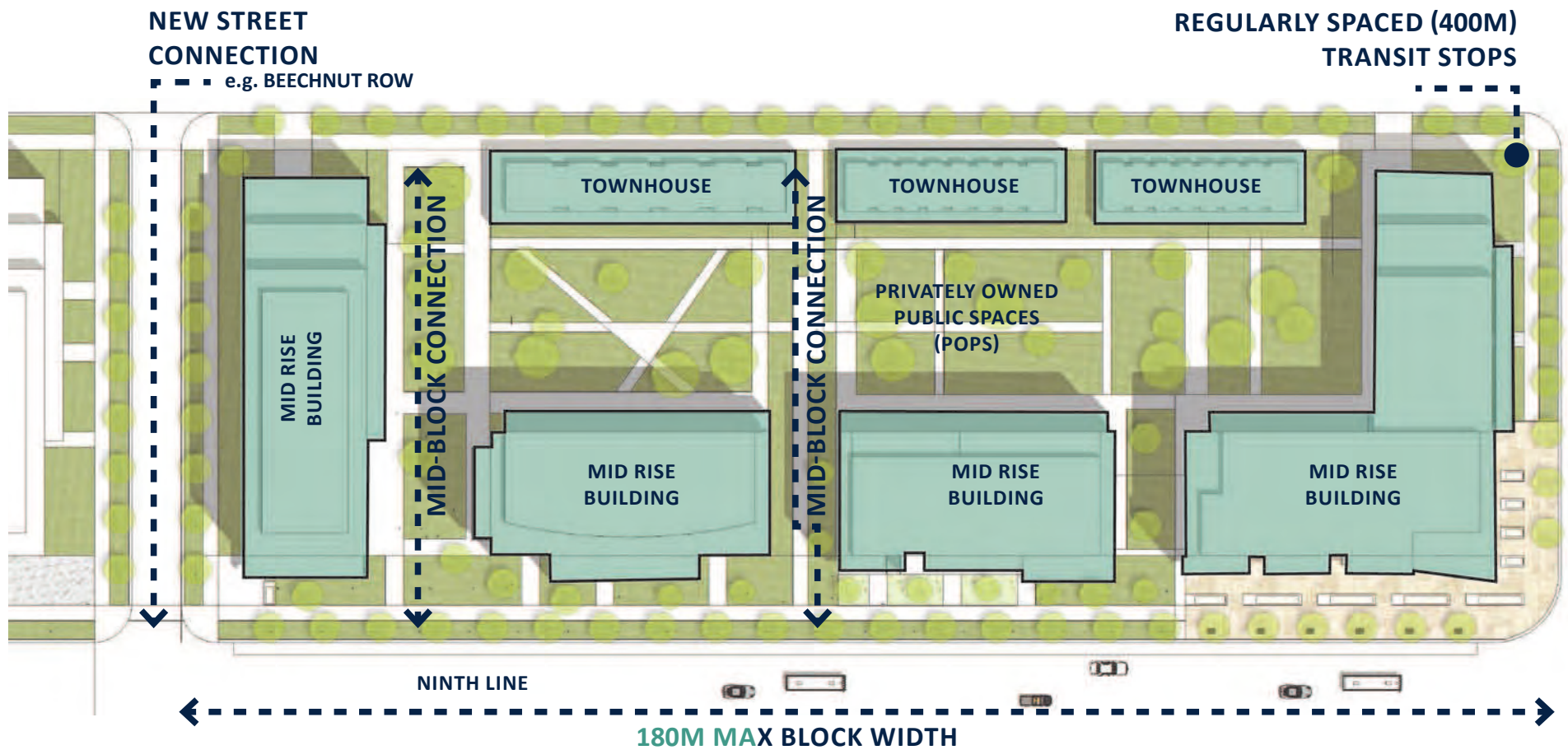
- a. New streets should reinforce a well-connected grid system, including direct connections to the east side of Ninth Line, to provide convenient connections and promote permeability throughout the Ninth Line lands.
- b. To facilitate a well-connected grid network, block lengths in the Ninth Line lands 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 Argentinia 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.

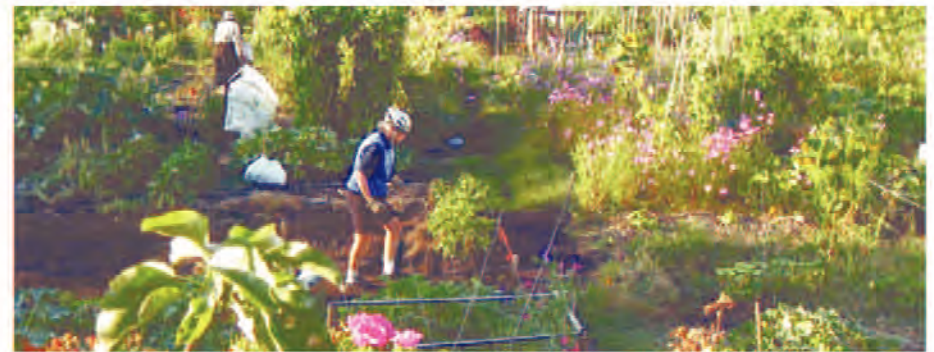
- g. Private front-yard amenity space should provide a soft transition to, and high visibility between, the public and private realm. Where fencing is proposed, it should be low and highly transparent.
- h. Where no windows are provided, townhouse blocks should be separated sufficiently to accommodate 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 in the Official 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

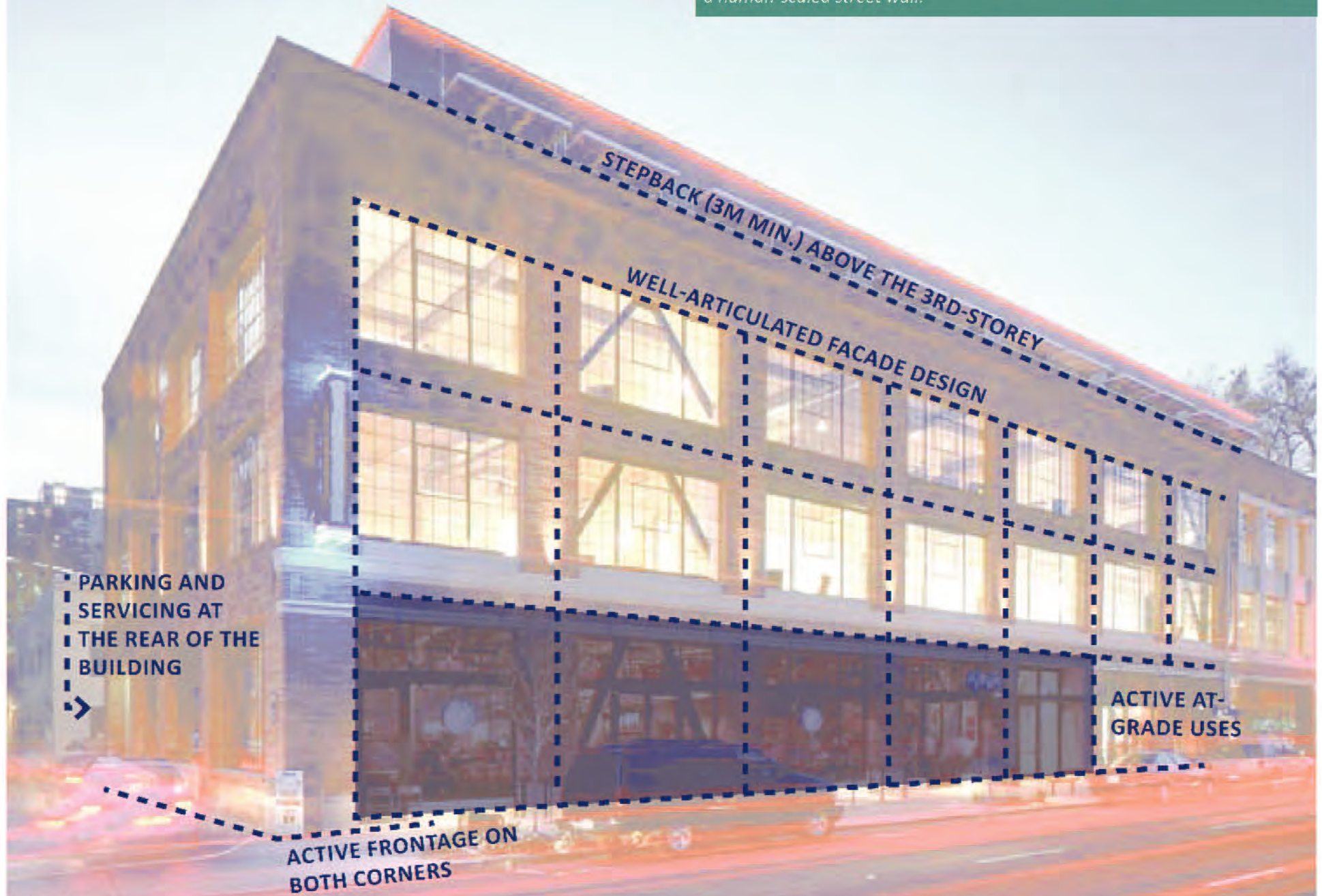


Office buildings should be located and designed to frame and address the street.

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.

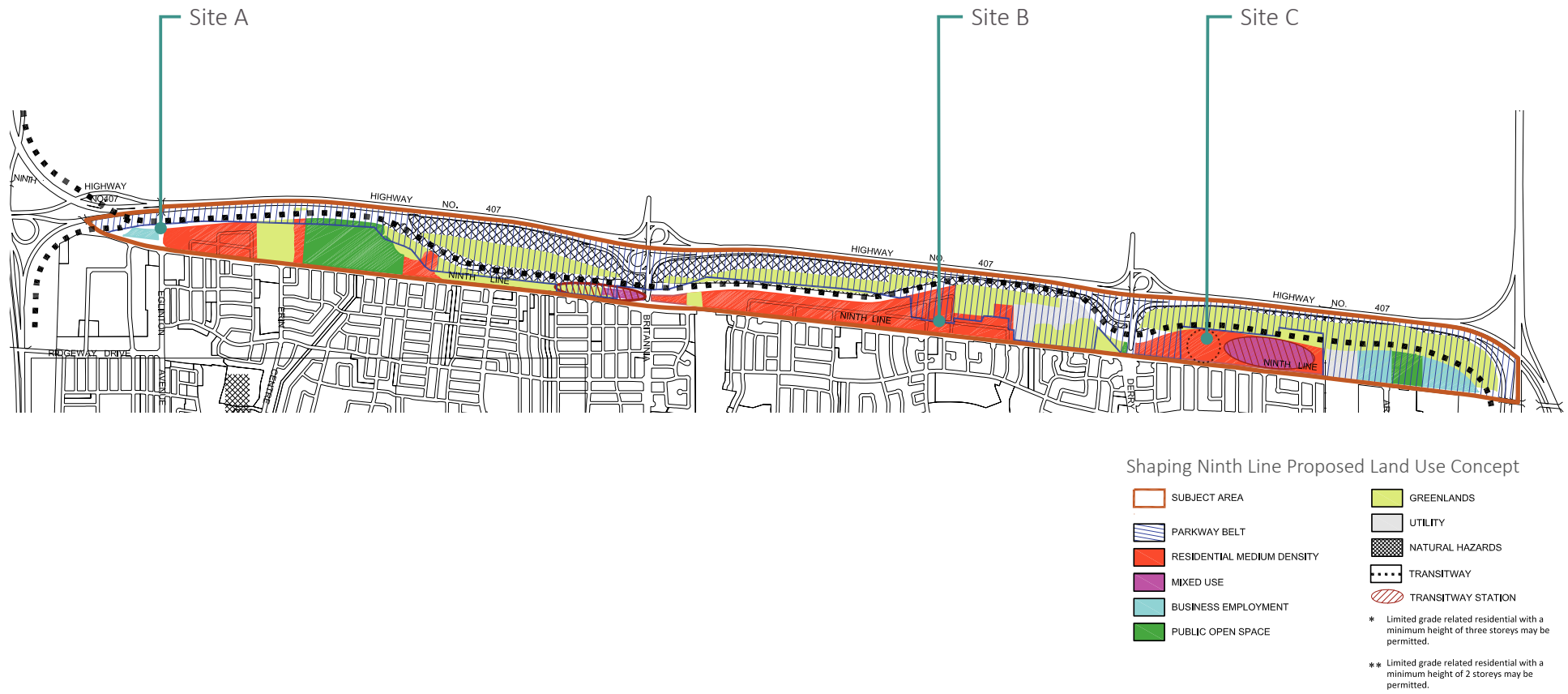
- g. All buildings should have conveniently located waste management facilities to support the separation of waste into different streams according to reuse and recycling regulation (i.e. compost, paper, plastics).
- h. Where possible, construction materials should be recycled to reduce the environmental 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.

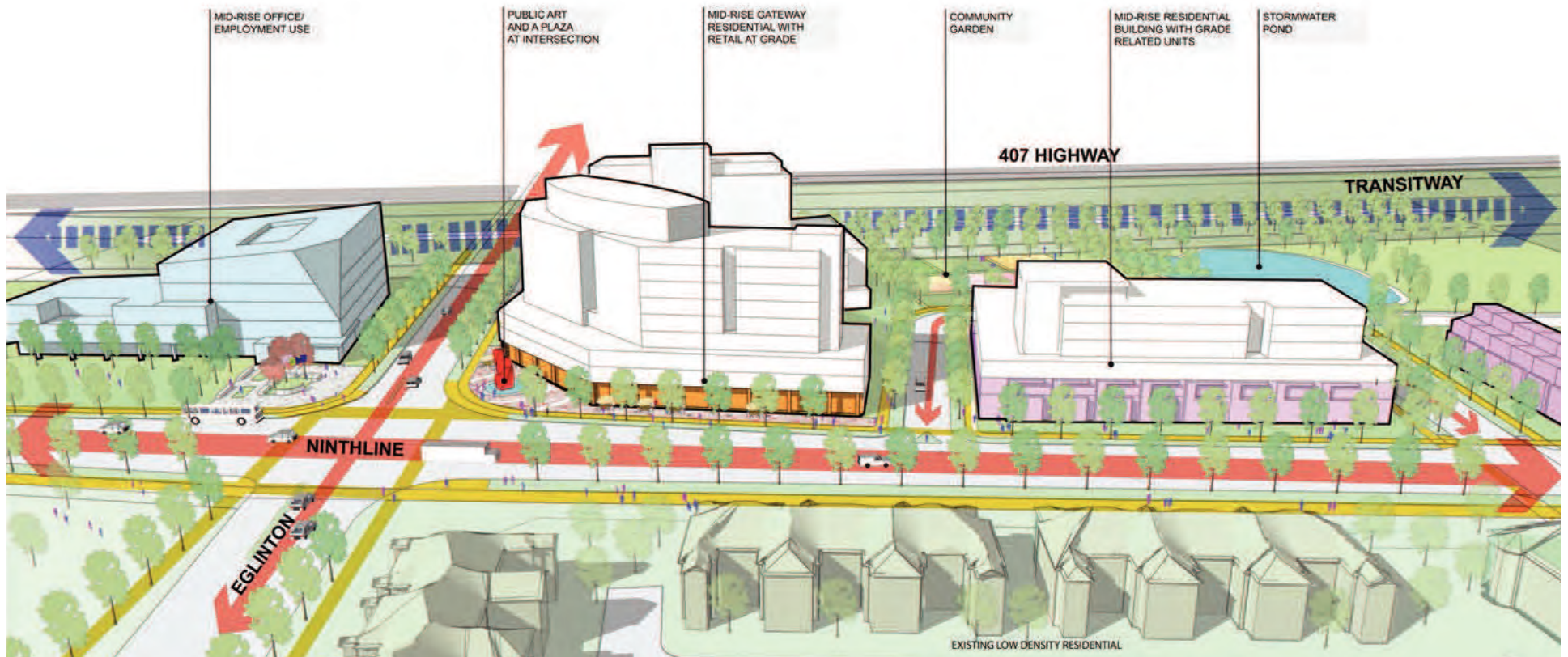
APPENDIX: SHAPING NINTH LINE DEMONSTRATION PLANS

BUILT FORM AND LAND USE | DEMONSTRATION PLAN SITES



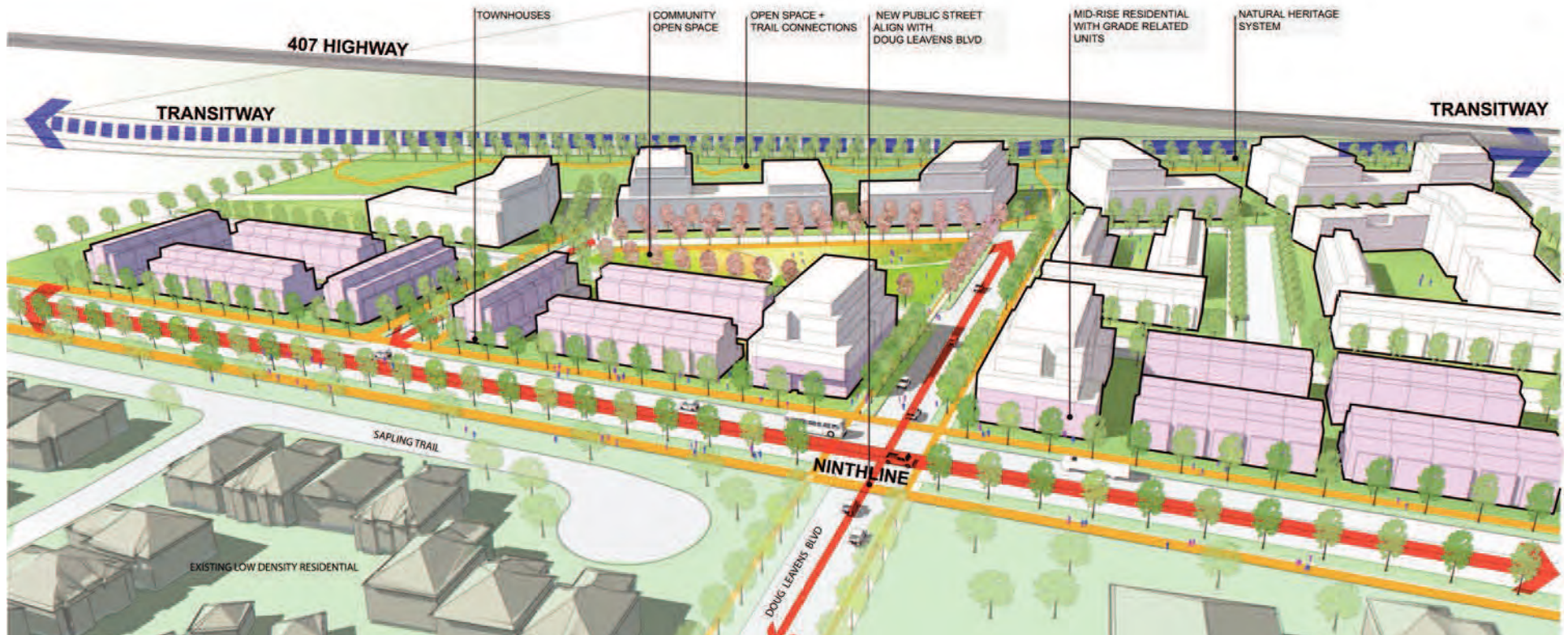
SITE A | MIXED USE COMMUNITY WITH EMPLOYMENT FOCUS AND GATEWAY FEATURE

- 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



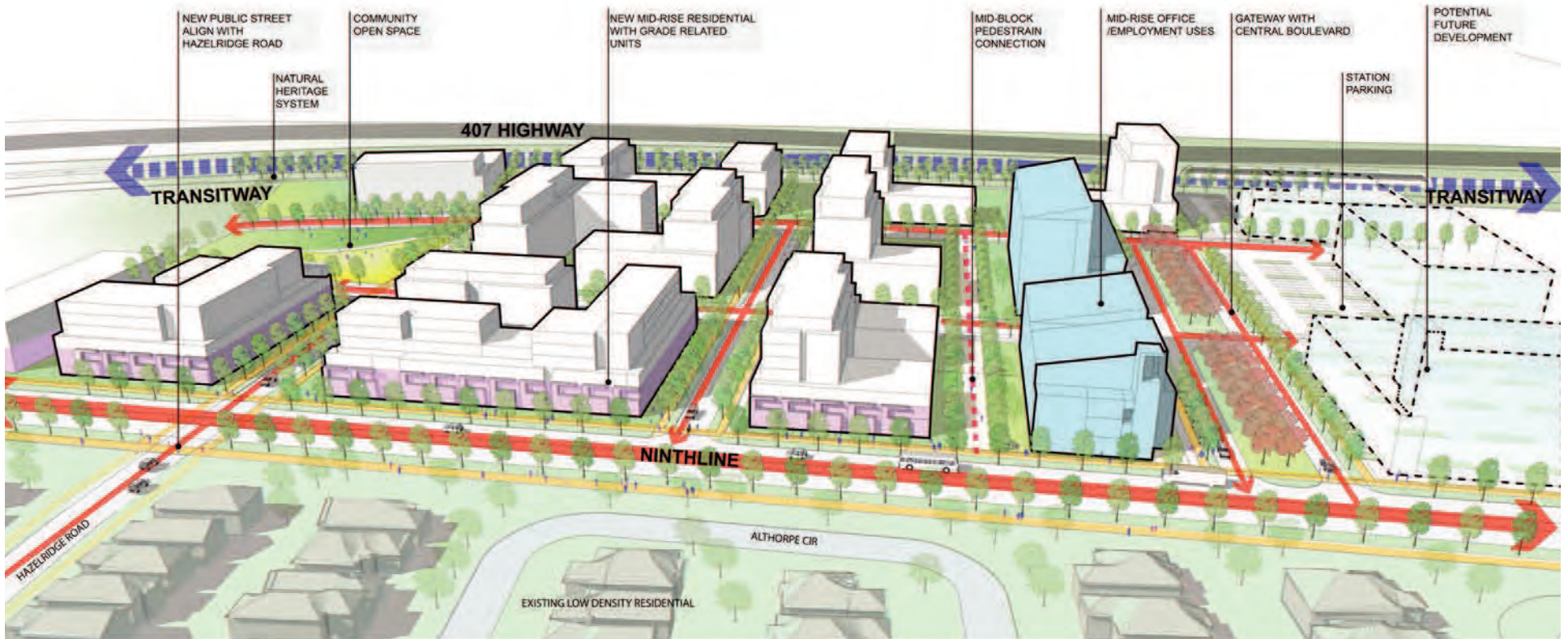
SITE B | COMPLETE COMMUNITIES: MISSING MIDDLE HOUSING OPTIONS

- 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: May 25, 2018

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:
OZ 17/005 W7Meeting date:
2018/06/18

Subject

RECOMMENDATION REPORT (WARD 7)

Applications to permit a 40 storey, 360 unit apartment building with ground floor retail commercial uses**3480 Hurontario Street, northwest corner of Hurontario Street and Central Parkway West****Owner: CGI V Developments Inc.****File: OZ 17/005 W7****Pre-Bill 139**

Recommendation

1. That City Council direct Legal Services, representatives from the appropriate City Departments and any necessary consultants to attend the Local Planning Appeal Tribunal (LPAT) hearing proceedings which may take place in connection with these applications under File OZ 17/005 W7, 3480 Hurontario Street, CGI V Developments Inc, in support of the recommendations outlined in the report dated May 25, 2018 that concludes that the proposed official plan amendment and rezoning applications are not acceptable from a planning standpoint and should not be approved.
2. That City Council provide the Planning and Building Department the authority to instruct the City Solicitor on modifications to the position as may be deemed necessary during or before the Local Planning Appeal Tribunal hearing process; however, if there is a potential for settlement, then a report shall be brought back to Council by the City Solicitor.

Report Highlights

- The subject official plan amendment and rezoning applications have been appealed to LPAT by the applicant for failure by City Council to make a decision within the prescribed timelines. A pre-hearing conference has been scheduled for October 2, 2018.
- It has been concluded that the proposed development is not supportable from a planning perspective.
- The applications do not meet Mississauga Official Plan policies for development and

intensification; the proposed height and density does not allow for appropriate development of the site and the building does not provide an appropriate transition to the existing neighbourhood

- An approval by LPAT should be subject to an “H” Holding Symbol to address outstanding technical requirements and to allow for a Section 37 Agreement
- Staff requires direction from Council to attend any LPAT proceedings which may take place in connection with these applications and in support of the recommendations outlined in this report

Background

A public meeting was held by the Planning and Development Committee on October 30, 2017, at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0060-2017 was then adopted by Council on November 8, 2017.

That regarding the report dated October 5, 2017, from the Commissioner of Planning and Building regarding the applications by CGIV Developments Inc. to permit a 40 storey, 360 unit apartment building with a 5 storey podium and ground level retail commercial uses under File OZ 17/005 W7, 3480 Hurontario Street, that staff consult with the area Councillor on the appropriateness of a motion for an expedited recommendation report on this matter.

On November 10, 2017, the owner appealed the applications to LPAT due to the failure by City Council to make a decision on the applications within the time prescribed by the *Planning Act*. A pre-hearing date of October 2, 2018 has been scheduled. The purpose of this report is to make a recommendation to Planning and Development Committee on the application and to seek direction with respect to the appeal.

The applications were circulated to City departments and agencies for comments. There are numerous concerns that remain outstanding including: building and podium height; animation of the building; setbacks to abutting apartment buildings; and internal access to the garbage loading area.

Comments

Issues were identified by residents through written correspondence to the City and through verbal comments at both the September 13, 2017 community meeting held by Ward 7 Councillor, Nando Iannicca, and at the October 30, 2017 public meeting held by the Planning and Development Committee as follows:

Comment

The proposed building is too tall; it does not provide a gradual height transition from existing buildings surrounding the site; massing and built form are inconsistent with the City's Official Plan policies.

Response

Staff have concerns regarding the proposed height and the lack of adequate built form transition. A detailed evaluation of these comments is included in the Planning Comments section of this report.

Comment

The proposed development does not provide sufficient setbacks to the existing 6 storey residential rental apartment building.

Response

The proposed development has a zero setback to the west lot line. The balconies on the 6 storey rental building apartment to the west are located approximately 13.5 m (44 ft.) from the west lot line of the subject property.

Comment

Additional traffic will be generated from the proposed development on to Hurontario Street and Central Parkway West and may cause access issues to and from the site.

Response

A Traffic Impact Study was prepared to assess both existing and predicted future traffic volumes. The Transportation and Works Department is satisfied with the study's conclusions that find the proposed development will not have a significant impact on the level of traffic and access from the surrounding streets. The Transportation and Works Department has requested a revised Traffic Impact Study to clarify the background development, trip generation and trip distribution assumptions that were made, but this additional information will not change the conclusion.

Comment

Is there enough capacity to service this site?

Response

The Region has advised that a revised Functional Servicing Report is required to demonstrate there is adequate sewer and water available to service the site.

Comment

The internal waste vehicle access route is a concern. There is not enough turning area within the building provided to service waste and moving vehicles.

Response

The Region has concerns with the internal movements related to standard turning radii and height clearances underground. The applicant will need to demonstrate that all turns and heights meet the Waste Collection Design Standards Manual requirements. Outdoor waste collection is not permitted.

PLANNING COMMENTS**Provincial Policy Statement, 2014 (PPS) and Growth Plan for the Greater Golden Horseshoe 2017 (Growth Plan)**

The Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

Consistency with PPS

The PPS contains the Province's policies concerning land use planning for Ontario. Section 1.1.3.3 of the PPS states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock" and Section 1.1.3.4 of the PPS states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety."

The site's current designation is **Mixed Use** which permits a range of commercial and residential uses. The proposal requires an amendment to change the designation to **Residential High Density – Special Site**. The subject property is located in Mississauga's Downtown, an intensification area; has a proposed light rail transit stop abutting the site, and the existing designation provides for a maximum 25-storey building.

The Official Plan policies are consistent with the PPS in that there are areas for intensification that are identified to optimize public service facilities, while still address matters of public health and safety.

These applications for amendments to the existing MOP designation and proposed zoning are consistent with some of the high level policies of the PPS.

Conformity with the Growth Plan

The subject property is located within a delineated Built-Up Area (Section 2.2.2) and within the Urban Growth Center (Section 2.2.3) that is to be planned to accommodate population and employment growth (Schedule 4 of the Growth Plan).

Section 2.2.1.2 c) iii of the Growth Plan states that growth will be focused in locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.

Section 2.2.2.4 b) of the Growth Plan directs municipalities to identify the appropriate type and scale of development and transition of built form to adjacent areas in intensification areas.

Section 2.2.4.3 b) of the Growth Plan states that Major Transit Station Areas on priority transit corridors will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit

Section 5.3.1.3 of MOP states that the Downtown Fairview area of the city is an Intensification Area. The subject property is located on the Hurontario Street Intensification Corridor. Corridors have been identified as appropriate locations for intensification (Section 5.4) and development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding neighbourhood and Employment Area (Section 5.4.4).

Section 5.3.1.4 of MOP states that the Downtown will achieve a minimum gross density of 200 residents and jobs per combined hectare by 2031.

Section 5.5.8 of MOP states that residential and employment density should be sufficiently high to support transit usage.

The relevant MOP policies in this report conform with the Growth Plan.

The proposed **High Density Residential – Special Site** official plan amendment request conforms to the high level policies of the Growth Plan. The City of Mississauga has identified this area for intensification and growth.

However, the application is not in conformity with the Growth Plan policies that speak to development providing an appropriate transition of built form to adjacent areas.

The key concerns are:

- Providing an appropriate transition of built form to adjacent areas
- Site size and design that limits ability for loading and garbage pickup

Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives and General Policies in Sections 5.3.1, 5.3.2 respectively, direct development and redevelopment to the Urban System to achieve an intensified and compact form and densities that are pedestrian-friendly and transit supportive.

Section 5.1.4 of MOP (Direct Growth) indicates that most of Mississauga's future growth will be directed to Intensification Areas. Further, Section 5.1.6 states that the City encourages compact mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities.

These applications conform to the Peel Region Official Plan.

Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan policies for the Downtown Fairview Character Area. The amendment is to redesignate the lands from **Mixed Use** to **Residential High Density – Special Site** to permit:

- A floor space index (FSI) of 9.8
- A height of 40 storeys (25 storeys permitted under MOP)

Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the criteria against this proposed development application, as well as comprehensive consideration of other MOP policies in relation to the proposal. The following is a high level presentation of this analysis and is not exhaustive of all the factors which staff has considered.

As part of the Downtown City Character Area adjacent to a Neighbourhood, the surrounding area is considered a stable medium to high density residential area and is to be protected. While this does not mean that these communities are to remain static or that previous

development patterns must be replicated, intensification needs to be sensitive to the neighbourhood's existing and planned character. The proposal does not meet the test of contextual sensitivity. The proposed development is too dense as it needs to be designed to:

- Provide servicing areas including the reduced turning radii for garbage trucks into the proposed loading area, preferably in the basement
- Provide an amenity area space in accordance with the by-law
- Provide the parking underground rather than above ground in the podium
- Address transition in built form and scale to the surrounding area (Section 5.3.5.6 and 9.5.1 of MOP)

Services and Infrastructure

Further, as this site is next to a planned LRT Street stop, regard should be had for the ground floor uses, building entrances to support transit uses and pedestrians travelling along Hurontario Street walkways.

The site is within 150 m (492 ft.) to a future park proposed for Elm Drive and Kariya Drive and 675 m (2,200 ft.) to Mississauga Valley Park.

The Region does not have the required information to confirm the adequacy of sewer and water services.

Height, Transition and Context

The surrounding area is primarily characterized by buildings ranging in height from 6 storeys on the west to 33 storeys (Amacon) to the north. The proposed 40 storey building does not transition well from buildings to the north and west (See Appendix 2). MOP presumes the highest densities will be in the Downtown Core (north of Elm Street) and transition outside the core with a maximum of 25 storeys. When applications for heights higher than 25 storeys have been approved, compatibility of built form and transition to surrounding neighbourhoods have been addressed in accordance with the policies of the official plan.

There are significant concerns with respect to height and transition with this proposal. The principle of ensuring a gradual height transition between low and high rise buildings is an important planning principle and is found in several MOP policies. These include:

Section 9	Build a Desirable Urban Form
Section 9.2.1.13	Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.
Section 9.2.1.15	Tall buildings will address pedestrian scale through building articulation, massing and materials.
Section 9.2.1.16	Tall buildings will minimize adverse

Section 9	Build a Desirable Urban Form
	microclimatic impacts on the public realm and private amenity areas.
Section 9.2.1.25	Buildings should have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls on any level will not be permitted facing principal street frontages and intersections.
Section 9.5.1.2	Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: g. the size and distribution of building mass and height h. front, side and rear yards i. the orientation of buildings, structures and landscapes j. views, sunlight and wind conditions l. privacy and overlook
Section 9.5.1.3	Side design and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.
Section 9.5.1.5	Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.
Section 9.5.1.9	Development proposal will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimate conditions are mitigated

The proposed development fails to meet the above-noted policies. A redesign of the project is required to address these policies.

Built Form

The proposed built form includes:

- A five storey podium stepping up to a 40 storey tower

- A zero metre setback from the proposed podium to the property line abutting the existing six storey rental apartment building site to the west providing a 15.2 m (49.8 ft.) separation between the buildings
- The podium located 13.5 m (44 ft.) from the balconies of the building to the west
- A podium containing four levels of above ground parking
- A building occupying 91% of the lot area leaving little for at grade amenity space
- Internal turning radii for trucks loading and unloading is not adequate to meet basic operational standards

The overall massing and scale of the proposed building in relation to the small size of the subject property, makes it incompatible with the surrounding buildings.

Summary

The proposed development has not been designed to be sensitive to the existing and planned character of the neighbourhood and does not provide appropriate transition to adjacent uses. The height, massing and built form are not in keeping with the area context. The applicant has not provided the information on available services to the satisfaction of the Region of Peel.

For these reasons, these applications are not consistent with the relevant MOP policies and good urban design principles.

Zoning

The proposed **H-RA5-Exception** (Apartment Dwellings) is required to accommodate the proposed 40-storey apartment building including ground floor retail with a FSI of 9.8. For the reasons noted above, staff are not supportive of the proposed zoning.

Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. 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.

The subject lands are currently zoned **C3** (General Commercial) which permits a range of retail, service, office and entertainment uses, among other uses. The **C3** zone allows a maximum height of 4 storeys. The applicant is seeking to permit a redevelopment of the site with 40 storeys and a total GFA of 28 204.4 m² (303,589.6 ft²) which represents a density increase that exceeds 1500 m² (16,146 ft²) over what would otherwise be permitted under the current zoning. As the project is larger than 5000 m² (53,820 ft²) in size, it meets the minimum threshold for a Section 37 contribution. The existing restaurant has a total GFA of 240 m² (2,583.3 ft²). Should the LPAT render a decision on the applicant's appeals that results in an increase in height or density, staff will hold discussions with the applicant to secure community benefits and

return to Council with a Section 37 report outlining the recommended benefits and corresponding contribution amount.

"H" Holding Provision

Should this application be approved by LAPT, staff will request an "H" Holding provision which can be lifted upon receipt of:

- A revised Traffic Impact Study to the satisfaction of the City
- A revised Functional Servicing Report to the satisfaction of the City and the Region of Peel
- Confirmation that the Record of Site Condition (RSC) has been posted to the Environmental Site Registry and the submission of all supporting environmental reports
- Satisfactory official plan amendment and zoning by-law
- The execution of a Section 37 (Community Benefits) Agreement
- The execution of the Development Agreement

Site Plan

Prior to development of the lands, the applicant will be required to obtain Site Plan approval. A site plan application has not been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as setbacks, street animation along Hurontario, streetscaping, landscaping, noise impacts, access and loading.

Green Development Initiatives

The applicant has provided limited to no green development initiatives for this site. Bicycle storage, outdoor amenity space, street trees and streetscaping are all required as part of the development application. Should the LPAT approve the applications, the City will ask for more substantive green development measures such as rainwater harvesting or permeable paving through the site plan process.

ALTERNATIVE DEVELOPMENT PROPOSAL

The City has reviewed the proposal against all applicable policies. The following would achieve and be consistent with and conform to the applicable policies provided that the technical site plan issues can also be addressed.

- Reduce the height to 30-33 storeys to provide a better transition with the adjacent apartment buildings
- Reduce the podium height from 5 to 4 storeys to match the existing podium heights of the existing apartment buildings (Amacon)
- Increase the setback on the west side of the site to provide a better separation distance between this property and the existing 6 storey rental apartment building

- Obtain Regional approval of waste including internal loading and unloading
- Ensure a minimum of 575 m² (6,189 ft²) non-residential GFA
- Meet the zoning by-law requirements for amenity space

Financial Impact

Development charges will be payable in keeping with the requirements of the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met.

Conclusion

In summary, since the applications have been submitted to the City in May 2017, staff has consistently communicated concerns with the proposal that currently remain outstanding. Height, built form, massing and transition are generally not acceptable. Various design and technical matters have yet to be addressed and prevent staff from supporting the proposed development in its current form.

Accordingly, the proposed official plan amendment and rezoning are not acceptable from a planning standpoint and should not be approved for the following reasons:

1. The proposed form of building is not consistent with the overall intent, goals and objectives of the Growth Plan and Mississauga Official Plan with respect to the design of tall building and development in intensification areas.
2. The building form is not compatible with surrounding lower and high density land uses.
3. Other key elements of the proposal have not been satisfactorily addressed as of the preparation of this report including servicing, landscaping, amenity space, setbacks, loading and garbage servicing.

Attachments

Appendix 1: Information Report

Appendix 2: 3D Map – 3480 Hurontario Street



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

Prepared by: Michael Hynes, Development Planner

City of Mississauga
Corporate Report



Date: October 5, 2017	Originator's file: OZ 17/005 W7
To: Chair and Members of Planning and Development Committee	
From: Edward R. Sajecki, Commissioner of Planning and Building PDC OCT 30 2017	Meeting date: 2017/10/30

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 7)

Applications to permit a 40 storey, 360 unit apartment building

3480 Hurontario Street, northwest corner of Hurontario Street and Central Parkway West

Owner: CGIV Developments Inc.

File: OZ 17/005 W7

Recommendation

That the report dated October 5, 2017, from the Commissioner of Planning and Building regarding the applications by CGIV Developments Inc. to permit a 40 storey, 360 unit apartment building with a 5 storey podium and ground level retail commercial uses under File OZ 17/005 W7, 3480 Hurontario Street, 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 the compatibility of the proposal, including height, bulk, reduction in views, traffic and parking
- Prior to the next report, matters to be considered include the appropriateness of the proposed amendments related to building height, lot coverage, density, floor space index and on-site parking and the satisfactory resolution of other technical requirements.

Background

The applications have been circulated for technical comments and a community meeting was 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:	41.05 m (134.6 ft.) Hurontario Street 33.34 m (109.3 ft.) Central Parkway West
Depth:	52.92 m (173.6 ft.)
Gross Lot Area:	0.23 ha (0.56 ac.)
Existing Use:	Stand-alone restaurant (Wally's)

The property is located on the northwest corner of Hurontario Street and Central Parkway West within the Downtown Fairview Character Area. The site is located south of the Downtown Core and is surrounded by high density residential uses.



Image of
3480 Hurontario Street

The surrounding land uses are:

- North: A 33 storey apartment building with a three storey podium extending south on the west side of Hurontario Street
- East: A vacant parcel of land on the northeast corner of Central Parkway and Hurontario Street. North of this vacant parcel of land are apartment buildings ranging in height from 18 to 24 storeys
- South: A three storey professional medical office building is located on the west side of Hurontario Street south of Central Parkway. An Esso gas station and car wash is located at the south-east corner.

West: A six storey apartment building and further west are five 2 storey semi-detached dwellings on Omeath Court.

A proposed Hurontario Light Rail Station (Central Parkway Station) is to be located abutting this site on Hurontario Street north of Central Parkway.

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 40 storey apartment building with 360 units. The building includes a five storey podium containing 577.3 m² (6,214 ft²) of retail commercial uses on the ground floor and residential units on floors two through five within the podium. A total of 80 on-site parking spaces are proposed above ground on the second to fifth floors.

Development Proposal		
Applications submitted:	Received: May 23, 2017 Deemed complete: July 5, 2017	
Developer/ Owner:	CGIV Developments Inc.	
Applicant:	James Lethbridge Planning Inc.	
Number of units:	360	
Existing Gross Floor Area:	240 m ² (2,583.3 ft ²)	
Height:	40 storeys	
Lot Coverage:	91.1%	
Floor Space Index:	12.3	
Landscaped Area:	8.5% at grade (49.6% including at grade and on top of podium)	
Gross Floor Area:	27 627.1 m ² (297,375.6 ft ²) - residential 577.3 m ² (6,214 ft ²) – commercial 28 204.4 m ² (303,589.6 ft ²) - total	
Anticipated Population:	900* *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: resident spaces	Required 360	Proposed 347

Development Proposal		
visitor/commercial spaces	54	54
Total	414	401

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



Image of existing conditions



Applicant's rendering of proposed apartment building

LAND USE CONTROLS

The subject lands are located within the Downtown Fairview Character Area and are designated **Mixed Use** (see Appendix 5) which permits residential uses in addition to a wide range of commercial uses. The applicant is proposing to change the designation to **Residential High Density – Special Site** to permit a 40 storey, 360 unit apartment building, including ground level retail commercial uses.

The lands are currently zoned **C3 (General Commercial)** (see Appendix 6) which permits commercial and retail uses including the existing restaurant (Wally's). A rezoning is proposed from **C3 (General Commercial)** to **RA5-Exception (Apartment Dwellings)** to permit a 40 storey apartment building including ground level retail commercial uses.

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 7 Councillor, Nando Iannicca on September 13, 2017.

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

- Traffic impact on Central Parkway and Hurontario Street as a result of this proposed development including access into the site
- Setbacks from abutting existing residential apartment buildings
- The property is too small to build a residential apartment building
- Shadow and wind impacts on abutting properties
- Height of the proposed building
- Privacy for abutting residential apartment buildings

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:

- Is there enough servicing capacity to service this site? An updated Functional Servicing Report is required by the Region
- Are the policies and principles of Mississauga Official Plan maintained by this project
- Is the proposal compatible with the character of the area given the proposed built form, height, massing, density, scale, layout, impact on the Hurontario Light Rail Transit, setbacks to abutting properties and building configuration
- Is the proposed site access and internal road configuration and proposed parking supply appropriate
- Does the development meet the sun-shadow guidelines of the City on the surrounding private and public realm
- Are the proposed zoning regulations appropriate
- Have all other technical requirements and studies, including functional servicing report, traffic impact study related to the proposal been addressed and found to be acceptable

URBAN DESIGN REVIEW PANEL

The application meets the criteria for review by the Urban Design Advisory Panel, which will take place at a later date.

OTHER INFORMATION

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

- Survey
- Site Plan
- Context Plan
- Floor Plans
- Building Elevations and Renderings
- Site Servicing and Grading Plan
- Erosion and Settlement Control Plan
- Composite Utility Plan
- Landscape Plans
- Arborist Report and Tree Preservation
- Planning Justification Report
- Urban Design Brief
- Shadow Impact Study
- Pedestrian Level Wind Study
- Environmental Noise Feasibility Study
- Hydrogeological Assessment
- Transportation Study
- Geotechnical Study
- Functional Servicing and Stormwater Management Report
- Green Site and Building Initiatives
- Public Consultation Strategy
- Easement documents
- Draft Official Plan Amendment
- Draft Zoning By-law

Development Requirements

There are engineering matters including: grading, engineering, servicing and stormwater 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

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

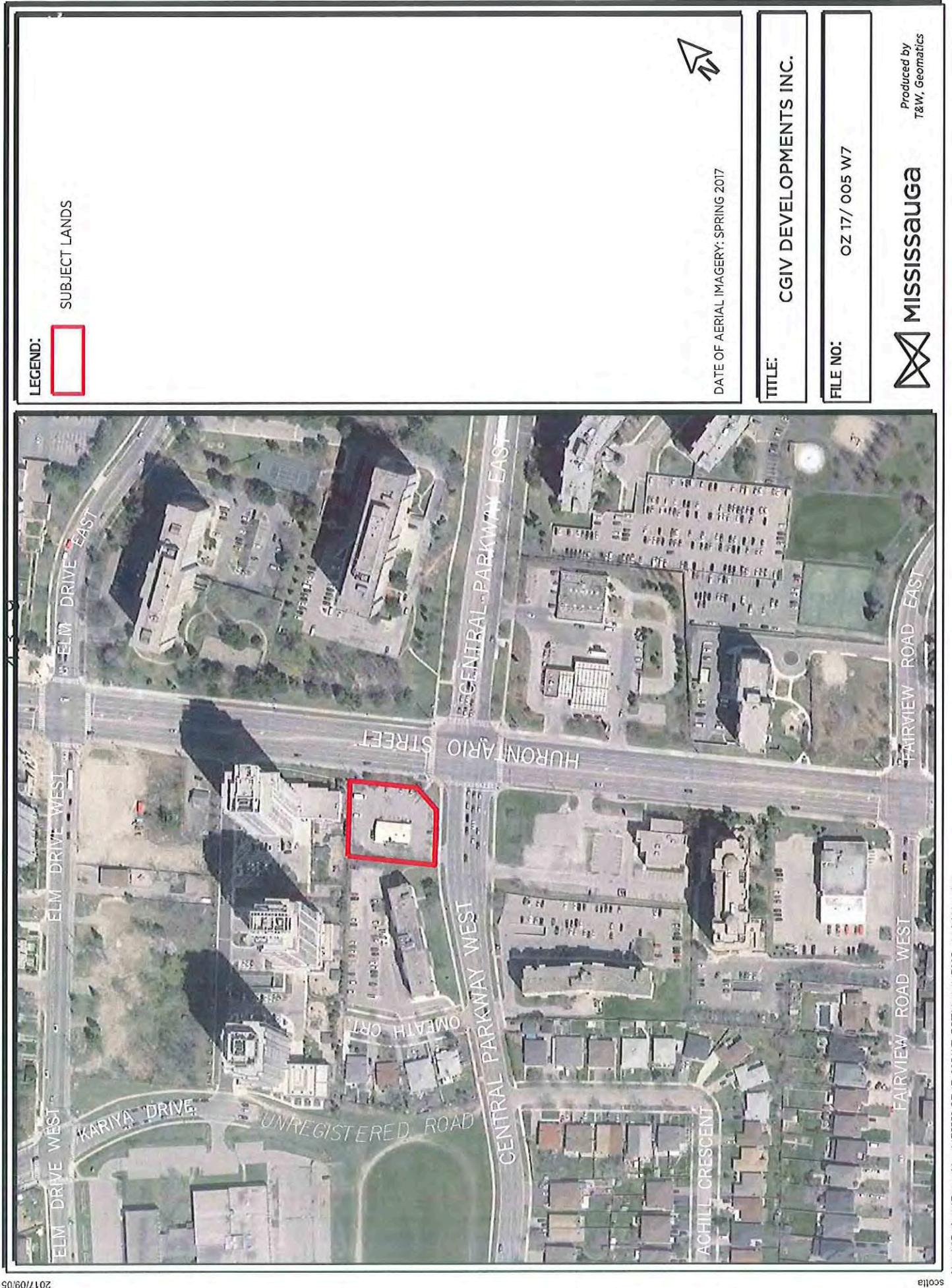
Prepared by: Michael Hynes, Development Planner

CGIV Developments Inc.

File: OZ 17/005 W7

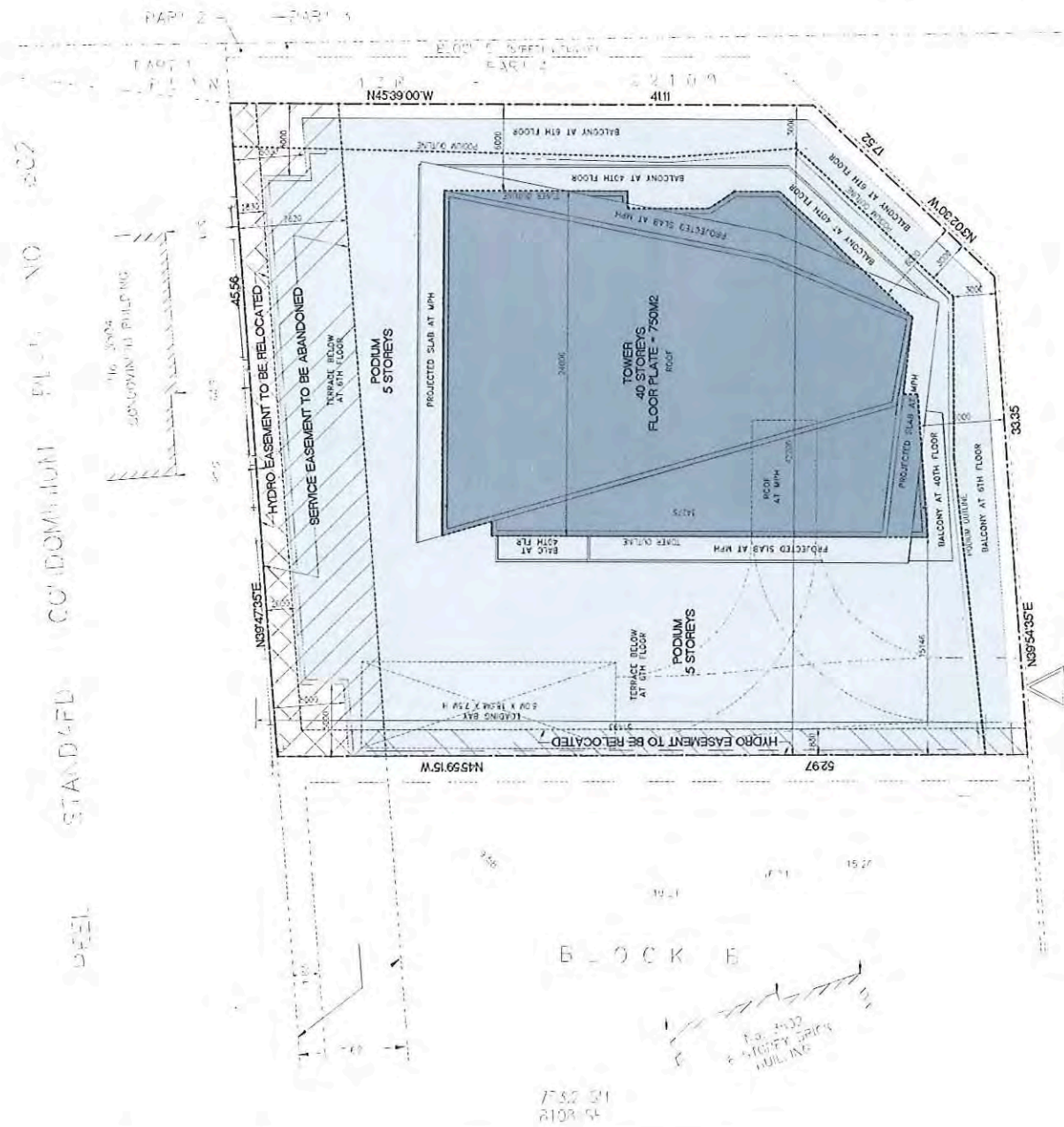
Site History

- January 5, 1978 – Committee of Adjustment approved minor variance application under File 'A' 1/78 to use the existing building as a restaurant
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **C3 (General Commercial)**
- 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 the new Mississauga Official plan apply. The subject lands are designated **Mixed Use** in the Downtown Fairview Character Area

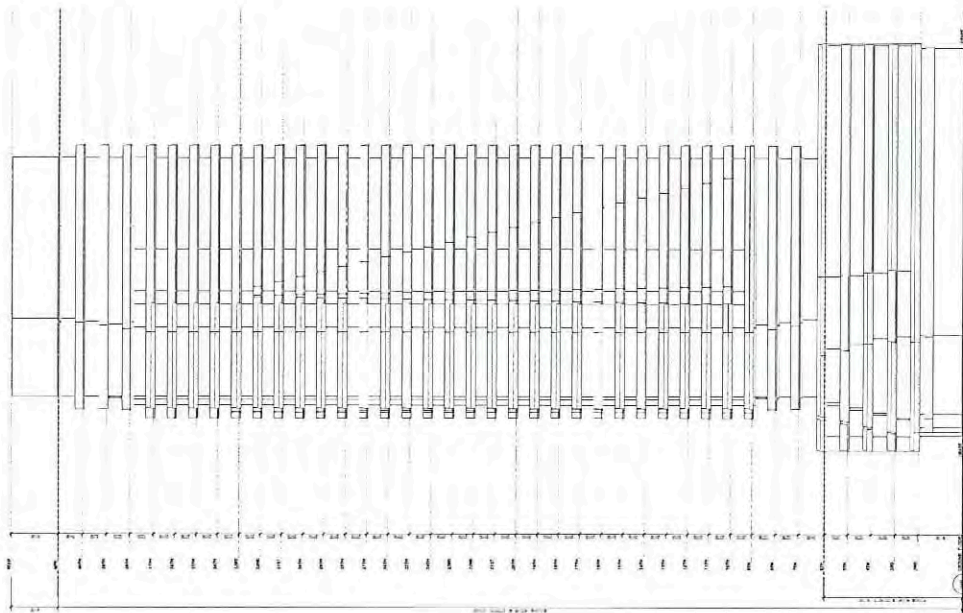
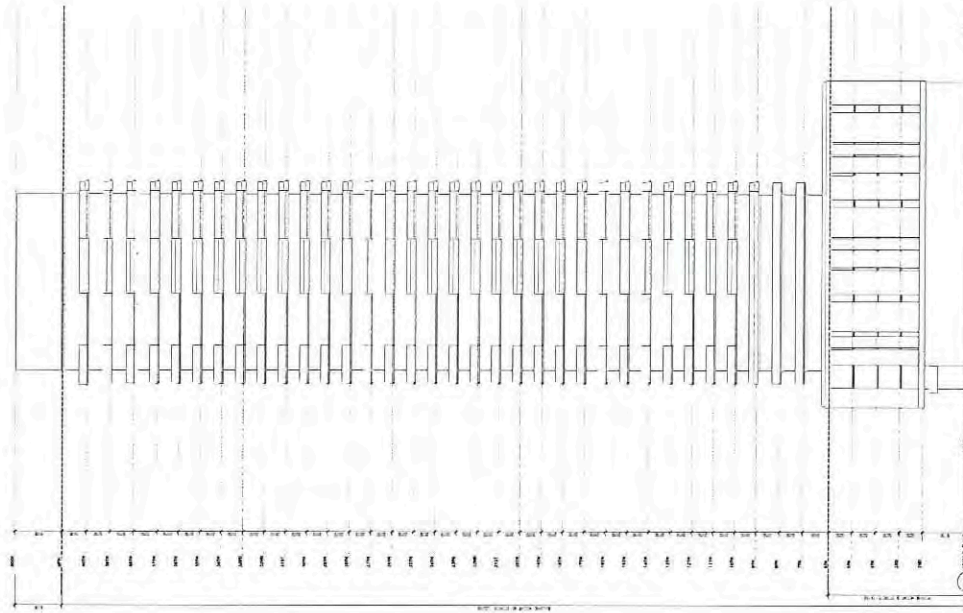


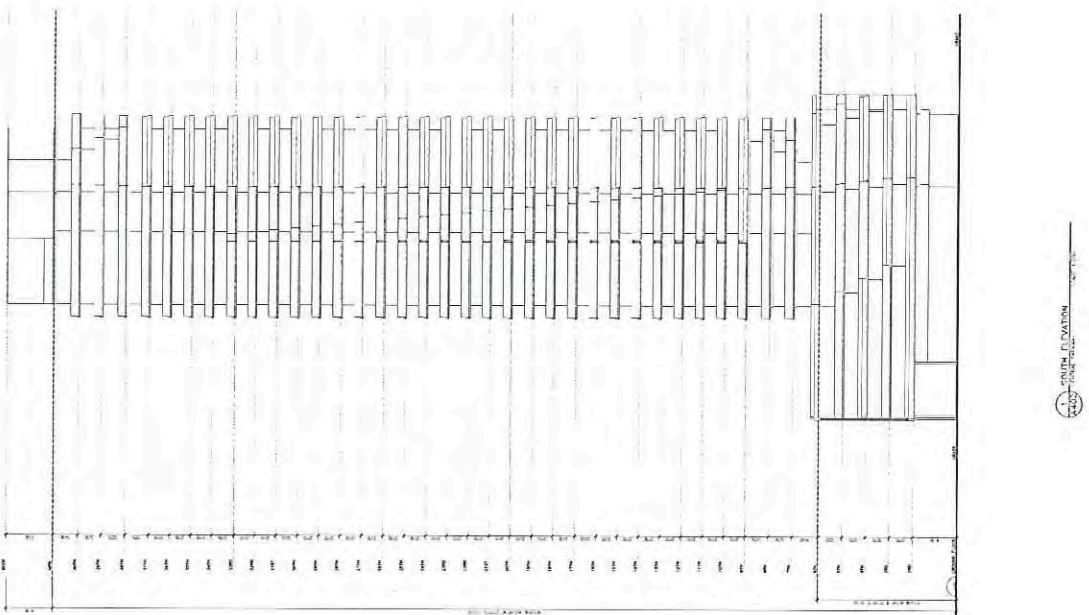
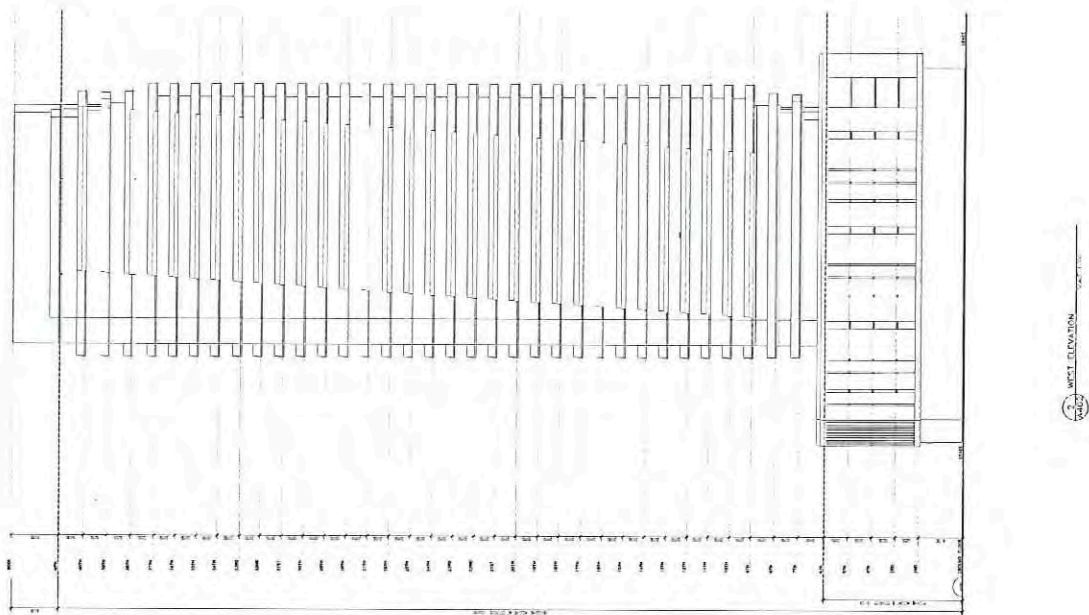


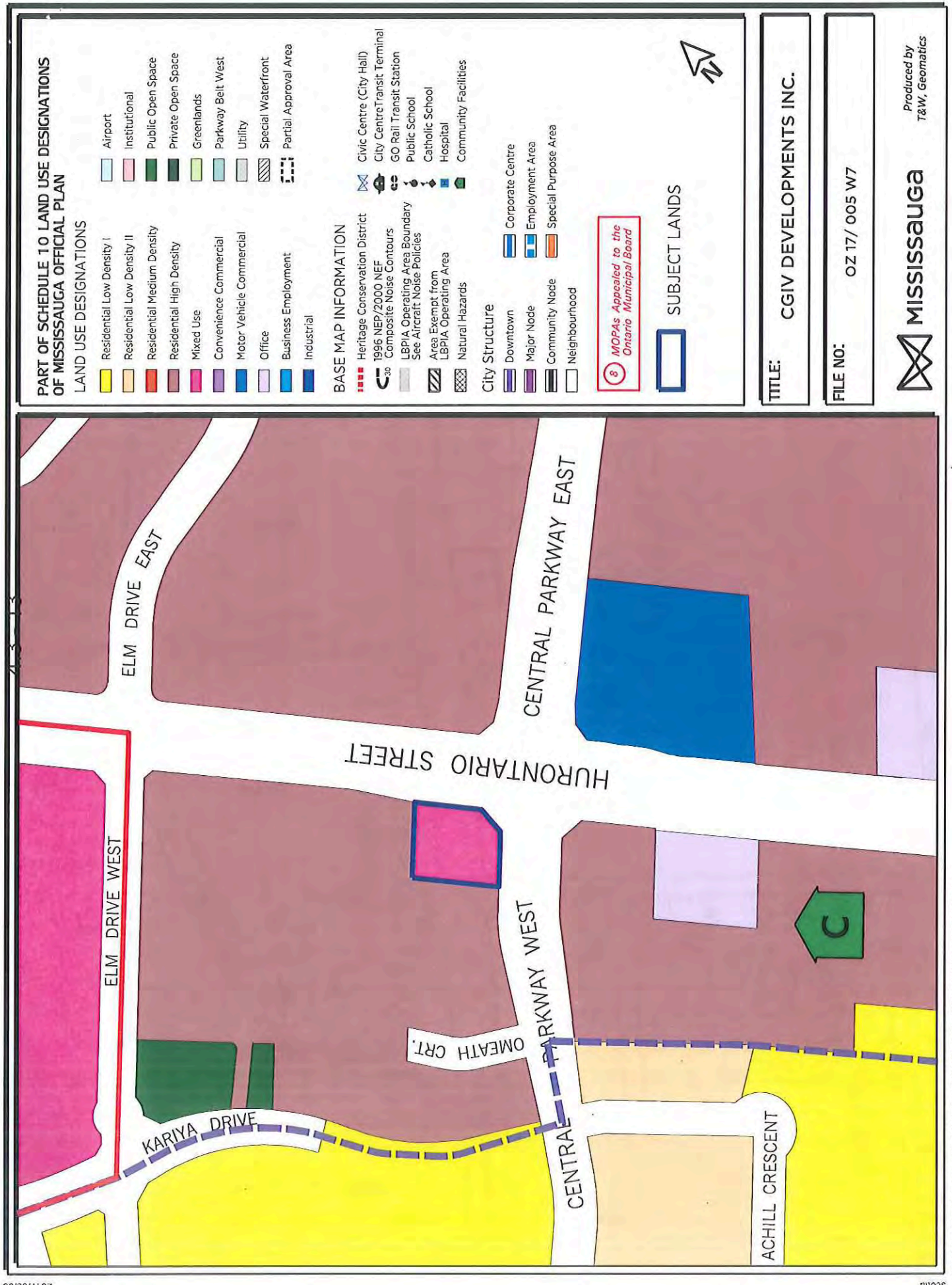
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P.L. PLAN 98-49, P.S.I. NO. 150492
CENTRAL PARKWAY WEST BY REGISTERED PLAN 815



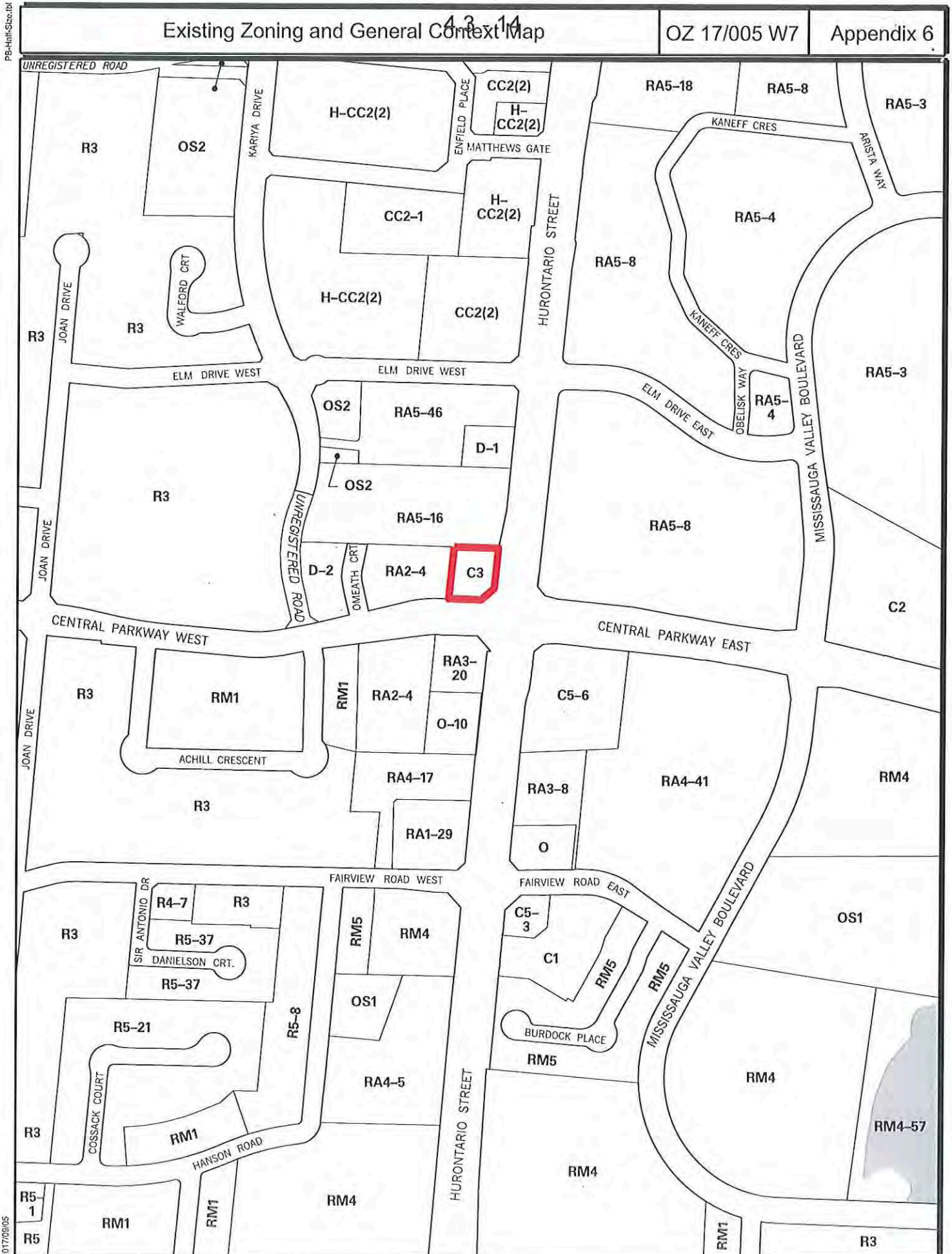




Existing Zoning and General Context Map

OZ 17/005 W7

Appendix 6



CGIV Developments Inc.

File: OZ 17/005 W7

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

Current Mississauga Official Plan Designation and Policies for the Downtown Fairview
Character Area

Mixed Use which permits residential uses in addition to a wide range of commercial uses.

Proposed Official Plan Provisions

Residential High Density – Special Site designation to permit apartments and grade-related
office and retail commercial uses.

There are other policies in Mississauga Official Plan that are also applicable in the review of
these applications which are found below:

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section (2 – Policy Context	Section 2.1.2 Provincial Policy Statement, Section 2.1.3 Provincial Growth Plan	The <i>Provincial Policy Statement, 2014</i> (PPS, 2014) contains the Province's policies for land use planning for Ontario. All planning decisions are required to be consistent with these policies. The PPS promotes Ontario's long term prosperity and social well-being by wisely managing change and promoting efficient land use and development patterns. The Growth Plan for the Greater Golden Horseshoe, 2006 is the centerpiece of a regional growth management strategy. It is grounded in the following principles that provide the basis for guiding decisions on how land is developed, resources are managed and public dollars are invested: <ul style="list-style-type: none">• Build compact, vibrant and complete communities• Plan and manage growth to support a strong and competitive economy• Optimize the use of existing and new infrastructure to support growth in a compact, efficient form

CGIV Developments Inc.

File: OZ 17/005 W7

	Specific Policies	General Intent
Section 5- Direct Growth	Section 5.3 City Structure, Section 5.4 Corridors, Section 5.4.1, Section 5.5 Intensification Areas, Section 5.5.1, Section 5.5.4	<p>The Mississauga Official Plan (MOP) will ensure that most of Mississauga's future growth will be directed to Intensification Areas and that the Downtown is an Intensification Area. Hurontario Street has been identified as an Intensification Corridor.</p> <p>The Downtown will contain the highest densities, tallest buildings and greatest mix of uses.</p> <p>Intensification Areas will be planned to reflect their role in the City Structure hierarchy.</p> <p>Within Intensification Areas, a mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.</p>
Section 8 – Creating a Multi Modal City	Section 8.1.6, Section 8.1.7, Section 8.1.16	The MOP will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of goods and people.
Section 9 – Build a Desirable Urban Form	Section 9.2 City Pattern, Section 9.2.1 Intensification Areas,	There are various policies within this Section that relate to development within the Downtown on Intensification Corridors and tall buildings including built form transitions to surrounding sites, street edge, skyviews and minimizing adverse microclimatic impacts on the public realm and private amenity areas.

	Specific Policies	General Intent
Other related policies	<p><i>Public Realm</i> Sections 9.3.1.4, 9.3.1.7, 9.3.1.8, 9.3.1.9</p> <p><i>Site Development and Building Sections</i> 9.5.1.9.5.1.1, 9.5.1.2, 9.5.1.3, 9.5.1.5, 9.5.1.8, 9.5.1.11, 9.5.1.12, 9.5.1.14, 9.5.1.4.9,</p> <p><i>Site Development</i> Sections 9.5.2.1, 9.5.2.2, 9.5.2.3, 9.5.2.5, 9.5.2.6, 9.5.2.11</p> <p><i>Buildings</i> Sections 9.5.3.9, 9.5.3.10</p>	<p>Built form policies with respect to the Public Realm, Site Development and Building provide direction on ensuring compatibility with existing built form, natural heritage features and creating an attractive and functional public realm.</p> <p>Tall buildings will minimize undue physical and visual negative impact relating to: microclimatic conditions including sun, shadow and wind; noise; views; skyview; and adjacent cultural resources, open spaces, the public realm, community infrastructure and residences.</p>
Section 10- Foster a Strong Economy	Section 10.1.8	Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, Major Transit Station Areas, and Corridors.
Section 12 - Downtown	Section 12.1.2.2 Section 12.3	Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density within the Downtown will not exceed 25 storeys.

CGIV Developments Inc.

File: OZ 17/005 W7

	Specific Policies	General Intent
Section 19 - Implementation	Section 19.5.1	<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.

CGIV Developments Inc.

File: OZ 17/005 W7

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

C3 (General Commercial) which permits various retail, recreational, entertainment, financial, office and banquet hall/conference/convention centre including overnight accommodation.

Proposed Zoning Standards

	Base RA5 (Apartment Dwellings) Zoning By-law Standards	Proposed RA5-Exception (Apartment Dwellings) Zoning By-law Standards
Maximum Floor Space Index – Apartment Dwelling Zone	2.9	11.9
Maximum Height	77.0 m (252.6 ft.) (25 storeys)	130.0 m (426.5 ft.) (40 storeys)
Minimum Front Yard	8.5 m (27.9 ft.)	3.0 m (9.8 ft.)
Minimum Exterior Side Yard	8.5 m (27.9 ft.)	3.0 m (9.8 ft.)
Minimum Interior Side Yard Lot abutting a Residential Zone (north side)	6.0 m (19.7 ft.)	2.0 m (6.5 ft.)
Minimum Rear Yard Lot abutting a Residential Zone (west side)	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)

CGIV Developments Inc.

File: OZ 17/005 W7

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (August 10, 2017)	The Region is in receipt of the Functional Servicing Report. The Functional Servicing Report was not satisfactory. A revised Functional Servicing Report to determine if there is capacity on site will be required prior to clearance of this Rezoning and Official Plan Amendment.
Peel District School Board (September 6, 2017) Dufferin Peel Catholic District School Board (July 17, 2017)	Based on the Peel District School and Dufferin Peel Catholic School Board's School Accommodation criteria, the Boards are satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.
City Community Services Department – Parks and Forestry Division/Park Planning Section (August 22, 2017)	<p>The subject lands are located within 150 m (492 ft.) of a future City park (F-411 – not yet named) which will contain a play site. The park will be zoned "OS1" (Open Space – Community Park). The site is also located within 675 m (2,245 ft.) of Mississauga Valley Park which contains picnic areas, basketball courts, baseball diamonds, bocce courts, a splash pad and a community centre with an indoor pool. The park is zoned "OS2" (Open Space – City Park) and "G1" (Greenbelt).</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 <i>Planning Act</i> and in accordance with the City's policies and By-laws.</p>
City Transportation and Works Department (August 24, 2017)	<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"> • Grading, Servicing and Site Plan • Noise Feasibility Study • Traffic Impact Study • Functional Servicing Report; and • Stormwater Management Report <p>The applicant has been requested to provide the following material for review:</p> <ul style="list-style-type: none"> • Dewatering Plan <p>The above aspects will be addressed in detail prior to the</p>

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Agency / Comment Date	Comment
Hurontario Light Rail Transit Team (August 28, 2017)	<p>Recommendation Report.</p> <p>Environmental assessment approvals for the Hurontario Light Rail Transit (HLRT) system have been obtained and funding for this project is committed by the Provincial Government with an anticipated start of the multi-year construction scheduled for 2018. This project will impact right-of-way requirements, property accesses, streetscape treatment, allowed turning movements and will result in the permanent removal of a general purpose traffic lane in each direction for many segments of the corridor. For further information, please see metrolinx.com/hurontario LRT.</p>
City Community Services Department – Arborist – Private Property (July 26, 2017)	<p>The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in conjunction with the site plan application.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Fire Prevention Canada Post MiWay Greater Toronto Airport Authority Alectra Utilities</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Heritage Planning, Community Services Department Bell Canada Enbridge Rogers Cable French School Boards</p>

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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"> 38 Kindergarten to Grade 5 17 Grade 6 to Grade 8 12 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Fairview Public School <ul style="list-style-type: none"> Enrolment: 495 Capacity: 605 Portables: 0 The Valleys Senior Public School <ul style="list-style-type: none"> Enrolment: 534 Capacity: 536 Portables: 0 T.L Kennedy Secondary School <ul style="list-style-type: none"> Enrolment: 667 Capacity: 1,355 Portables: 0 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 6 Junior Kindergarten to Grade 8 5 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Bishop Scalabrini <ul style="list-style-type: none"> Enrolment: 410 Capacity: 245 Portables: 12 Father Michael Goatz <ul style="list-style-type: none"> Enrolment: 1270 Capacity: 1593 Portables: 0

