
Planning and Development Committee

Date: December 2, 2019
Time: 1:30 PM
Location: Civic Centre, Council Chamber
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11 (Chair)

Contact

Angie Melo, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5423
angie.melo@mississauga.ca

PUBLIC MEETING STATEMENT: In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Local Planning and Appeal Tribunal (LPAT), and may not be added as a party to the hearing of an appeal before the LPAT.

Send written submissions or request notification of future meetings to:

Mississauga City Council Att: Development Assistant
c/o Planning and Building Department – 6th Floor
300 City Centre Drive, Mississauga, ON, L5B 3C1
Or Email: application.info@mississauga.ca

1. **CALL TO ORDER**

2. **DECLARATION OF CONFLICT OF INTEREST**

3. **MINUTES OF PREVIOUS MEETING**

Approval of Draft Minutes of November 11, 2019 meeting

4. **MATTERS TO BE CONSIDERED**

4.1 PUBLIC MEETING INFORMATION REPORT (Wards 5, 8 and 11)
Proposal to Rezone and Redesignate Six City Owned Properties
File: CD.21-CON

4.2 PUBLIC MEETING INFORMATION REPORT (Ward 10)
Rezoning applications to permit between 1,039 and 2109 residential homes consisting of a mix of detached homes, several types of townhomes, apartments, institutional uses, open space and greenland uses 6136, 0, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400, 6432, 6500 and 0 Ninth Line (Part of Lots 6, 7, 8 and 9, Concession 9, N.S.)
West side of Ninth Line, south of Derry Road West and north of Britannia Road West
Owner: Derry Britannia Developments Limited (Mattamy Homes)
Files: North - OZ 19/012 W10 & T-M19003 W10
South - OZ 19/013 W10 & T-M 19004 W10

4.3 RECOMMENDATION REPORT (Ward 5)
MyMalton - Implementing Mississauga Official Plan Amendment and Zoning for the Malton Neighbourhood Character Area and Great Punjab Business Centre

5. **ADJOURNMENT**

City of Mississauga

Corporate Report



Date: 2019/11/08

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.21-CON

Meeting date:
2019/12/02

Subject

PUBLIC MEETING INFORMATION REPORT (Wards 5, 8 and 11)

Proposal to rezone and redesignate six City owned properties

File: CD.21-CON

Recommendation

1. That the report dated November 8, 2019 from the Commissioner of Planning and Building regarding proposed amendments to Mississauga Official Plan and/or Zoning By-law 0225-2007 to redesignate and rezone six City owned properties, be received for information.
2. That following the Public Meeting, staff report back to Planning and Development Committee on any submissions made.

Background

The purpose of this report is to recommend appropriate land use designations and/or zone categories for six City owned properties. Of note are two large properties that are part of this proposal, those being Paul Coffey Park in Ward 5 and the former Harris Farm property in Ward 11. The remainder of the properties were acquired by dedication through the development application process or were already owned by the City but require a policy (use) and zoning regulation update. Upon completion, the properties identified in this report will be in conformity with their intended open space and greenlands uses.

Of significance with respect to the rezoning of the former Harris Farm property is that it is the last property in the City that is still regulated under former Zoning By-law 5500. Through this proposed amendment, staff will be able to repeal the former by-law and all properties in the City will be under the regulations of Zoning By-law 0225-2007.

Comments

DETAILS OF THE PROPERTIES AND PROPOSED AMENDMENTS

The proposed amendments affect sites in Wards 5, 8 and 11. The properties are identified on the Location Map in Appendix 1. Appendix 2 contains a detailed chart which summarizes the proposed Mississauga Official Plan (MOP) and zoning by-law amendments.

The Provincial *Greenbelt Plan* works together with the *Growth Plan* to build upon the policy of the *Provincial Policy Statement* to protect the natural environment and determine where and how growth should be accommodated. The City of Mississauga is not located within the *Greenbelt Plan* area and, as such, the *Greenbelt Act* generally does not apply except for lands that are publicly owned in Urban River Valleys. The Credit River and Etobicoke Creek are identified as Urban River Valleys, which provide opportunities to connect natural heritage systems within the Greenbelt to Lake Ontario. The *Greenbelt Plan* provides direction to municipalities for the long term protection and enhancement of these external connections. The Credit River runs through the former Harris Farm property, and the proposed Greenlands and Open Space designations and zones will serve to protect this valuable natural resource.

PAUL COFFEY PARK

Community Services staff completed a master planning exercise for Paul Coffey Park (Appendix 1, Map No. 3) to determine how this land can best serve current and future residents. Through this assessment, and in conjunction with the Toronto and Region Conservation Authority (TRCA), new land use designations and zone boundaries have been identified to utilize tableland for open space (parks) uses, while also capturing the flood prone hazard lands under updated Greenlands designation and zone lines. The property will be redesignated to **Greenlands** and **Open Space** and rezoned to **G1** and **G2** (Greenlands) and **OS2** (Open Space – City Park).

New athletic fields are being built in an area south of the Paul Coffey Arena to ensure that new facilities are not located in the most flood prone part of the park. Existing athletic fields in the valleyland will be permitted to remain. Further, for safety purposes, any new buildings (washrooms, change rooms, etc.) will only be permitted in areas zoned and designated open space (parkland), and not in the areas zoned and designated for greenlands (hazard land).

HARRIS FARM PROPERTY

Council Resolution No. 0144-2007 directed that the Harris Farm property remain under former Zoning By-law 5500, with Rural Residential, Agricultural and Greenbelt zones. In 2009, the City acquired Harris Farm. It was determined by staff from Planning and Building and Community Services that the By-law 5500 zones remain in place until the Credit River Parks Strategy was completed. The Strategy was completed in 2013, and is the guiding document for Community Services to evaluate potential uses for the Harris Farm property.

Using the results of the Strategy, Community Services continues to actively discuss future tenants and uses for the property. It is now appropriate to bring the zoning under current Zoning By-law 0225-2007. In conjunction with Credit Valley Conservation (CVC), the delineation of

hazard lands, natural features and tablelands has been determined. The property can be redesignated to **Greenlands** and **Open Space** and rezoned to **G1** and **G2** (Greenlands) and **OS2 - Exception** (Open Space – City Park - Exception) to delineate the hazard lands and to permit uses related to outdoor education, greenhouses, community gardens and outdoor markets. Once the new zoning comes into effect, the former zoning by-law will finally be repealed in its entirety.

In 2016, the 18 ha (44 ac) triangular piece of land to the north of Harris Farm, with frontage on Creditview Road, was also acquired by the City. The first 70 – 80 m (230 – 260 ft.) of the parcel has both **Business Employment** and **Greenlands** designations, and a **D** (Development) zone with a greenlands overlay. At this time, the extent of environmental constraints is not known for this portion of the land. Until the City completes the appropriate studies, it cannot be redesignated or rezoned for other land uses.

However, the majority of the site is comprised of the Credit River Valley and lands that have been extensively replanted by the CVC and the City. This (easterly) part of the triangular parcel is designated **Greenlands**, and zoned **G1** and **D**. With the flood work that has been completed by the CVC, staff is able to determine the boundaries of the **G1** and **G2** zones and bring the zoning into conformity with the existing **Greenlands** designation.

GREENLANDS

Two properties, one in Ward 5 and one in Ward 8 (Appendix 1, Map Nos. 2 and 5), require amendments to redesignate lands to **Greenlands** to reflect their location in or near valleylands. The site in Ward 8 will also be rezoned to **G1** (Greenlands). The site in Ward 5 is already zoned **G1** as it was part of a development application approval.

OTHER

The remaining two properties (Appendix 1, Map Nos. 1 and 4) are parcels that the City already owns, but do not have the correct land use designation and/or zone for their use. The first instance is a sliver of land that is part of the City-owned Cosmopolitan Erindale Cemetery at St. Peter's Anglican Church, and the second is an access point from Driftcurrent Drive to Red Brush Park.

Financial Impact

There is no financial impact associated with the proposed amendments.

Conclusion

After the public meeting has been held, the Planning and Building Department will be in a position to make a recommendation regarding these amendments.

Attachments

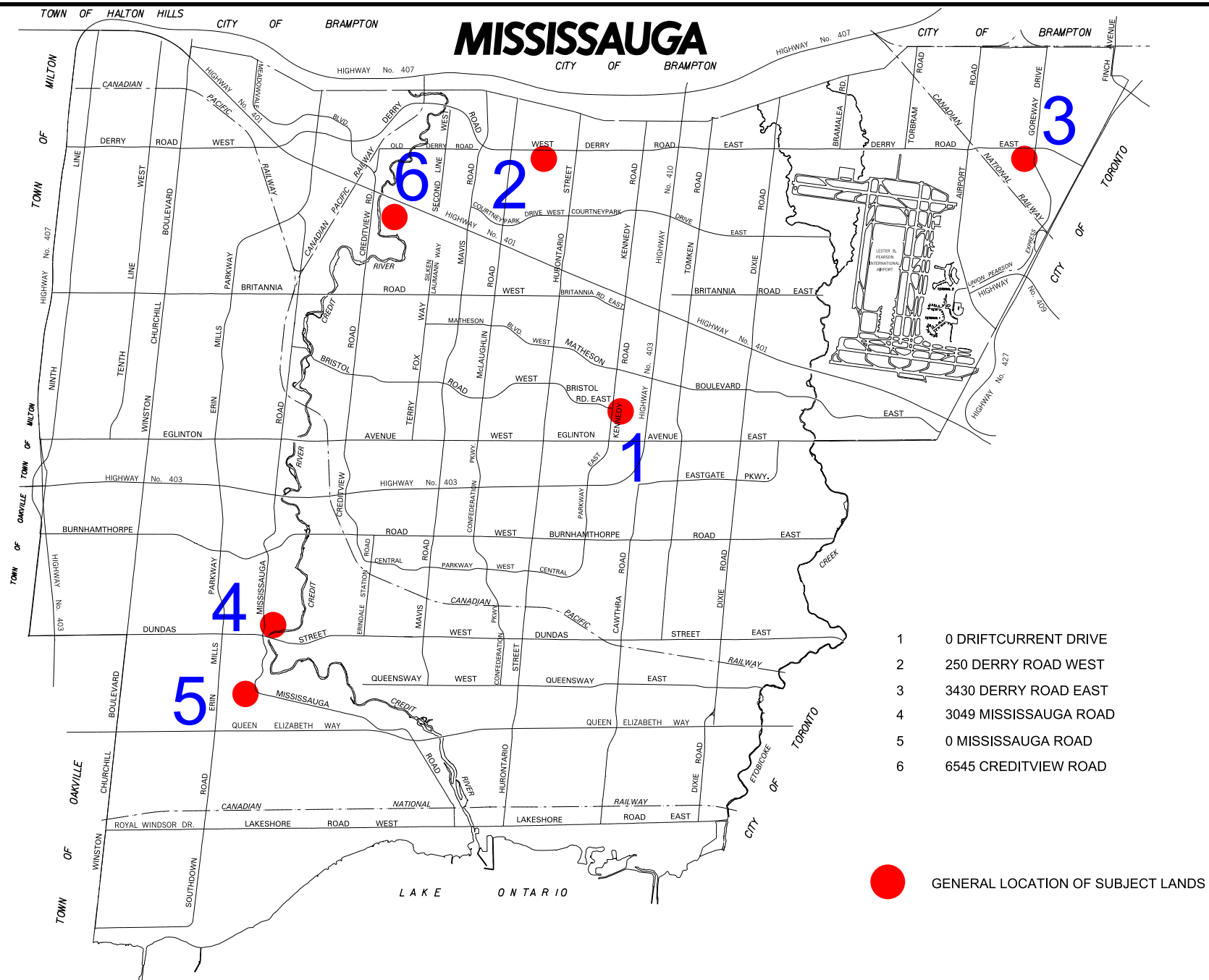
Appendix 1: Location of Properties for Proposed Official Plan and/or Rezoning Amendments

Appendix 2: Proposed City Initiated Amendments to Mississauga Official Plan and/or Zoning By-law for City Owned Properties



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

Prepared by: Lisa Christie, Special Projects Planner



LOCATION OF PROPERTIES FOR PROPOSED OFFICIAL PLAN AND/OR REZONING AMENDMENTS



MISSISSAUGA

Produced by
CPS, Geospatial Solutions



Proposed City Initiated Amendments (#14) to Mississauga Official Plan and/or Zoning By-law for City Owned Properties								
Ward	Map No.	Site Location	Current Use	Current MOP Designation	Proposed MOP Designation	Current Zoning	Proposed Zoning	Comments
5	1.	0 Driftcurrent Drive	Access from Driftcurrent Drive to Red Brush Park	No designation	Public Open Space	No zone (north portion)	OS1 (Open Space – Community Park)	Rezone and redesignate access to Red Brush Park
5	2.	250 Derry Road West (south portion)	Valleyland	Business Employment	Greenlands	G1 (Greenlands – Natural Hazards)	n/a	Redesignate valleyland that was rezoned through a development application
5	3.	3430 Derry Road East	Paul Coffey Park	Greenlands	Public Open Space and Northeast Special Site 1	OS2 (Open Space – City Park), G1-14 (Greenlands Natural Hazards – Exception), G2 (Greenlands – Natural Features) and G2-5 (Greenlands – Natural Features – Exception)	OS2-15 (Open Space – City Park – Exception) G1-17 (Greenlands Natural Hazards – Exception) and G1-18 (Greenlands – Natural Hazards – Exception)	Rezone and redesignate Paul Coffey Park to recognize existing uses and to allow new athletic fields and in the vicinity of the arena

Proposed City Initiated Amendments (#14) to Mississauga Official Plan and/or Zoning By-law for City Owned Properties								
Ward	Map No.	Site Location	Current Use	Current MOP Designation	Proposed MOP Designation	Current Zoning	Proposed Zoning	Comments
8	4.	3049 Mississauga Road	Cemetery (St. Peter's Anglican Church)	Greenlands	Private Open Space	G1-14 (Greenlands Natural Hazards – Exception)	OS3-6 (Private Open Space – Exception)	Small parcel of land added to the existing City owned cemetery
8	5.	0 Mississauga Road	Valleyland	Residential Low Density II	Greenlands	R3 (Detached Dwellings – Typical Lots)	G1 (Greenlands)	Redesignate valleyland that was rezoned through a development application
11	6.	6545 Creditview Road	Valleyland, vacant tableland, heritage dwelling	Greenlands and Residential Low Density I	Greenlands and Public Open Space	By-law 5500 – Agricultural, Greenbelt and Rural Residential	By-law 0225-2007 – OS2 (Open Space – City Park - Exception), G1 and G2 (Greenlands)	Rezone and redesignate Harris Farm to recognize hazard lands, natural features and park areas/uses, and repeal the former zoning by-law
11	6a.	0 Creditview Road	Valleyland, vacant tableland	Greenlands	n/a	G1 (Greenlands) and D (Development)	G1 and G2 (Greenlands)	Rezone and redesignate lands immediately north of Harris Farm (excluding Creditview Road frontage) to recognize the new boundary between the Credit River valley hazard lands and new natural features

City of Mississauga

Corporate Report



Date: 2019/11/08

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 19/012 W10,
T-M 19003 W10,
OZ 19/013 W10, and
T-M 19004 W10

Meeting date:
2019/12/02

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 10)

Rezoning applications to permit between 1,039 and 2,109 residential homes consisting of a mix of detached homes, several types of townhomes, apartments, institutional uses, open space and greenland uses

6136, 0, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400, 6432, 6500 and 0 Ninth Line (Part of Lots 6, 7, 8 and 9, Concession 9, N.S)

West side of Ninth Line, south of Derry Road West and north of Britannia Road West

Owner: Derry Britannia Developments Limited (Mattamy Homes)

Files: North - OZ 19/012 W10 & T-M19003 W10 South - OZ 19/013 W10 & T-M 19004 W10

Recommendation

That the report dated November 8, 2019, from the Commissioner of Planning and Building regarding the rezoning applications by Derry Britannia Developments Limited (Mattamy Homes) to permit between 1,039 and 2,109 residential homes consisting of a mix of detached homes, several types of townhomes, apartments, institutional uses, open space and greenland uses, under Files North - OZ 19/012 W10, T-M19003 W10 and South – OZ 19/013 W10, T-M19004 W10, 6136, 0, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400, 6432, 6500 and 0 Ninth Line (Part of Lots 6, 7, 8 and 9, Concession 9, N.S), be received for information.

Background

The lands comprising the Ninth Line Neighbourhood Character Area are located on the west side of Ninth Line, east of Highway 407 ETR, between Highway 403 and Highway 401. These lands were transferred from the Region of Halton / Town of Milton to the Region of Peel / City of Mississauga on January 1, 2010, through a municipal boundary realignment. The City of Mississauga, in partnership with the Region of Peel and in part with the Ministry of Transportation (MTO) retained a consortium of consultants to prepare a series of background studies and reports for the last remaining greenfield lands in the City. These studies and reports

Originator's files: OZ 19/012 W10, T-M 19003 W10, OZ 19/013 W10 & T-M 19004 W10

culminated in the approval of the Ninth Line Neighbourhood Character Area Official Plan policies and Zoning By-law amendment.

The land use designations in the Official Plan are based on provincial and regional growth policies. The Province of Ontario allocates future growth to the Region of Peel, who in turn directs a portion of this growth to the City of Mississauga. Mississauga Official Plan sets out a growth framework to accommodate the new growth and to ensure that it is appropriately managed.

Britannia Developments Limited (Mattamy Homes) owns the majority of the lands in Precinct 3 of the Ninth Line Neighbourhood Character Area (Precinct 3 consists of the lands on the west side of Ninth Line, between Derry Road West and Britannia Road West) and has divided their holdings into North and South development applications. Rezoning and draft plan of subdivision applications have been submitted separately for the North and South lands. These applications have been deemed complete and were circulated for technical comments. Although both sets of applications are being processed simultaneously, it is anticipated that the North applications will proceed in advance of the South applications due to the undecided alignment of the 407 Transitway, which will ultimately define the development boundaries of the South lands.

The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).



Location Map

Originator's files: OZ 19/012 W10, T-M 19003 W10, OZ 19/013 W10 & T-M 19004 W10

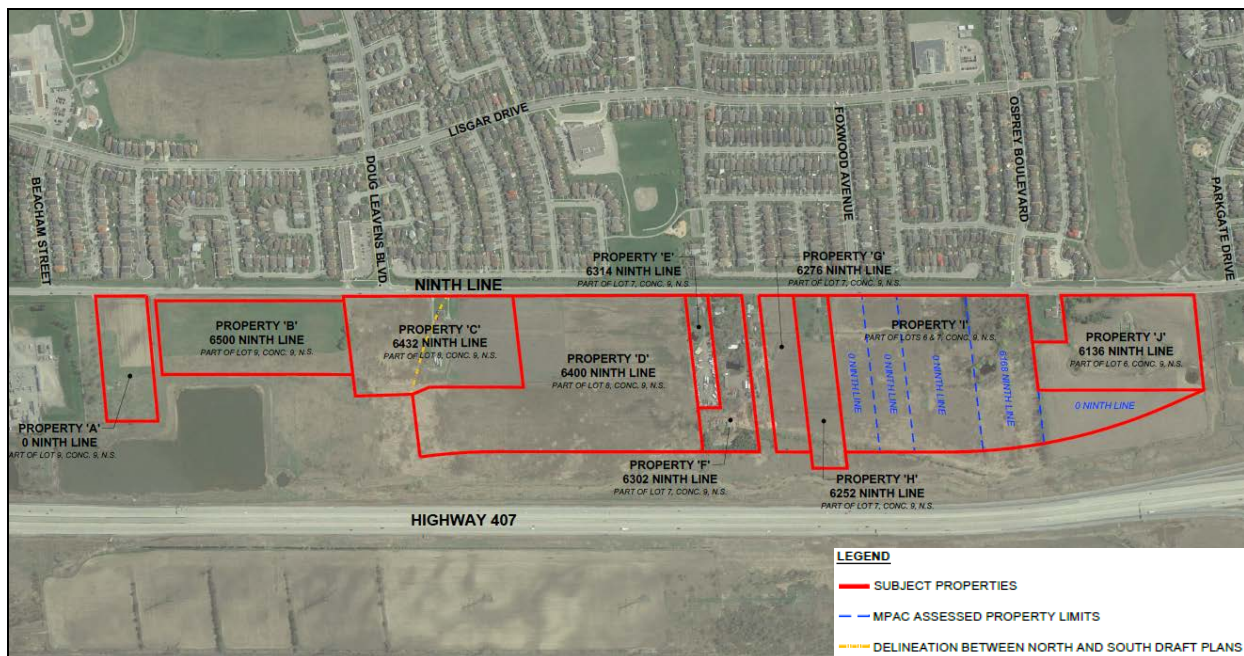
PROPOSAL

The rezoning applications are required to implement the policies of the Ninth Line Neighbourhood Character Area to permit a mix of residential, institutional, open space and greenland uses on predominantly public roads. There are also residential condominium blocks proposed as part of the applications, which will contain private condominium roads. The zoning by-law will need to be amended from **D** (Development), **PB1** (Parkway Belt) and **G1** (Greenlands) zones to the appropriate **RM** (Townhouse), **RA** (Apartment), **OS** (Open Space), **G** (Greenland) and **PB** (Parkway Belt) zones to implement this development proposal. Plans of subdivision have also been submitted to create the blocks for the proposed residential, institutional, open space, and greenland uses, public and private roads, road widenings, daylight triangles, trail blocks, transitway blocks, buffers and residential reserve blocks.

During the ongoing review of these applications, staff may recommend different zoning categories to implement the proposal.

Comments

The property is located on the west side of Ninth Line, east of the Highway 407 ETR, between Derry Road West and Britannia Road West, within the Ninth Line Neighbourhood Character Area. The majority of the lands are currently vacant, although a few of the parcels contain existing detached homes.



Aerial image of 6136, 0, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400, 6432, 6500 and 0 Ninth Line

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Parkway Belt West Plan* (PBWP) is a provincially prepared plan intended to designate and protect land needed for linear regional infrastructure, including transit, utility and electric power facility corridors. It also serves as an urban separator and is used to link open space systems. Portions of the subject lands are located within the Public Use Areas of the PBWP and are designated Road and Inter-Urban Transit. Within the City of Mississauga, lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

ADDITIONAL TECHNICAL CONSIDERATIONS

Although the following studies do not form part of the development applications, they are relevant technical considerations that impact all future development on the west side of Ninth Line; and, in the case of the Ninth Line Environmental Assessment (EA), are relevant to the existing Lisgar and Churchill Meadows communities on the east side of Ninth Line.

Ninth Line Environmental Assessment

Transportation and Works staff will be commencing the Ninth Line EA Study for the corridor between Eglinton Avenue West and Derry Road West this fall. The purpose of this study is to review, evaluate and recommend multi-modal solutions for this corridor in order to accommodate future transportation needs and to complete Phases 1 through 4 of the Municipal Class EA process.

Through the EA Study there will be several opportunities for consultation with the public, stakeholders and various government and technical agencies. A study of this magnitude typically requires 18-24 months to complete, which includes Council endorsement and a minimum 30-day review period. Should a Part II Order be requested by a member of the public (formerly known as a “bump-up” request, which requires a higher level of assessment), the approval from the Minister of Conservation, Environment and Parks may be delayed. The 2019 Capital Budget provides the necessary funding to initiate the detailed engineering design with construction expected to begin in 2023.

Subwatershed Study

The City is in the process of preparing a Scoped Subwatershed Study (SWS), a technical study which reviewed existing environmental features along the Ninth Line corridor, between Eglinton Avenue West and Highway 401. The SWS is one of the numerous technical studies initiated as part of the broader Ninth Line Lands Study. Its primary objectives are to establish a better understanding of surface water and groundwater, as well as the presence and significance of natural features; including, streams, flora and fauna. The SWS is nearing completion, pending final acceptance from Conservation Halton. It is important to note that the management strategy that will result from the SWS is founded on the principle that it can have no negative impacts on adjacent and downstream lands and in fact should work towards overall improvements.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

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

Significant issues to be addressed include:

Originator's files: OZ 19/012 W10, T-M 19003 W10, OZ 19/013 W10 & T-M 19004 W10

- Provision of a concept plan with sufficient detail to allow for a fulsome review of the proposed development, including a specific number of proposed units
- Consistency with Ninth Line Neighbourhood Character Area policies of Mississauga Official Plan and Shaping Ninth Line Urban Design Guidelines
- Appropriateness of the proposed built form and the proposed zoning by-law exceptions
- Impacts resulting from the Ministry of Transportation's Environmental Assessment for the 407 Transitway
- Land use compatibility with existing Enbridge/Union Gas/TransCanada Joint Operating Facility
- Impacts resulting from holdout properties on the proposed road network and development blocks
- Assessment of the proposed road network and right-of-ways (including functionality, maintenance, servicing, and design)
- Appropriateness of proposed circulation network (i.e. multi-use trails, walkways, trails, and mid-block connections)
- Adequacy of open space and outdoor amenity areas
- Provision of two school sites (elementary school for the Peel District School Board and elementary school for the Conseil Scolaire Catholique MonAvenir)
- Provision of affordable housing
- Implementing the requirements of the final Ninth Line Scoped Subwatershed Study
- Provision of additional technical information (including Environmental Impact Study, Phase II Environmental Site Assessments, right-of-way package, Wind Study; and, updated Functional Servicing and Stormwater Management Report, engineering plans, Noise Assessment, Geotechnical Report, Traffic Impact Study, and Sun/Shadow Study)
- Acceptable Waste Management Plan (including waste collection access route and availability of storage for waste receptacles)
- Compliance with Fire Route By-law
- Acceptable noise mitigation and associated buffers

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Ashlee Rivet-Boyle, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Derry Britannia Developments Limited (Mattamy Homes)

6136, 0, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400, 6432, 6500 and 0 Ninth Line

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1. Site History

- January 1, 2010 – Broader Ninth Line lands (i.e. all lands on the west side of Ninth Line, between Highway 401 and Highway 403) transferred to the Region of Peel / City of Mississauga as a result of a municipal boundary realignment with the Region of Halton / Town of Milton
- October 2011 – City Council directed staff to commence the Ninth Line Lands Study. A two phase joint project between the City of Mississauga and the Region of Peel to study the 350 hectares (870 acres) of lands on the west side of Ninth Line. The study included retaining a consortium of consultants to complete numerous technical studies (i.e. environmental, transportation and land use) and conduct extensive public consultation. This study resulted in the development of a land use concept used to advance a Region of Peel Official Plan Amendment and the development of Mississauga Official Plan policies, associated Zoning and urban design guidelines for the lands
- April 13, 2018 – Letter from the Ministry of Municipal Affairs and Housing agreeing to the Mississauga Official Plan Amendment (MOPA) for Ninth Line proceeding in advance of the Region of Peel Official Plan Amendment (ROPA) given the uniqueness of the situation and the existing policy framework established by Halton Region Official Plan Amendment No. 28
- June 18, 2018 – Planning and Development Committee approve staff recommendation report to bring forward amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for Ninth Line lands (PDC-005-2018)
- July 2, 2018 – By-law 0168-2018 (amending Zoning by-law) came into effect, which rezoned the Ninth Line lands from the Town of Milton "A1" and "GA" zones to City of Mississauga "OS1" (Open Space – Community Park), "G1" (Greenlands – Natural Hazards), "G2" (Greenlands – Natural Features), "PB1" (Parkway Belt) and "D" (Development) zones
- August 1, 2018 – By-law 0167-2018 (MOPA 90 implementing by-law) came into effect, which created the new Ninth Line Neighbourhood Character Area and designated the Ninth Line lands **Residential Medium Density, Mixed Use**, Business Employment, **Public Open Space, Greenlands, Parkway Belt West**, Utility and **Natural Hazard**, and to add Transitway Route and Transitway Stations
- August 29, 2019 – Minor variance application "A" 345/19 W10 was approved by the Committee of Adjustment allowing a temporary presentation centre on the property at 0 Ninth Line (Parcel A) for a period of four years

- September 26, 2019 – Site plan application under file SPM 19/117 W10 was submitted to permit the proposed presentation centre for future residential redevelopment of the subject lands

2. Site and Neighbourhood Context

Site Information

The property is located on the west side of Ninth Line, between Derry Road West and Britannia Road West.

Specifically, the subject lands consist of ten individual parcels (referred to as Parcels A to J – See Parcel Map) between the Enbridge/Union Gas/TransCanada Joint Operating Facility and the existing creek at the outlet of Osprey Marsh, immediately north of St. Peter's Mission Church. The subject property consists of mostly vacant, formerly agricultural lands and lands forming part of the Parkway Belt West Plan area. Detached homes occupy four of the ten parcels (Parcels C, E, F and H), which will be demolished to allow for the redevelopment of the lands.

There are three holdout parcels which bisect the subject lands, including 6150 and 6288 Ninth Line. The third holdout is a narrow sliver of land between Parcels A and B, which provides access to the larger provincially owned parcel that contains a stormwater management pond that abuts Highway 407.

Property Size and Use (North and South Plans)	
Frontages:	±1,850 m (6,070 ft.)
Depth:	Varies: ±130 m (427 ft.) to ± 310 m (1,017 ft.)
Gross Lot Area:	45.1 ha (111.4 ac.)
Existing Uses:	Mostly vacant, four detached homes occupy four of the ten parcels

Surrounding Land Uses

Immediately north of the property is the Enbridge/Union Gas/TransCanada Joint Operating Facility and a mature woodlot. To the west is Highway 407 and associated stormwater management pond. Ninth Line abuts the lands to the east, beyond which are predominantly residential uses, including detached, semi-detached and townhomes. Other uses across Ninth Line from the subject lands include the Osprey Marsh stormwater management facility, a small commercial plaza (containing a pharmacy, dental office, convenience store and restaurant), schools, open space, and Discovery Montessori School. To the south is a stormwater drainage channel that outlets into Osprey Marsh, beyond which is St. Peter's Mission Church and a landscaping supply business at the northwest corner of Britannia Road West and Ninth Line.

The surrounding land uses are:

- North: Enbridge/Union Gas/TransCanada Joint Operating Facility, woodlot and Derry Road West
- East: Ninth Line; and, residential, commercial and institutional uses
- South: Stormwater drainage channel, St. Peter's Mission Church, and commercial use
- West: Future 407 Transitway, Highway 407 and associated stormwater management ponds



Parcel Map

The Neighbourhood Context

The subject lands are located in Precinct 3 (North Britannia Area) of the Ninth Line Neighbourhood Character Area.

The lands on the west side of Ninth Line are predominantly vacant. There are some remaining agricultural uses; however, most farming activity has ceased. The primary use is rural residential, with approximately 20 detached homes on large lots. Other existing uses include Churchill Meadows Animal Hospital, St. Peter's Mission Church, Sid's Pond & Gardenscape (a landscaping supply business), an outdoor storage operation, and the Enbridge/Union Gas/TransCanada Joint Operating Facility (a natural gas transmission and distribution pumping station). The Churchill Meadows Community Centre and Park are currently under construction between Eglinton Avenue West and Britannia Road West.

On the east side of Ninth Line are the Lisgar (north of Britannia Road West) and Churchill Meadows (south of Britannia Road West) Neighbourhood Character Areas. These areas are low- and medium- density residential communities, consisting of a mix of detached, semi-detached and townhomes. Other uses on the east side of Ninth Line include schools, daycares and Montessori Schools, parkland and open space, and some commercial uses (including a small commercial plaza with service and retail commercial uses and a gas station). Further north, are a number of large scale industrial buildings, the Garry W Morden Centre, and a driving range.

Demographics

The Ninth Line Neighbourhood Character Area contains the last remaining greenfield lands in the City of Mississauga. Significant growth is proposed for this community, resulting from the *Shaping Ninth Line* study and in force Mississauga Official Plan policies. The 2016 census did not report a population for the Ninth Line Neighbourhood Character Area, but did identify 63 jobs. The City uses the 2013 Mississauga Growth Forecast to project anticipated population within specific areas of the City. Since the approved land use scenario for Ninth Line did not come into effect until 2018, the anticipated population is not reflected in the 2013 Mississauga Growth Forecast. The Region of Peel has indicated in their Regional Official Plan Amendment (ROPA) documents that one of the policy objectives for the proposed Ninth Line ROPA is to accommodate 8,500 people and 510 jobs for a density of at least 80 people and jobs combined per hectare (32.4 people and jobs combined per acre). The Ninth Line Neighbourhood Character Area policies plan to achieve a minimum density of 82 people and jobs combined per hectare (33.2 people and jobs combined per acre), on all lands where development is permitted (MOP 16.20.1.1).

The minimum density of 82 people and jobs per hectare (33.2 people and jobs combined per acre) was established through the *Shaping Ninth Line* study and is an average density for all of the Ninth Line lands. At the time, the Provincial Growth Plan for the Greater Golden Horseshoe established a minimum density of 80 people and jobs per hectare (32.4 people and jobs combined per acre) for designated greenfield lands. The

density for the Ninth Line lands was determined based on the total developable land area and the projected population and jobs for each land use designation in the Official Plan. The density calculations assume 110 ha (271.8 ac.) of developable land area on Ninth Line, which includes **Residential Medium Density, Mixed Use, Business Employment, and Public Open Space** land uses designations. Although the **Business Employment** and **Public Open Space** areas account for nearly 30% of the developable area (32.4 ha (80 ac.)), they contribute very few people and jobs towards the overall density. Therefore, other lands (i.e. lands designated **Residential Medium Density** and **Mixed Use**) need to achieve higher densities to achieve the 82 people and jobs per hectare (33.2 people and jobs combined per acre) average across the Ninth Line lands. Through the *Shaping Ninth Line* study, it was determined that the subject lands are to achieve a density of 129 people and jobs per hectare (52.2 people and jobs per acre) to ensure the 82 people and jobs per hectare (33.2 people and jobs combined per acre) average can be realized.

It should also be noted that the densities in Mississauga Official Plan (MOP) are minimum densities and therefore any exceedances would not necessitate an Official Plan Amendment; however, the appropriateness of any exceedances would need to be carefully evaluated through the processing of the development applications. Refer to Section 3 – Project Details of this appendix for additional information pertaining to proposed densities on the subject lands.

Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject lands:

- SPM 16/126 W10 – 6553 Ninth Line - Site plan approval was obtained for an addition to an existing daycare
- SP 17/001 W10 – 5320 Ninth Line – Approval was obtained for the Churchill Meadows Community Centre and Park
- SPM 18/004 W10 – 6671 Ninth Line – Site plan application in process for an addition and renovation to an existing two storey detached home and garage
- SP 19/014 W9 – 3540 Argentia Road – Site plan application in process for a new multi-unit industrial building
- SP 19/117 W10 – 0 Ninth Line (Part of Lot 9, Concession 9, New Survey) – Site plan application in process for Mattamy Homes presentation centre

The subject applications are currently the only active rezoning and draft plan of subdivision development applications in the Ninth Line Neighbourhood Character Area.

Community and Transportation Services

As a new neighbourhood, community services (i.e. schools, parks, community centres, etc.) will be required to be developed and provided through the processing of individual development applications for the Ninth Line lands. The applicant has proposed four park blocks within the subject lands. The appropriateness of the proposed park blocks will be evaluated through these development applications. Refer to Section 8 of this Appendix for initial comments from the Parks Planning Section of the Community Services Department.

In addition to the proposed park blocks, future residents of the proposed development will also be served by existing parks in the surrounding community, including Lisgar Fields, Cordingley Park and the Osprey Marsh. These parks are connected by an existing multi-use trail that runs parallel to the Sixteen Mile Creek from Britannia Road West, north to the railway corridor.

The Churchill Meadows Community Centre & Park is currently under construction on the west side of Ninth Line, between Eglinton Avenue West and Britannia Road West. With a scheduled opening during the Fall 2020, the complex will serve the future residents of Ninth Line and the surrounding community.

Current MiWay transit service in the area is currently limited to route 39, which provides two-way, all day service, seven days a week. The proposed development is anticipated to increase transit ridership demand along the Ninth Line corridor. As

ridership demands increase, MiWay adjusts service provision accordingly factoring in the greater good of all MiWay network customers.

Lisgar GO Station is located at the southwest corner of Argentia Road and Tenth Line West and is serviced by the Milton GO Train and GO Bus lines. GO Train service is available Monday to Friday, during the morning and evening peak hours. GO Bus service is offered Monday to Friday during non-peak hours.

The 407 Transitway is a 150 km (93 miles) high-speed interregional transit service extending from Brant Street in Burlington to Highways 35/115 in Pickering. The Transitway will be a two-lane, grade separated transit facility on an exclusive right-of-way, running parallel to the existing Highway 407 ETR. Although initially designed for bus rapid transit service, provisions will be made for future conversion to a two-track light-rail transit technology (source: Ministry of Transportation (MTO)). The portion of the Transitway along the Ninth Line lands is proposed between the Highway 407 ETR right-of-way and the subject lands. The MTO is currently undertaking an Environmental Assessment (EA) and preliminary design for the Transitway, which will culminate in the preferred alignment and station locations. There are two Transitway stations proposed along Ninth Line, one south of Britannia Road West and one north of Derry Road West.

Ninth Line Environmental Assessment

Transportation and Works staff will be commencing the Ninth Line Environmental Assessment (EA) Study for the corridor between Eglinton Avenue West and Derry Road West this fall. The purpose of this study is to review, evaluate and recommend multi-modal solutions for this corridor in order to accommodate future transportation needs and to complete Phases 1 through 4 of the Municipal Class EA process.

Through the EA Study there will be several opportunities for consultation with the public, stakeholders and various government and technical agencies. A study of this magnitude typically requires 18-24 months to complete, which includes Council endorsement and a minimum 30-day review period. Should a Part II Order be requested by a member of the public (formerly known as a “bump-up” request, which requires a higher level of assessment), the approval from the Minister of Conservation, Environment and Parks may be delayed. The 2019 Capital Budget provides the necessary funding to initiate the detailed engineering design with construction expected to begin in 2023.

Subwatershed Study

The City is in the process of preparing a Scoped Subwatershed Study (SWS), a technical study which reviewed existing environmental features along the Ninth Line corridor, between Eglinton Avenue West and Highway 401. The SWS is one of the numerous technical studies initiated as part of the broader Ninth Line Lands Study. Its primary objectives are to

establish a better understanding of surface water and groundwater, as well as the presence and significance of natural features; including, streams, flora and fauna. The SWS is nearing completion, pending final acceptance from Conservation Halton. It is important to note that the management strategy that will result from the SWS is founded on the principle that it can have no negative impacts on adjacent and downstream lands and in fact should work towards overall improvements.

3. Project Details

Two sets of development applications have been submitted for the subject lands – North (files OZ 19/012 W10 and T-M 19003 W10) and South (files OZ 19/013 W10 and T-M 19004 W10). The rezoning and draft plan of subdivision applications for the North lands are considered Phase 1 of the development, as they are not expected to be impacted by the ultimate alignment of the 407 Transitway and are, therefore, anticipated to advance first. The development limits of the South lands are subject to change depending on the preferred alignment of the 407 Transitway and, therefore, the rezoning and draft plan of subdivision applications for the South lands are considered Phase 2.

The applications are to amend the Zoning By-law to permit detached, townhomes, back to back townhomes, stacked townhomes, apartments, park, school and Greenland uses. The North and South draft plans of subdivision have been submitted to create 77 and 99 lots and blocks, respectively, to accommodate the proposed residential uses, school lands,

parkland, trails and walkways, future public streets, residential reserve lands, buffers, greenlands and the proposed 407 Transitway.



Location Map of Major Roads

Development Proposal (North and South Plans)	
Applications submitted:	Received: July 23, 2019 Deemed complete: August 22, 2019
Developer/ Owner:	Derry Britannia Developments Limited (Mattamy Homes)
Applicant:	Glen Schnarr & Associates
Number of residential units:	North plan: 338 to 398 units South plan: 701 to 1,711 units
Height:	Detached Homes: 3-4 storeys Various Townhomes: 3-4 storeys Apartments: maximum 6 storeys
Net Density Units: (Note: does not account for density associated with residential reserve blocks)	North plan: 84.9 to 100 units/ha (34.4 to 40.5 units/ac) South plan: 75.8 to 185 units/ha (30.7 to 74.8 units/ac) Combined: 78.5 to 159.4 units/ha (31.8 to 64.5 units/ac)
Net Density People and Jobs: (utilizing Hemson Consulting's people per unit assumptions from Shaping Ninth Line)	Combined: 84.8 to 165.1 people and jobs/ha (34.3 to 66.8 people and jobs / ac.)
Road Type:	Mainly public roads and public lanes are proposed. Private condominium roads are proposed within the condominium development blocks

Development Proposal (North and South Plans)	
Anticipated Population: (Note: does not account for anticipated population for residential reserve blocks)	North plan: 921 to 1,053 people* South plan: 1,830 to 4,042 people* Combined: 2,751 to 5,095 people* *Average household sizes for all units (by type) based on the 2016 Census
Green Initiatives:	<ul style="list-style-type: none"> • Increased soil depths • Enhanced grass swales within park blocks and buffers • Rainwater harvesting program • Bioretention areas within green spaces • On-site detention of 5 mm (0.2 in.) of runoff

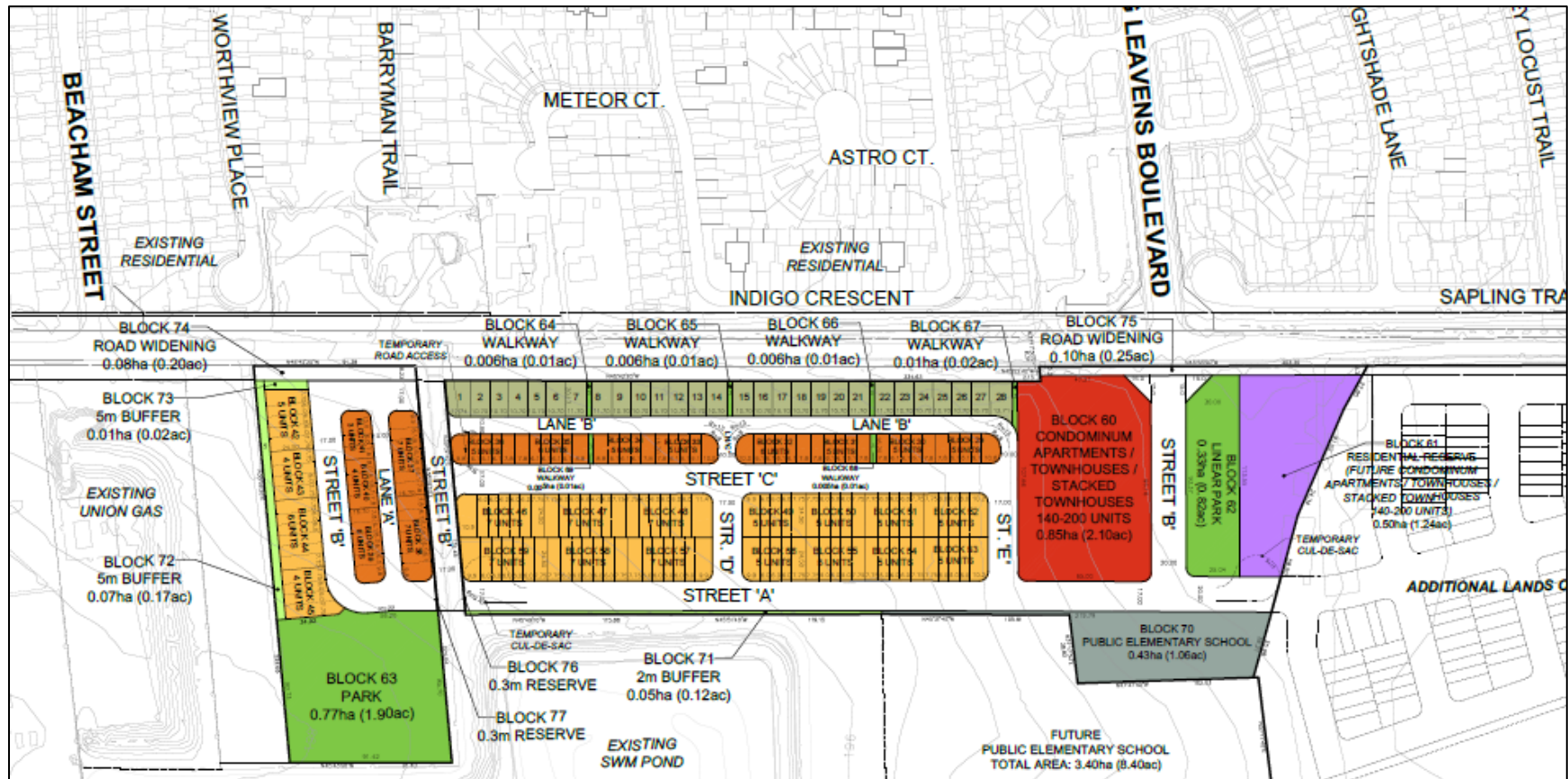
- Urban Design Study
- Shadow Study
- Preliminary Noise Assessment
- Grading and Servicing Plans
- Functional Servicing and Stormwater Management Report
- Tree Management Plan
- Heritage Impact Statements
- Traffic Impact Study
- Transportation Demand Management Plan
- Preliminary Geotechnical Investigation
- Phase I and II Environmental Site Assessments
- Stage 1 and 2 Archaeological Assessments

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

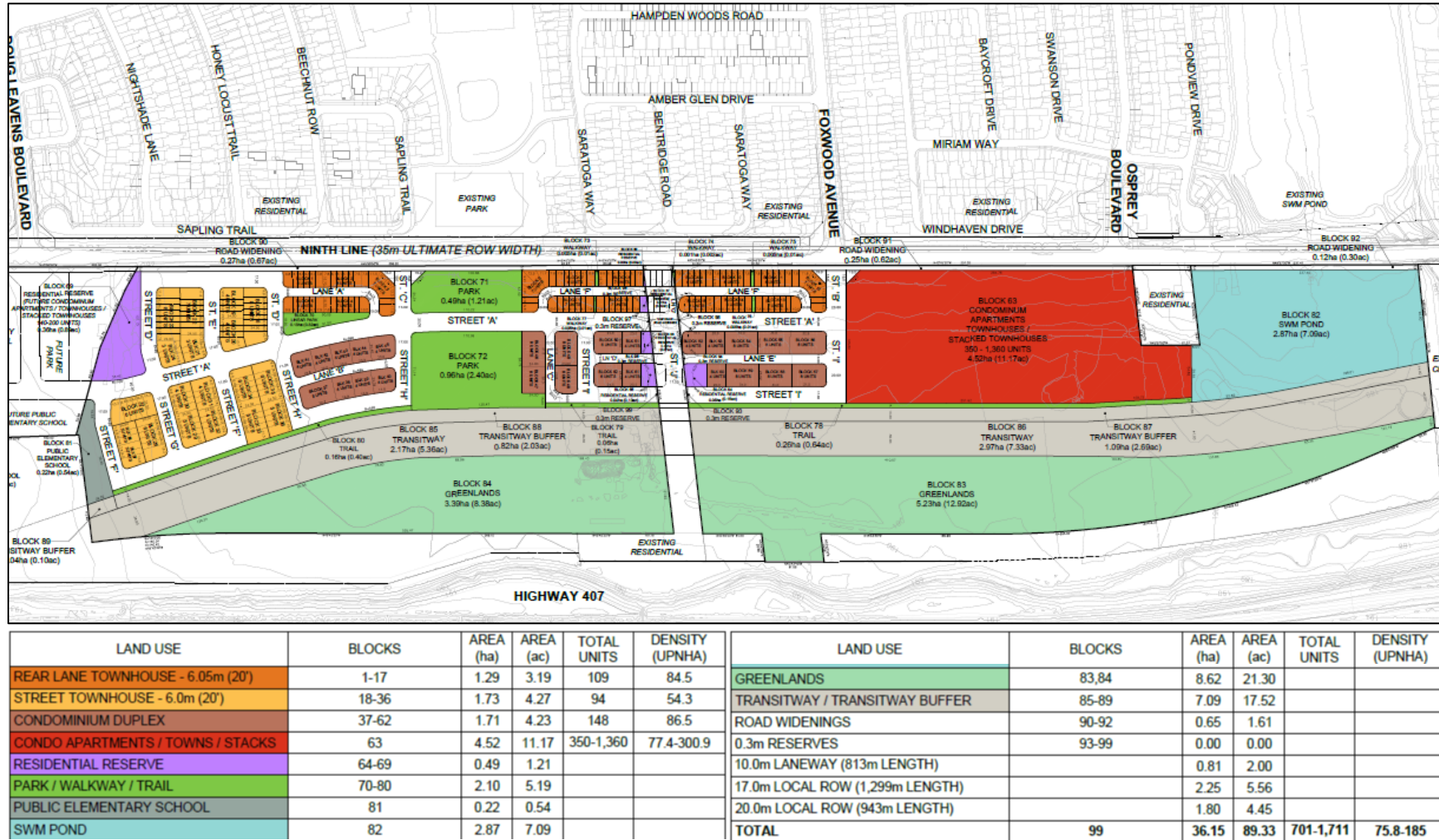
- Survey
- Context Plan
- Draft Plan of Subdivision
- Concept Plans
- Elevations
- Underground Parking Plan
- Planning Justification Report
- Draft Zoning By-law

Draft Plan of Subdivision, Concept Plan and Elevations



LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	TOTAL UNITS	DENSITY (UPN/HA)	LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	TOTAL UNITS	DENSITY (UPN/HA)
REAR LANE DETACHED - 10.7m (35')	1-28	0.62	1.53	28	45.2	5m BUFFERS	71-73	0.13	0.32		
REAR LANE TOWNHOUSE - 6.05m (20')	29-41	0.81	2.00	69	85.2	ROAD WIDENINGS	74,75	0.18	0.44		
STREET TOWNHOUSE - 6.0m (20')	42-59	1.70	4.20	101	59.4	0.3m RESERVES	76,77	0.00	0.00		
CONDO APARTMENTS / TOWNS / STACKS	60	0.85	2.10	140-200	164.7-235.3	10.0m LANEWAY (445m LENGTH)		0.46	1.14		
RESIDENTIAL RESERVE	61	0.50	1.24			17.0m LOCAL ROW (1,021m LENGTH)		1.75	4.32		
PARK / WALKWAY	62-69	1.13	2.79			20.0m LOCAL ROW (184m LENGTH)		0.38	0.94		
PUBLIC ELEMENTARY SCHOOL	70	0.43	1.06			TOTAL	77	8.94	22.09	338-398	84.9-100

Draft Plan of Subdivision – North



Draft Plan of Subdivision – South



Traditional



Contemporary

**Rear Lane Detached Home –
Front Elevations**



Traditional



Contemporary

Street Townhome – Front Elevations



Traditional



Contemporary

Rear Lane Townhome – Front Elevation



Stacked Townhome – Front Elevation



Back to Back Townhome – Front Elevation



Apartment Rendering

4. Land Use Policies, Regulations & Amendments

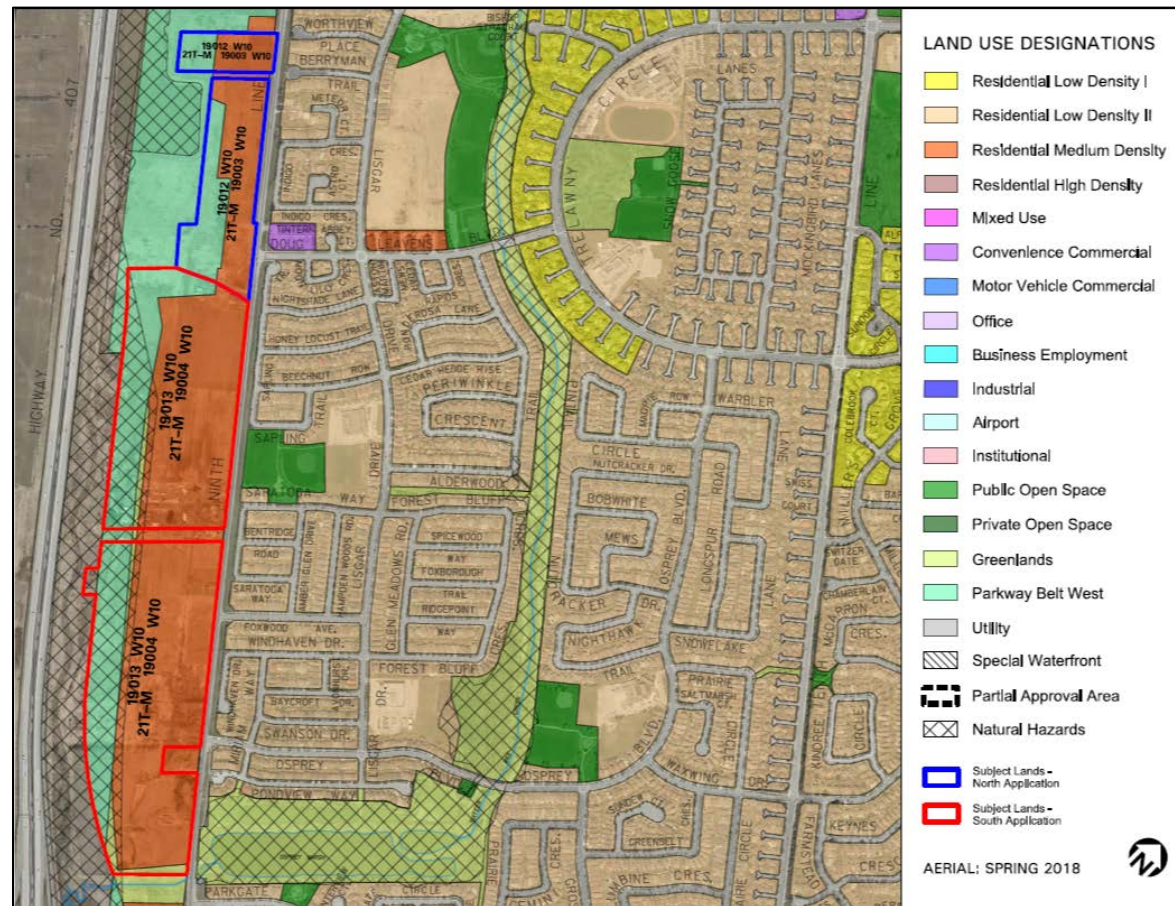
Mississauga Official Plan

Existing Designation

The subject lands are located within Precinct 3 (North Britannia Area) of the Ninth Line Neighbourhood Character Area and are designated **Residential Medium Density, Greenlands** and **Parkway Belt West**. The **Residential Medium Density** designation permits all forms of townhomes, as well as low and mid-rise apartments. Section 16.20.3.3.3 of Mississauga Official Plan (MOP) allows consideration for ground related homes such as semi-detached homes abutting Ninth Line, between Doug Leavens Boulevard and Beacham Street, as long as the overall density target for the entire Character Area is maintained. The maximum permitted building height on the subject lands is three to six storeys. The **Greenlands** designation is generally associated with natural hazards and natural areas to provide for the protection, enhancement and restoration of the Natural Heritage System. A portion of the site (lands with cross-hatching) is identified as containing **Natural Hazards**. Permitted uses on lands designated **Natural Hazards** are limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation. Lands designated **Parkway Belt West** are governed by the provisions of the Parkway Belt West Plan.

Note: Detailed information regarding relevant Official Plan policies are found in Section 5.

Excerpt of Ninth Line Neighbourhood Character Area Land Use



Mississauga Zoning By-law

Existing Zoning

The subject lands are zoned **D** (Development), **G1** (Greenlands) and **PB1** (Parkway Belt).

The **D** (Development) zone permits buildings or structures legally existing on the date of the passing of the By-law and the existing legal use of such building or structure. New buildings or structures and the enlargement or replacement of existing buildings and structures is not permitted.

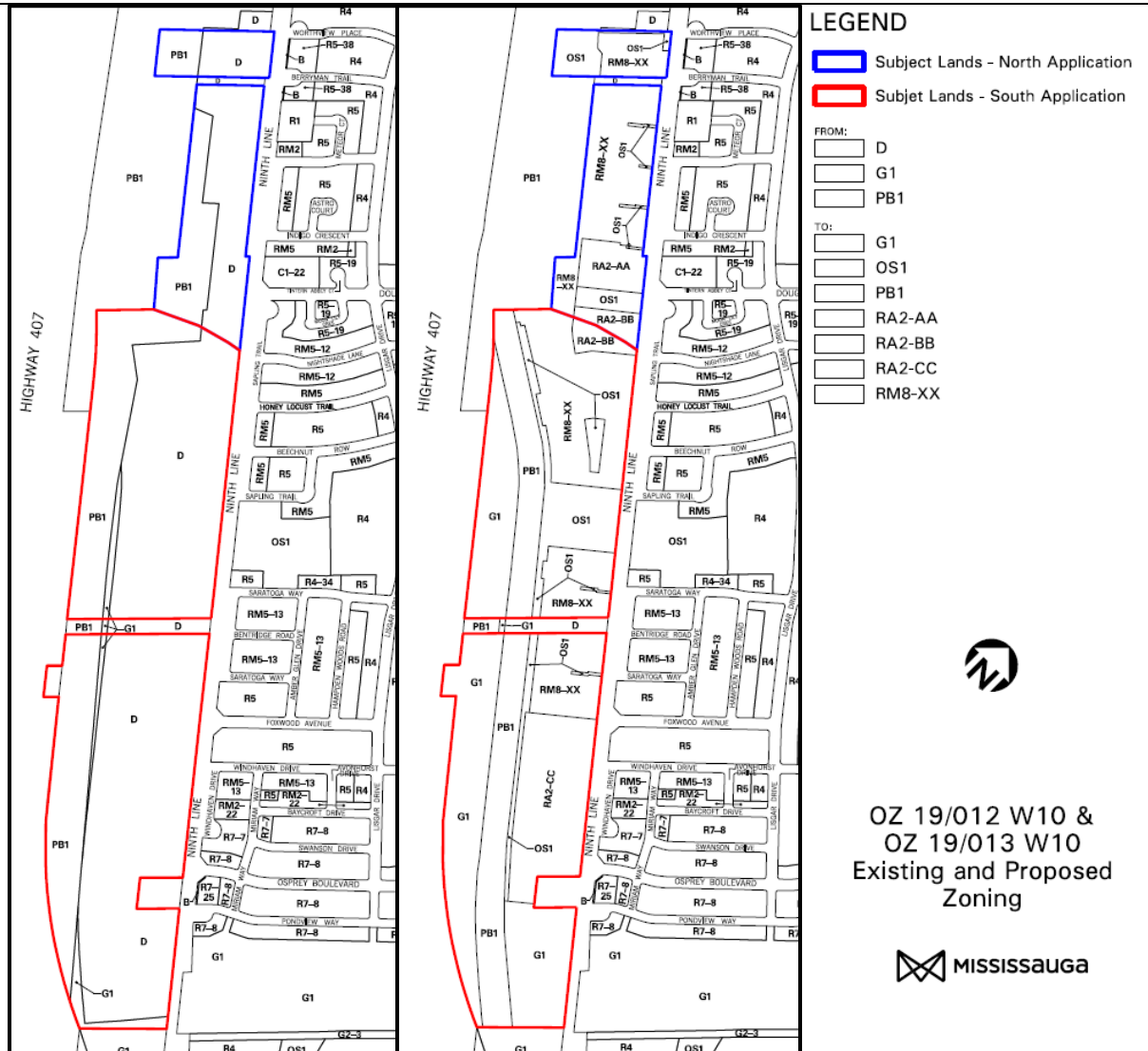
The **G1** (Greenlands) zone permits natural heritage protection and conservation, flood and stormwater management related uses.

The **PB1** (Parkway Belt) zone implements the provisions and regulations of the Parkway Belt West Plan. The **PB1** zone permits passive recreational uses and conservation uses.

Proposed Zoning

The applicant is proposing a site specific **RM8** (back to back and/or stacked townhouse) zone for all of the proposed townhouse building types, site specific **RA2** (Apartments) zones for the proposed apartment blocks, and **OS1** (Open Space), **PB1** (Parkway Belt) and **G1** (Greenlands) zones.

Note: These zones are proposed by the applicant and subject to change through the processing of the applications.



5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement. (PPS 4.7)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p> <p>Development shall generally be directed to areas outside of hazardous lands. (PPS 3.1.1)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Major Transit Stations (MTSAs) Upper-tier municipalities may delineate the boundaries of MTSAs and identify minimum density targets for major transit station areas in advance of the next municipal comprehensive review. (Growth Plan 2.2.4.5)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>The Province may identify additional priority transit corridors to support optimization of transit investments across the GGH. (Growth Plan 2.2.4.7)</p> <p>All MTSAs will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:</p> <ul style="list-style-type: none"> a) Connections to local and regional transit services to support transit service integration; b) Infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and c) Commuter pick-up/drop-off areas (Growth Plan 2.2.4.8) <p>Within all MTSAs, development will be supported, where appropriate, by:</p> <ul style="list-style-type: none"> a) Planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels; b) Fostering collaboration between public and private sectors, such as joint development projects; c) Providing alternative development standards, such as reduced parking standards; and d) Prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities (Growth Plan 2.2.4.9) <p>Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities. (Growth Plan 2.2.4.10)</p> <p>In planning lands adjacent to or near higher order transit corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure. (Growth Plan 2.2.4.11)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>New development in designated greenfield areas will support the achievement of complete communities, support active transportation and encourage the integration and sustained viability of transit services. (Growth Plan 2.2.7.1)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>The minimum density target applicable to the designated greenfield area of the Region of Peel is not less than 50 residents and jobs combined per hectare (20.2 residents and jobs combined per acre). (Growth Plan 2.2.7.2.a)</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Parkway Belt West Plan (PBWP)	<p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p> <p>Lands within the PBWP are appropriately designated and zoned in the Mississauga Official Plan and Zoning By-law to implement the provisions and regulations of the Parkway Belt.</p>	<p>Portions of the subject lands are within the Public Use Area of the Parkway Belt West Plan and are designated Road and Inter-Urban Transit.</p> <p>Permitted uses in Public Use Area:</p> <ul style="list-style-type: none"> a) Legally existing uses b) Linear facilities (e.g. linear transportation, communication and utility facilities) e) Other public uses (subject to specific conditions including preservation of natural features, size of structures, landscaping, etc.) f) Interim uses (subject to specific conditions) g) Additions to existing uses (subject to specific conditions) (PBWP 5.4.1) <p>Public Works in Public Use Area:</p> <ul style="list-style-type: none"> a) Linear facilities <ul style="list-style-type: none"> ii) Constructed to minimize detrimental effects on natural features iii) Transportation facilities will be constructed to restrict the number and capacity of traffic routes connecting Urban Areas ...and to retain the open-space character of the area covered by the Plan. iv) Landscaping and buffers will be provided where appropriate, both along and between facility rights-of-way. (PBWP 5.4.3) <p>Specific Objective</p> <ul style="list-style-type: none"> h) minimize the number of transportation routes crossing this Link and connecting the Oakville Urban Area to the Mississauga Urban Area and connecting the Milton East Future Urban Area to the Mississauga Northwest Urban Area. (PBWP 6.7.2) <p>Implementing Actions</p> <ul style="list-style-type: none"> a) Restrict the number of transportation routes crossing the Link to:

Policy Document	Legislative Authority/Applicability	Key Policies
		<ul style="list-style-type: none"> i) Existing facilities and their essential expansions; iii) Highway 403, inter-urban transit facilities, and other essential new facilities consistent with the Plan. (PBWP 6.7.3)
Halton Region Official Plan	Regional Official Plan Amendment 28 (ROPA 28) came into force and effect on December 21, 2005 and implemented the Ninth Line Corridor Policy Area policies and schedules. Regional Official Plan Amendment 38 (ROPA 38) subsequently deleted all policies and schedules implemented through ROPA 28 as a result of the land transfer to the Region of Peel / City of Mississauga. ROPA 38 was approved by the Minister of Municipal Affairs and Housing on November 24, 2011 and subsequently appealed to the Ontario Municipal Board (OMB), who approved the ROPA through a series of decisions between February 2014 and April 2017.	There are no current Halton Region Official Plan policies for the Ninth Line.
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications.	<p>On January 1, 2010 the lands between Ninth Line and Highway 407 (the Ninth Line Lands) became part of the City of Mississauga and the Region of Peel. These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton Official Plans apply to these lands*. The policies of the Region of Peel Official Plan do not apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan. The Ninth Line Lands are shown on Schedule D, Schedule D3 and Schedule D4 for reference purposes. (ROP 5.10)</p> <p>*Note: This policy should be updated as a result of the outcome of MOPA 90.</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019.

The Region of Peel is in the process of delineating MTSA boundaries. The southerly portions of the subject property are expected to be located within the MTSA associated with the future 407 Transitway station south of Britannia Road West.

The lands are located within the Ninth Line Neighbourhood Character Area and are designated **Residential Medium**

Density, Greenlands, and Parkway Belt West. The **Residential Medium Density** designation permits all forms of townhomes, as well as low- and mid-rise apartments. The permitted building height on the subject lands is three to six storeys. The **Greenlands** designation is generally associated with natural hazards and natural features to provide for the protection, enhancement and restoration of the Natural Heritage System. A portion of the site is identified as containing **Natural Hazards**. Permitted uses on lands designated **Natural Hazards** are limited to conservation, flood and/or erosion control, essential infrastructure and passive

recreation. Lands designated **Parkway Belt West** are governed by the provisions of the Parkway Belt West Plan.

Ninth Line is identified as a Corridor in MOP.

The applicant will need to demonstrate consistency with the intent of MOP.

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.5 Section 5.1.6 Section 5.1.9 Section 5.2.1 Section 5.2.3 Section 5.3.5.3 Section 5.3.5.5 Section 5.3.5.6 Section 5.3.5.7 Section 5.4.4 Section 5.4.5 Section 5.4.7 Section 5.5.1 Section 5.5.3 Section 5.5.4 Section 5.5.5 Section 5.5.13 Section 5.5.14 Section 5.5.16 Section 5.6.1	<p>Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations.</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System. Mississauga will seek to enhance opportunities for the appreciation and enjoyment of the Green System.</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>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 this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.</p>

	Specific Policies	General Intent
		<p>Transportation planning within Neighbourhoods will give priority to active transportation modes.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</p> <p>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas.</p> <p>Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights.</p> <p>Intensification Areas will be planned to reflect their role in the City Structure hierarchy.</p> <p>Development will promote the qualities of complete communities.</p> <p>Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.</p> <p>Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.</p> <p>Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.</p> <p>There are lands in the Ninth Line Neighbourhood Character Area that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe. Character Area policies may specify alternative density requirements, provided the total designated greenfield area in the Region will achieve a minimum density target of 50 residents and jobs combined per hectare, excluding environmental take-outs.</p>
Chapter 6 Value The Environment	Section 6.1.8 Section 6.1.10	Sensitive land uses may be considered in proximity to major facilities such as the Airport, transportation corridors, wastewater treatment plants, waste sites, industries and aggregate

	Specific Policies	General Intent
	<p>Section 6.2.6 Section 6.2.7 Section 6.3 Section 6.3.51 Section 6.3.66 Section 6.4.2.2 Section 6.10</p>	<p>activities only where effective control is provided through appropriate site and building design, buffers and/or separation distances to prevent adverse effects from these facilities.</p> <p>In accordance with the Provincial Government guidelines, the development proponent will be required to undertake a feasibility study in those cases where:</p> <ol style="list-style-type: none"> A sensitive land use is proposed within the area of influence of a facility that generates contaminant discharges; or A facility generates contaminated discharges or a proposed facility is likely to generate contaminated discharges. <p>The study will evaluate the impacts, both before and after any proposed mitigation measures are applied and identify options for mitigation both at the source or elsewhere to the satisfaction of the City and other appropriate approval authorities.</p> <p>Mississauga will require development proposals to address the management of stormwater using stormwater best management practices.</p> <p>Natural Hazard Lands are generally unsafe and development and site alteration will generally not be permitted due to the naturally occurring processes of erosion and flooding associated with river and stream corridors. Natural Hazard Lands and buffers will be designated Greenlands and zoned to protect life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.</p> <p>Development and site alteration is generally prohibited on lands subject to flooding.</p> <p>Parks and Open Spaces within the Green System include:</p> <ul style="list-style-type: none"> Parkway Belt <ul style="list-style-type: none"> Educational Facilities – open space associated with educational facilities e.g. school yards Utilities – major utility and service corridors; and other open space lands in public ownership e.g. water reservoirs and pumping stations. <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>Mississauga will require that development applications be supported by stormwater best management practices in accordance with relevant plans, studies, development standards and policies. Additional measures may be specified by the City based on known concerns related to storm sewer capacity, pollution prevention, flood risk and erosion, and protection of the city's Natural Heritage System, including its ecological function. Stormwater best management practices</p>

	Specific Policies	General Intent
		<p>must be approved by the city, appropriate conservation authority and Provincial Government, where applicable.</p> <p>Sound barriers should be avoided wherever possible and feasible. Where sound cannot be mitigated at its source, noise abatement measures such as appropriate site planning, spatial separation and building design techniques are preferred, wherever possible.</p>
Chapter 7 Complete Communities	Section 7.1.6 Section 7.2.2 Section 7.2.3 Section 7.2.5 Section 7.3.9	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> the development of a range of housing choices in terms of type, tenure and price; the production of a variety of affordable dwelling types for both the ownership and rental markets; and the production of housing for those with special needs, such as housing for the elderly and shelters. <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</p> <p>The onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.</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>
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.5 Section 9.1.6 Section 9.1.9 Section 9.1.15 Section 9.2.1 Section 9.2.1.8 Section 9.2.2.1 Section 9.2.2.6 Section 9.2.3.1 Section 9.3.1.4 Section 9.3.1.5 Section 9.3.3.6 Section 9.3.5.3 Section 9.3.5.5 Section 9.3.5.6 Section 9.3.5.7 Section 9.5.1.5	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life.</p> <p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.</p> <p>Intensification Areas are the principal location for future growth and consist of:</p> <ul style="list-style-type: none"> Major Transit Station Areas <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.</p>

	Specific Policies	General Intent
	Section 9.5.1.12 Section 9.5.2.3 Section 9.5.2.4	<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 will be designed to:</p> <ol style="list-style-type: none"> Respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks; Accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources; Achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible; Meet universal design principles; Address new development and open spaces; Be pedestrian oriented and scaled and support transit use; Be attractive, safe and walkable; Accommodate a multi-modal transportation system; and Allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate. <p>Development on major corners, prominent sites or that terminate a view will be held to a higher design standard.</p> <p>Natural features, parks and open spaces will contribute to a desirable urban form by:</p> <ol style="list-style-type: none"> Assisting with the protection, enhancement, restoration and expansion of the Natural Heritage System; Connecting to the city's system of trails and pathways; Connecting to other natural areas, woodlands, wetlands, parks, and open spaces, including streets, schools, cemeteries and civic spaces; Ensuring that all new parks and Open Spaces address the street, providing clear visibility, access and safety; Ensuring that adjacent uses, buildings and structures front onto them, with direct access, and encouraging natural surveillance; and Appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible. <p>Private open space and/or amenity areas will be required for all development.</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered.</p>

	Specific Policies	General Intent
		<p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.</p>
Chapter 11 General Land Use Designations	Section 11.2.3 Section 11.2.5.5 Section 11.2.13	<p>Lands designated Greenlands are associated with natural hazards and/or natural areas where development is restricted. Permitted uses on Greenlands include conservation related uses, including flood control and/or erosion management, passive recreational uses are also permitted.</p> <p>Lands designated Residential Medium Density will permit the following uses:</p> <ol style="list-style-type: none"> a. All forms of townhouse dwellings <p>Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan.</p> <p>Notwithstanding the provisions of the Parkway Belt West Plan, the following uses will not be permitted:</p> <ol style="list-style-type: none"> a. Major power generating facility; and b. Waste processing stations or waste transfer stations and composting facilities.
Chapter 16 Neighbourhoods	Section 16.1.1.1 Section 16.20.1.1 Section 16.20.2.2.1 Section 16.20.2.2.2 Section 16.20.2.2.3 Section 16.20.2.3.1 Section 16.20.2.3.2 Section 16.20.2.3.3 Section 16.20.2.3.4 Section 16.20.2.3.5 Section 16.20.2.4.1 Section 16.20.2.6.1 Section 16.20.3.3.1 Section 16.20.3.3.2 Section 16.20.3.3.3 Section 16.20.4.1.1 Section 16.20.5.4	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements.</p> <p>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.</p> <p>Land Use and Built Form Planning in the area will be based on the following land use and built form principles:</p> <ol style="list-style-type: none"> 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; 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 boards to determine the need for educational facilities. The location of these facilities will be determined through the development application process; f. recognize the significance of cultural heritage sites and landscapes including the natural heritage system;

	Specific Policies	General Intent
		<ul style="list-style-type: none"> 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. <p>Planning in the area will be based on a series of connections including:</p> <ul style="list-style-type: none"> 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. <p>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:</p> <ul style="list-style-type: none"> a. creates a well connected and sustainable natural heritage system; b. provides a variety of parks and open spaces for all ages and abilities including those which encourage passive and active use in all seasons, promote unique experiences and educational opportunities, and incorporate naturalized areas; c. provides parks and open space in close proximity to adjacent neighbourhoods and employment areas; and d. has regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study. <p>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.</p> <p>Trails and sidewalks should link 407 Transitway Stations, community facilities, parks and commercial and employment areas. The layout and design of blocks, streets, and boulevards will support the use of transit, walking, and cycling.</p> <p>Development fronting Ninth Line will be designed to provide appropriate transition to uses on the east side of the street.</p> <p>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.</p> <p>Greenlands, both existing and restored, will be planned to protect and enhance the natural environment and establish a well connected and sustainable natural heritage system, having regard for the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study.</p>

	Specific Policies	General Intent
		<p>A significant amount of land in the Ninth Line area is designated Parkway Belt as per the Parkway Belt West Plan. Once the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. Once the PBWP is amended, the land use designations shown on Reference Maps (M1-M3) will come into force and effect, without further amendment to this Plan.</p> <p>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.</p> <p>Residential development will include a mix of housing forms such as townhouses and midrise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.2: Ninth Line Neighbourhood Character Area Height Limits.</p> <p>Notwithstanding policy 16.20.3.3.2 and 11.2.5.5, consideration may be given to ground related units such as semi-detached dwellings abutting Ninth Line between Doug Leavens Boulevard and Beacham Street. The overall density target for the entire Character Area must be maintained.</p> <p>Notwithstanding the Residential Medium Density policies of this Plan, low-rise and mid-rise apartment dwellings will also be permitted.</p> <p>All development in the Ninth Line Neighbourhood Character Area will be designed to protect for, and support, the 407 Transitway and any related facilities.</p>
Chapter 19 Implementation	Section 19.4.1 Section 19.4.3	<p>Development applications will be evaluated and processed in accordance with the policies of this Plan, approved streetscape studies and design guidelines and other relevant City Council policies and Provincial policies.</p> <p>To provide consistent application of planning and urban design principles, all development applications will address, among other matters:</p> <ol style="list-style-type: none"> the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form; conformity with the policies in this Plan; the sustainability of the development to support public transit and to be oriented to pedestrians; in circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setback; sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations; the adequacy of engineering services; the adequacy of community infrastructure; the adequacy of the multi-modal transportation systems;

	Specific Policies	General Intent
		<ul style="list-style-type: none"> h. the suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping, and on site amenities; i. the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm; j. the impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses; k. site specific opportunities and constraints; l. sustainable design strategies; and m. urban form and public health.

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement* (2014), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

6. School Accommodation

The Peel District School Board			The Dufferin-Peel Catholic District School Board		
Student Yield:			Student Yield:		
	North Plan	South Plan		North Plan	South Plan
Kindergarten to Grade 5	134	219	Jr. Kindergarten to Grade 8	21	63
Grade 6 to Grade 8	58	95	Grade 9 to Grade 12	16	44
Grade 9 to Grade 12	57	103			
School Accommodation:			School Accommodation:		
Trelawny Public School (North Plan) Enrolment: 313 Capacity: 389 Portables: 0			St. Simon Stock Elementary Enrolment: 291 Capacity: 602 Portables: 0		
Osprey Woods Public School (South Plan) Enrolment: 513 Capacity: 540 Portables: 3			Our Lady of Mount Carmel Enrolment: 1,522 Capacity: 1,320 Portables: 16		
Lisgar Middle Public School Enrolment: 677 Capacity: 577 Portables: 0					
Meadowvale Secondary School Enrolment: 1,058 Capacity: 1,500 Portables: 0					

7. Community Comments

A pre-application community meeting was held by Derry Britannia Developments Ltd. (Mattamy Homes) on June 17, 2019. There were approximately 70 people in attendance.

A community meeting was held by Ward 10 Councillor, Sue McFadden on October 16, 2019. There were approximately 200 people in attendance.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- Ninth Line cannot accommodate the current traffic volumes. The proposed development will make traffic even worse
- Expansions/widenings to Ninth Line need to be completed prior to the construction of any new homes
- Ninth Line is a busy road. There needs to be safe crossings to and from the existing communities to the east
- Additional intersections along Ninth Line are going to slow down traffic, causing more congestion
- These lands are very wet and historically susceptible to flooding. Standing water is a concern and stormwater drainage needs to be addressed
- The proposed development is going to impact the property value of homes on the east side of Ninth Line
- The proposed development should include more detached homes
- Six storey apartments on Ninth Line is inappropriate
- A greater mix of uses (e.g. grocery store, entertainment, etc.) is needed
- Too much density is proposed. The Official Plan refers to 82 people and jobs per hectare and these applications propose much higher densities. Lower densities solve many of the community's concerns
- The condo block (Block 63) in the South plan is too large and should be broken into smaller blocks
- The number of proposed units in Block 63 is too wide ranging. A more specific unit count is requested
- The noise impacts from Highway 407 and Ninth Line must be considered
- Some proposed park space should be free of sports fields to allow for events. A covered gazebo is requested for the proposed park
- A verifiable and recorded tree replacement program is needed for any removed trees resulting from the development
- The Ninth Line lands needs to be designed to accommodate multimodal transportation, including a dedicated multi-use trail system and sufficient walkways. Connections to existing trail systems are important as well
- Commercial uses should not be proposed immediately

- across the street from the proposed school
- Investors should not be given priority for purchasing units

Ninth Line Improvements in Advance of Environmental Assessment

A detailed review of the Transportation Impact Study occurs as part of the development application review process, which will further inform the requirements for infrastructure, mitigation measures, parking standards, transportation demand management, transit, pedestrian/cycling connections, access management, and if required, the phasing of the development. In addition, the applicant will be responsible for the design, construction and implementation of any interim road improvements that may be required, in the event that the

development occurs before the Ninth Line corridor improvements are complete.

Subwatershed Study

The City is undertaking a Scoped Subwatershed Study that comprehensively reviews drainage, as well as the presence and significance of natural features. At present, this study is under review with Conservation Halton, who will ultimately be responsible for issuing final approval of the document. The Applicant will be required to implement and follow the management strategy prescribed in the final approved study.

8. Development Issues

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

Agency / Comment Date	Comments
Ministry of Transportation (MTO) (September 25, 2019)	<p>North Plan:</p> <p>The MTO does not object, in principle, with the proposed rezoning and plan of subdivision applications.</p> <p>All above and below ground structures must be setback a minimum of 14.0m (46 ft.) from all ministry property limits (including the Transitway). The ministry setback requirements are to be stipulated in the zoning by-law.</p> <p>Noise attenuation features must be contained within the subject lands and setback a minimum of 0.3 m (1 ft.) from all ministry property limits.</p> <p>The applicant must secure ministry approval for a new access road/gate to the existing Highway 407 ETR stormwater management pond adjacent to the proposed subdivision. Approvals must be secured for all stages of the subdivision's</p>

Agency / Comment Date	Comments
	<p>development.</p> <p>Prior to final approval, the MTO requires a traffic impact study, stormwater management report, and detailed grading, servicing and internal road construction plans for review and approval.</p> <p>South Plan:</p> <p>The MTO will only provide formal comments on the South applications when the Transitway Environmental Assessment has been approved.</p>
<p>Region of Peel (October 11, 2019)</p>	<p>North Plan:</p> <p>For Blocks 1-59, the Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste. For Block 60, the Region of Peel will provide front-end collection of garbage and recycling.</p> <p>South Plan:</p> <p>For Blocks 1-62, the Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste. For Block 63, the Region of Peel will provide front-end collection of garbage and recycling. For Block 81 (future school), the Region of Peel will provide front-end collection of recycling.</p> <p>Both Plans:</p> <p>Prior to rezoning and draft plan of subdivision approval, a Waste Management Plan must be completed for all blocks to confirm satisfactory waste collection access route on site. The plan shall include a narrative description and drawings of the development detailing the essential elements of waste management access and collection for the development. The proposal must conform to the Waste Collection Design Standards Manual prior to receiving Regional clearance.</p> <p>The Region of Peel is reviewing the servicing options available for the proposal. Draft Plan comments and conditions will be provided at a later date upon completion of this review.</p> <p>Servicing must be from the approved right-of-way (ROW) where services are permitted. Servicing through or from parks/parkettes, laneways, etc. will not be permitted. Servicing must be internal to the plan of subdivision ROW only, and not from Ninth Line. All watermain must be looped to the Region's standards through public ROWs. Looping through private/condominium lands will not be permitted.</p> <p>To further enhance the plan, Region of Peel Public Health recommends specific changes to improve connectivity, expand the range of uses (i.e. ground floor commercial in apartments), improve active transportation and enhance the low impact development features of the development.</p> <p>Affordable housing comments are forthcoming.</p>
<p>City Community Services</p>	<p>Community Services notes that the proposed development is planning for a Public Open space system which includes</p>

Agency / Comment Date	Comments
<p>Department – Park Planning Section (October 18, 2019)</p>	<p>Blocks 62, 63, 70, 71 and 72 in the draft plan of subdivision for parkland purposes within application T-M 19003 and T-M 19004.</p> <p>Based on the proposed sizes and placement of these park blocks, Community Services, accepts Blocks 62, 63, 71 and 72, in principle, for the purposes of parkland dedication subject to further technical reviews, free and clear of all easements and encumbrances. Block 70 will not be accepted as a Public Park block as this proposed linear park is too small to program and is a remnant parcel of the road right-of-way for Street "A".</p> <p>Pursuant to Section 42 of the Planning Act, parkland conveyance is calculated at a rate of 1 ha (2.47 ac) /300 units. As such, upon receiving final residential counts, for both the applications, parkland dedication credits will be calculated and finalized as a condition of draft plan approval. This Department also notes that, pursuant to City of Mississauga Council endorsed corporate policy 07-07-21: Dedication of Land or Cash in Lieu, 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).</p> <p>Parkland conveyance credits will also not be applied to engineered walkways or buffer blocks.</p> <p>In addition to the proposed Park Blocks, future residents in this area will also be serviced by existing Parks:</p> <ol style="list-style-type: none"> 1) Lisgar Fields (P-359) at a distance of 260 metres (865 ft.) 2) Cordingley Park (P-364) at a distance of 20 metres (65 ft.) on the east side of Ninth Line 3) Osprey Marsh (P-466) located on the east side of Ninth Line which follows the existing Sixteen Mile Creek. <p>Additional information and further review will be required through the application process, in consultation with Planning and Building and Transportation and Works Departments, to assess:</p> <ol style="list-style-type: none"> 1) Required building setbacks adjacent to Park Blocks 2) Noise/Shadow/Wind impacts on the Park Blocks 3) Proposed Trail system through the Park Blocks
<p>City Transportation and Works Department (October 18, 2019)</p>	<p>The Transportation and Works Department has received drawings and reports in support of the above noted application and the owner has been requested to provide additional technical details and revisions in support of the application. It is this Department's understanding that modifications to the current application (e.g. public road design and network) are required, which will alter the proposal. Updates to all appropriate drawings and reports will be necessary upon receipt of any new proposal.</p> <p>As the below noted items and additional specific technical details requested remain outstanding. This department is not in a position to confirm if the proposal is feasible and is not in favour of this application proceeding to a Recommendation Meeting until the outstanding matters have been satisfactorily resolved.</p>

Agency / Comment Date	Comments
	<p>Proposal/Drawings requirements</p> <p>The owner is to provide full size, to scale, overall grading plans and also overall servicing plans. These engineering drawings are to be properly formatted and depict all the municipal road dimensions, turning circles, services, noise barriers, buffer blocks, etc. and ensure there are no negative drainage impacts to adjacent properties. Detailed engineered cross-sections are also required and are to be taken at frequent intervals on representative locations (e.g. holdout parcels, ponds, etc.).</p> <p>Noise Study</p> <p>The report is to be revised to provide a table showing the unmitigated sound levels and a range of barrier heights with corresponding mitigated sound levels at all Outdoor Amenity Areas. The report shall address any on-site/off-site stationary noise impacts caused by existing and proposed developments. In addition, cross-sections for the noise berms and fences are to be provided. Most importantly, room for the berms is to be accounted for by means of creating separate buffer blocks, which are most appropriately, zoned B (Buffer).</p> <p>Geotechnical Report</p> <p>The report is to be revised to provide a plan overlaying the boreholes on top of the proposed road network, once the road network design is finalized. Further comments will be provided regarding the proposed pavement structure and bedding once the road, main and sewers locations have been satisfactorily determined.</p> <p>Municipal Works</p> <p>Municipal Works will be required to support this development and these works shall form part of the Subdivision Agreement. The extent of the works is currently not satisfactorily determined and will be determined prior to the Recommendation Report. Detailed design, securities and insurance will be addressed through the Subdivision Agreement.</p> <p>Stormwater</p> <p>The Functional Servicing Report (FSR) and Stormwater Management Report submitted by Rand dated June 2019 identifies stormwater quality, erosion and quantity controls that are based on the April 2019 "Draft Ninth Line Lands Scoped Subwatershed Study (SWS)" which has not yet been approved by Conservation Halton. Since the SWS has not been approved, reviewing the FSR for adherence to the proposed stormwater quality, erosion and quantity standards is premature. Detailed comments will be provided once the SWS has been finalized.</p> <p>Environmental</p> <p>North Plan:</p>

Agency / Comment Date	Comments
	<p>The Environmental Site Screening Questionnaire and Declaration (ESSQD) form covers two parcels (Parcel A and Parcel C). Therefore, we require that the ESSQD be filled out for the Parcels B and D, be signed and dated by the owner, and witnessed by a commissioner of oaths, and resubmitted to the City.</p> <p>The Phase I Environmental Site Assessment (ESA) reports for Parcels A, B, C, and D indicated the possibility of contamination of the subject lands. Therefore, we require that a Phase Two ESA be submitted to the T&W for review.</p> <p>As lands are to be dedicated to the City, they will be in a condition acceptable to the City in its sole and unfettered discretion that such land is environmentally suitable for the proposed use, as determined by the City, and shall be certified as such by a Qualified Person. If a Record of Site Condition (RSC) is required to be filed for the property or for the lands to be dedicated, the RSC filing must be completed prior to land dedication.</p> <p>South Plan:</p> <p>The Phase I Environmental Site Assessment (ESA) reports for Parcels G-J indicated the possibility of contamination of the subject lands. Therefore, we require that a Phase Two ESA be submitted to the T&W for review.</p> <p>The Phase Two ESA report for parcels E and F indicates that additional investigation in order to delineate the presence of soil/groundwater contamination is required. Therefore, in areas of the property where a contaminant is present at a concentration greater than the applicable site condition standard, the contaminants must be delineated laterally and vertically for each contaminant present in soil, ground water, or sediment on, in or under the property to assess the impact on the property and the likelihood that the contaminants may migrate onto an adjacent property (ies). Following the delineation program a Remedial Action Plan (RAP) must be prepared and provided to the City for review. The RAP must include, without limitation, the details for remediating the development lands/lands to be dedicated to the City such as the timing of the remedial work, the remedial approach etc.</p> <p>The Phase Two ESA report for Parcels E and F indicates that remediation is required to meet the applicable Ministry of the Environment, Conservation and Parks Standards. Any and all contaminated areas of the site identified in the report must be remediated in accordance with Ministry of the Environment, Conservation and Parks Standards. Upon completion of the remediation, a final clean-up report must be submitted to the Transportation and Works Department for review.</p> <p>As the proposed land use is changing from a less sensitive (parcel E was used for vehicle storage and maintenance and parcel F for commercial use) to a more sensitive use (residential), the applicant is required to submit a complete Record of Site Condition (RSC), including all supporting documents to the Transportation and Works Department for review. The RSC must be posted to the Ministry of the Environment, Conservation and Parks Environmental Site Registry (ESR). RSC filing must be completed prior to land dedication.</p> <p>As lands are to be dedicated to the City, they will be in a condition acceptable to the City in its sole and unfettered discretion that such land is environmentally suitable for the proposed use, as determined by the City, and shall be certified as such by a Qualified Person.</p>

Agency / Comment Date	Comments
	<p>Traffic</p> <p>The Traffic Impact Study (TIS) has been reviewed and is not deemed satisfactory. The applicant is required to provide a revised report that includes, but is not limited to:</p> <p>A detailed right-of-way package is outstanding and requires to be submitted for all proposed roads and laneways within the development in order to identify any proposed sidewalks, boulevard details, lane widths, on-street parking, etc. A pavement marking and signage plan is outstanding for both Phase 1 and Phase 2. Turning Templates will be required for intersections where laneways meet local roads to ensure no vehicle and Fire & Emergency vehicles conflict with maneuvers associated with those intersections. Due to the proposed window street homes front Ninth Line, the applicant will be required to provide a Curb Side Management Plan as lay-by parking will not be permitted along Ninth Line; the plan will be required to address vehicles such as taxis and food delivery attempting to stop along Ninth Line. A detailed list of proposed traffic calming measures through the development for both phases, and the proposed location of driveways within the condominium blocks is also required. Approval from the Ministry of Transportation Ontario is required for the Traffic Impact Study, Transit Way location and setbacks located to the west of the proposed development, and the use of Street B.</p> <p>In addition to outstanding material to be provided, multiple traffic planning issues within the proposed development are required to be addressed. The applicant is required to address the interim conditions for Phase 1 and Phase 2 with details on the hold out properties and road connections. In the event the applicant does not come to a deal with the hold out properties, the applicant needs to provide a contingency plan; for example, the proposed homes in Phase 1 north of Street B would not have access to Ninth Line and a connection from Phase 1 and Phase 2 would not be possible.</p> <p>The above aspects will be addressed in detail prior to the Recommendation Report meeting.</p>
Fire and Emergency Services (October 15, 2019)	<p>This proposal is located within the response area of Fire Stations 111 and 122. At present average travel times to emergencies in this area of the City is 6 minutes and 5 minutes (respectively) based on normal traffic and weather conditions.</p> <p>Based on available information, there are no watermains installed in the area and, therefore potential flow cannot be assessed. Confirmation with the Region of Peel is required to confirm adequate water service will be provided.</p> <p>Additional details are required regarding proposed condominium blocks in order to provide comments.</p> <p>Right-of-way details are required (i.e. width, number of lanes, sidewalks, lay-bys, turning radii, etc) in order to provide detailed comments.</p>
Dufferin-Peel Catholic District School Board (September 19, 2019)	<p>The Dufferin-Peel Catholic District School Board is satisfied with the current provision of educational facilities for the catchment area in which the subject applications are located. The City of Mississauga school accommodation condition need not be applied.</p>
Peel District School Board (October 16, 2019)	<p>City of Mississauga Council Resolution 152-98 applies to this application, therefore prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for these plans.</p>

Agency / Comment Date	Comments
	<p>The proposed location of the elementary school site is not acceptable to the Board. School sites are required to be made available in the first phases of development and wholly on one draft plan of subdivision. The Board is currently working with the developer to find an acceptable alternative location for the elementary school site.</p> <p>The applicant is required to provide site development plans for the school site area indicating the location of the required facility. The Board requires 3.24 ha (8 ac) for an elementary school site.</p> <p>In order to ensure that sanitary, storm, and utility easements (hydro, gas, water, etc.) do not interfere with site plan approval for the proposed facility, it is requested that such easements be approved by the School Accommodation Department prior to establishment on the proposed school site.</p>
<p>Conseil Scolaire Catholique MonAvenir (Csc MonAvenir) (October 11, 2019)</p>	<p>Conseil Scolaire Catholique MonAvenir (Csc MonAvenir), a publicly funded board, is looking for a site to host an elementary school. The Ministry of Education has approved this project in 2016. Csc MonAvenir requires between 1.6 and 2 ha (4 and 5 ac) of developable land for the construction of a school.</p> <p>Csc MonAvenir expresses its strong interest to be part of this development and to be considered for a site in this development.</p>
<p>Conservation Halton (CH) (September 30, 2019)</p>	<p>The subject lands are within the Ninth Line Scoped Subwatershed Study (SWS) study area. The draft Ninth Line SWS has not been finalized and is subject to change. Among other things, the SWS will establish management strategies for natural heritage and natural hazard features, as well as stormwater, that will need to be advanced through future planning proposals. The SWS will also establish requirements for future studies.</p> <p>The supporting documents submitted with the above-referenced applications are based on the draft Ninth Line SWS (e.g. FSR). As the SWS is not yet final, revisions will be required to the submitted studies and additional studies may also need to be completed. The environmental and stormwater-related studies submitted in support of the above-referenced applications should be based on a final, approved SWS. CH staff will review/provide further comment on those studies once the SWS is finalized.</p> <p>In addition to the above, staff note that some of the required studies were not included in the circulation CH received with this application (e.g. EIS).</p> <p>Based on a review of the information presently available, the subject properties are regulated by Conservation Halton pursuant to Ontario Regulation 162/06, as they contain several tributaries of Sixteen Mile Creek, and the flooding and erosion hazards associated with these watercourses. The subject properties also contain wetlands. In this area CH regulates 15 metres (49 ft.) from the extent of the greater hazard associated with these watercourses. CH regulates 120 metres (394 ft.) from Provincially Significant Wetlands or those greater than 2ha (4.9 ac) in size and 30 metres (98 ft.) from all other wetlands. As such, substantial portions of the subject property are regulated by CH pursuant to Ontario Regulation 162/06. Permission is required from CH prior to undertaking any development within CH's regulated area.</p> <p>CH will not be able to issue permits for any watercourse or floodplain alterations until the SWS management recommendations have been endorsed by CH's Board of Directors.</p>

Agency / Comment Date	Comments
	Given that the SWS is considered draft and has not yet been finalized, it is premature to advance any planning or development proposals in this area. As such, CH staff recommends deferral of the above-noted applications.
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"> - TransCanada Pipeline - Canada Post - Bell Canada - Rogers - CP Rail - Metrolinx - GTAA - Town of Milton
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Alectra - Enbridge Pipelines - Union Gas Ltd. - Conseil Scolaire Viamonde - Region of Halton

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Provision of a concept plan with sufficient detail to allow for a fulsome review of the proposed development, including a specific number of proposed units
- Consistency with Ninth Line Neighbourhood Character Area policies of Mississauga Official Plan and Shaping Ninth Line Urban Design Guidelines
- Appropriateness of the proposed built form and the proposed zoning by-law exceptions
- Impacts resulting from the Ministry of Transportation's Environmental Assessment for the 407 Transitway
- Land use compatibility with existing Enbridge/Union Gas/TransCanada Joint Operating Facility
- Impacts resulting from holdout properties on the proposed road network and development blocks
- Appropriateness of proposed road network and right-of-ways (including functionality, maintenance, servicing, and design)
- Assessment of the proposed circulation network (i.e. multi-use trails, walkways, trails, and mid-block connections)
- Adequacy of open space and outdoor amenity areas

- Provision of two school sites (elementary school for the Peel District School Board and elementary school for the Conseil Scolaire Catholique MonAvenir)
- Provision of affordable housing
- Implementing the requirements of the final Ninth Line Scoped Subwatershed Study
- Provision of additional technical information (including Environmental Impact Study, Phase II Environmental Site Assessments, right-of-way package, Wind Study; and, updated Functional Servicing and Stormwater Management Report, engineering plans, Noise Assessment, Geotechnical Report, Traffic Impact Study, and Sun/Shadow Study)
- Acceptable Waste Management Plan (including waste collection access route and availability of storage for waste receptacles)
- Compliance with Fire Route By-law
- Acceptable noise mitigation and associated buffers

Development Requirements

There are engineering matters including: noise mitigation, municipal works, boulevard works, road works, environmental, grading and servicing, and stormwater management that 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 applications for site plan approval.

9. Section 37 Community Benefits (Bonus Zoning)

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as no official plan amendment is required and the proposed zoning is implementing the in force Mississauga Official Plan policies.

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City of Mississauga

Corporate Report



Date: 2019/11/08

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.03-MAL

Meeting date:
2019/12/02

Subject

RECOMMENDATION REPORT

MyMalton - Implementing Mississauga Official Plan Amendment and Zoning for the Malton Neighbourhood Character Area and Great Punjab Business Centre

Recommendation

1. That the report titled "Recommendation Report - MyMalton – Implementing Mississauga Official Plan Amendment and Zoning for the Malton Neighbourhood Character Area and Great Punjab Business Centre," dated November 8, 2019 from the Commissioner of Planning and Building recommending approval of the official plan and zoning by-law amendments, be adopted.
2. That an Official Plan Amendment to Mississauga Official Plan be prepared to amend the Malton Neighbourhood Character Area and Northeast Employment Character Area policies in accordance with the proposed changes contained in Appendix 1A and Appendix 1B of this report.
3. That the zoning by-law be amended in accordance with the proposed changes contained in Appendix 1A and Appendix 1B of this report.
4. That notwithstanding that subsequent to the public meeting, minor changes to the amendments 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.

Background

"MyMalton" is a City initiated planning project that first began in 2015 to engage with the community to establish a vision for the future. A directions report titled "Malton Official Plan Character Areas Review – MyMalton Community Vision Directions Report" was presented to Planning and Development Committee on April 11, 2016.

Planning studies completed between 2016 and 2018 have culminated in changes to the zoning regulations for infill housing and modifications to the aircraft noise policies in Malton. More information regarding the infill housing study of Malton and aircraft noise policies is available in Appendix 1A of this report.

On April 15, 2019, an update on the status of the action items that will advance the MyMalton Community Vision was received by the Planning and Development Committee. The budget requests for individual project actions have been, or will be, brought forward through the City's business planning and budget process by the Service Area responsible for completing the action item.

A Public Meeting Information Report titled "MyMalton – Implementing Mississauga Official Plan Amendment and Zoning for the Malton Neighbourhood Character Area and the Great Punjab Business Centre" was received by Planning and Development Committee on June 24, 2019. The report outlined the proposed modifications to official plan policy, land use, and relevant zoning to the Malton Neighbourhood Character Area and the Great Punjab Business Centre (located in the Northeast Employment Character Area). A public meeting was held on June 24, 2019 to hear any concerns regarding the proposed changes.

Comments

Two oral submissions were made at the public meeting. The owner of the properties located at 2935 and 2939 Drew Road had safety concerns associated with the operation of a truck driving school in the vicinity and the number of trucks parked on Drew Road. The local Ward Councillor acknowledged these concerns and mentioned that a separate By-law was being drafted to address the issue.

A comment was provided by an Associate from Glen Schnarr & Associates Inc. representing the property owners located at 2960-2980 Drew Road (Great Punjab Business Centre). The owners are supportive of the new retail and service establishment uses that would be permitted on site; however they are concerned that there are a number of uses permitted in the existing zoning which are proposed to be capped to a maximum of 50% of the total gross floor area (GFA). Planning staff clarified that the maximum GFA for the retail and commercial uses is agreed to by the Region of Peel and anything above this maximum constitutes an employment land conversion and would trigger a municipal comprehensive review. Planning staff offered to meet with the agent to further discuss the concern. On October 1, 2019, planning staff received an email from the agent on behalf of the owners, stating that no further changes are requested and that the owners are supportive of the proposed recommendations in the report.

Subsequent to the public meeting, additional feedback was received from staff. Appendix 1B outlines the modifications to Appendix 1A of the report. The modifications provide more clarity on the official plan policies and maps and avoid repeated regulations.

Financial Impact

There are no financial impacts resulting from the recommendations in this report.


Conclusion

At the public meeting, two oral submissions were made. The first submission was related to truck driving schools which are currently under review by Transportation and Works staff and a separate By-law is being prepared to address these issues. The second submission was concerning the proposed maximum gross floor area for retail and commercial uses for the Great Punjab Business Centre. The owners are now in support of the proposed amendments and have no further requested changes. Since there are no outstanding concerns, the proposed amendments should be adopted in accordance with the recommendations specified in the report.

Attachments

Appendix 1A: Public Meeting Information Report - MyMalton – Implementing Mississauga Official Plan Amendment and Zoning for the Malton Neighbourhood Character Area and Great Punjab Business Centre

Appendix 1B: Modifications to Appendix 1A Proposed Amendments to Mississauga Official Plan (MOP) and Mississauga Zoning By-law



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

Prepared by: Karin Phuong, Planner, City Planning Strategies

City of Mississauga Corporate Report



Date: 2019/05/31	Originator's files: CD.05-MAL
To: Chair and Members of Planning and Development Committee	
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building	Meeting date: 2019/06/24

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 5)

MyMalton - Implementing Mississauga Official Plan Amendment and Zoning for the Malton Neighbourhood Character Area and Great Punjab Business Centre

Recommendation

1. That the report titled "MyMalton – Implementing Mississauga Official Plan Amendment and Zoning for the Malton Neighbourhood Character Area and Great Punjab Business Centre," dated May 31, 2019 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the public meeting held on June 24, 2019 to consider the report titled "MyMalton - Implementing Mississauga Official Plan Amendment and Zoning for the Malton Neighbourhood Character Area and Great Punjab Business Centre" dated May 31, 2019, from the Commissioner of Planning and Building, be received.
3. That following the Public Meeting, staff report back to Planning and Development Committee on any submissions received.

Report Highlights

- The "MyMalton Community Vision" project identified needs, goals, objectives, additional planning work, and other initiatives to support revitalization of the Malton community.
- In the last three years, planning studies and implementation have been completed, which included changes to zoning regulations for infill housing to maintain the character of the neighbourhood area, and modifications to the aircraft noise policies to allow for residential and other sensitive uses in Malton.

- At its meeting on April 15, 2019, Planning and Development Committee received the report titled “MyMalton Action Plan Implementation” which provided an update of action items successfully completed to date and identified work underway or planned.
- One of the outstanding action items is a land use review and implementation of policy and zoning changes. This report provides information of proposed modifications to official plan policy, land use and relevant zoning to the Malton Neighbourhood Character Area and the Great Punjab Business Centre (Northeast Employment Character Area) that support the goals and objectives of the Malton community vision.

Background

In 2015, the City initiated a project which engaged with members of the Malton neighbourhood in order to understand its challenges and gather ideas for enhancing the community – this project was named “MyMalton.” Through this process, a community vision was established and important goals and objectives were recognized. The engagement program culminated in the report titled, “Malton Official Plan Character Areas Review - MyMalton Community Vision Directions Report” which was presented to the Planning and Development Committee on April 11, 2016. The report acknowledged additional work to be completed by the City, with recommendations that staff review and prepare revised official plan policies and prepare an action plan. Planning initiatives identified in the report included conducting a residential infill study; official plan considerations to understand aircraft noise policies; a review of current policies that can promote revitalization, particularly along the west side of Airport Road and north of Derry Road; and a policy and boundary review of the Malton Community Node.

Malton Infill Housing Study

In 2016, the City undertook an infill housing study of Malton to determine whether changes would be required in the zoning by-law. The study was prompted by issues related to replacement housing and additions that were significantly larger than existing homes thereby impacting the established character of the neighbourhoods. Amendments to the zoning by-law were proposed to change the zoning for detached homes to reduce the maximum lot coverage, limit the gross floor area, restrict the maximum height of homes, limit the dwelling depth and garage projections, and increase the side yard setback requirements. On October 26, 2016, By-law 0225-2016 was passed by City Council and is in effect.

Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan

The Mississauga Official Plan (MOP) contains policies on aircraft noise that restrict development within areas subject to high levels of aircraft noise. These areas include lands within the Malton Community Node and Neighbourhood. Environmental noise studies were conducted in Malton and found that aircraft noise levels were less than the noise contours in MOP. Staff consulted with the Greater Toronto Airports Authority (GTAA) to amend the aircraft noise policies. Official Plan amendments include adding a portion of the lands in the Malton

Community Node and Neighbourhood Character Area as an Exception Area where conditions for allowing residential or other sensitive land uses would apply. In July 2017, City Council adopted Mississauga Official Plan Amendment 67 and on September 13, 2018, Regional Council passed Regional Official Plan Amendment 31. The amendment to MOP is now under appeal but has been scoped to not include the Malton Community Node and Neighbourhood. As such, the revised aircraft noise policies are in effect for Malton.

MyMalton Action Plan Implementation

At the Planning and Development Committee meeting on April 15, 2019, the report titled "MyMalton Action Plan Implementation" identified a series of action items that will advance the MyMalton Community Vision to revitalize the community. These initiatives include:

- redevelopment of Elmcreek Park
- improvements to the Westwood Mall Transit Terminal
- revitalization of the Malton Greenway
- improvements to Paul Coffey Arena
- development of a master plan for the Paul Coffey Park
- opportunities for community programming, intersection improvements and beautification (Airport Road and Derry Road, and Airport Road and Morning Star Drive)
- streetscape improvements

It was recognized that the actions are required by many City divisions and not addressed by planning policy alone. One third of the actions are completed, and nearly one third are currently underway or scheduled to begin this year.

MyMalton – Implementing Mississauga Official Plan Amendment and Zoning for the Malton Neighbourhood Character Area and Great Punjab Business Centre

A planning review of the Malton area was conducted and policy and zoning implementation is to occur in two phases: (1) Malton Neighbourhood Character Area and the Great Punjab Business Centre and (2) Malton Community Node. This report is the first phase of the planning review and provides proposed amendments to Official Plan policies and zoning to guide the development of the Malton neighbourhood area and the Great Punjab Business Centre. Future policies and zoning for the Malton Community Node will be included through the City's Official Plan review. A Region-led study of Major Transit Station Areas is currently underway and the City will consider opportunities for redevelopment around the Malton GO Station site.

Comments

The purpose of this report is to present proposed changes to the Mississauga Official Plan and Zoning By-law applicable to lands in the Malton Neighbourhood Character Area and one property in the Northeast Employment Character Area, and to receive comments from the public on the proposed changes. Appendix 1 provides the locational context of the properties pertaining to the amendments. The subject lands generally comprise the Malton Neighbourhood

Character Area and a site specific property in the Northeast Employment Character Area (Great Punjab Business Centre).

A summary of key amendments for consideration are contained in Appendix 2. These changes include:

Malton Neighbourhood Character Area

- correcting a mapping error to exclude the Malton Community Node, Meadowvale Community Node South Common Community Node and University of Toronto Special Purpose Area in the Mississauga Official Plan from the Neighbourhood Character Area
- adding new sections/policies to the Malton Neighbourhood Character Area policies on Context, Vision, Principles
- a new section on Transportation policies to emphasize the character and function of Airport Road, provision of landscape buffers, addition of access points, and improvements to active transportation to Morning Star Drive
- policies to emphasize the importance and requirements for pedestrian connections, linkages and privately owned public space (POPS)
- updating official plan policy to recognize existing buildings and uses
- deleting special site policies that are no longer relevant

Northeast Employment Character Area

- adding the property at 2960-2980 Drew Road (Great Punjab Business Centre) as a special site
- adding provisions and regulations in MOP and zoning by-law that recognizes the existing uses at the Great Punjab Business Centre and allow for additional retail commercial uses up to 50% of the gross floor area and reduced parking rate

Schedule 10 of Mississauga Official Plan

- amending Schedule 10 in Mississauga Official Plan to recognize the existing Residential Medium Density use located at 7115 Rexwood Road

The proposed amendments to Mississauga Official Plan and Zoning By-law 0225-2007 are consistent with the *Provincial Policy Statement* (PPS), *Growth Plan for the Golden Horseshoe* (Growth Plan) and *Region of Peel Official Plan* (ROP). The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. Appendix 3 provides a detailed analysis of consistency and conformity with Provincial and Regional regulations.

Financial Impact

There are no financial impacts resulting from the recommendations in this report.

Conclusion

A planning review of the Malton Neighbourhood Character Area was undertaken to examine current MOP policies and regulations in the zoning by-law with consideration of the MyMalton Community Vision. Amendments are proposed for the Malton Neighbourhood Character Area and Northeast Employment Character Area policies along with land use and zoning changes. Comments received on the proposed amendments will be considered and staff will report back to the Planning and Development Committee on any submissions made.

Attachments

Appendix 1: Location of Proposed Official Plan Amendment and/or Rezoning Amendments

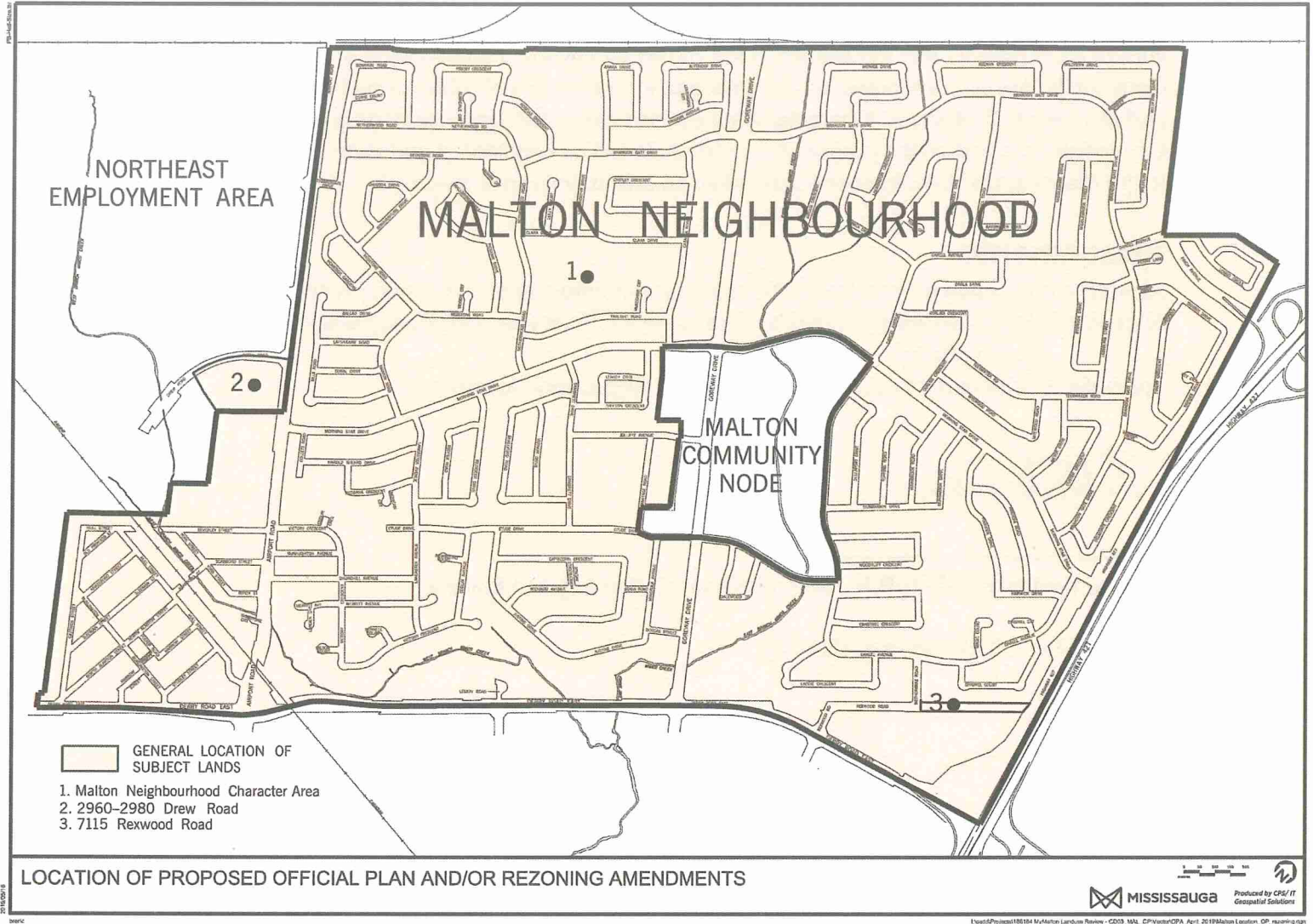
Appendix 2: Proposed Amendments to Mississauga Official Plan (MOP) and Mississauga Zoning By-law

Appendix 3: Summary of Applicable Policies and Regulatory Documents

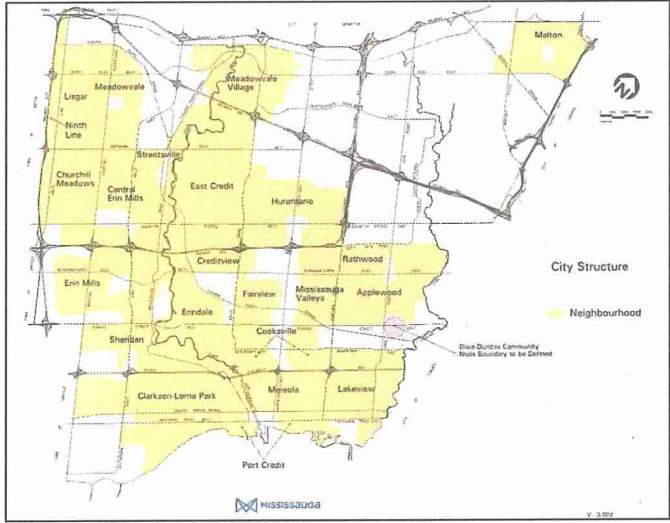


Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

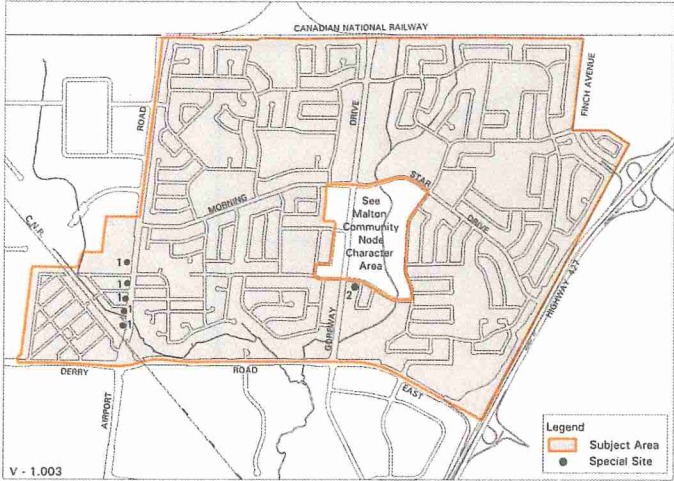
Prepared by: Karin Phuong, Planner



Proposed Amendments to Mississauga Official Plan (MOP) and Mississauga Zoning By-law

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
*Amendment Key: Deleted text are shown as strikeouts ; new text is highlighted in gray.						
1	Malton Neighbourhood	16. Neighbourhoods, 16.1 Introduction, Map 16-1 City Structure - Neighbourhoods	That Map 16-1 be revised to correct a mapping error that shows the Malton Community Node, Meadowvale Community Node, South Common Community Node, and University of Toronto Special Purpose Area as Neighbourhood Character Areas.	n/a	n/a	Pursuant to policy 1.1.4(i) a technical revision to Map 16-1 is a housekeeping amendment necessary to correct a mapping error. The map correction does not change the purpose and intent of the Plan.
<p><u>Proposed change to MOP</u> That Map 16-1 be deleted and replaced with the following:</p> 						

4.3.

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
2	Malton Neighbourhood	16.15 Malton, Map 16-15 Malton Neighbourhood Character Area	That Map 16-15 be revised as follows: <ul style="list-style-type: none"> FSI ranges should be deleted Special Sites 3 and 4 should be deleted Exempt Site 1 should be deleted 	n/a	n/a	<p>Map 16-15 should be revised to reflect current policies.</p> <p>FSI ranges are provided in Zoning By-law 0225-2007 and can be deleted from Map 16-15.</p> <p>See Comment No. 7 for explanations on the removal of Special Sites 3 and 4 and Comment No. 8 for the removal of Exempt Site 1.</p>
<p><u>Proposed change to MOP</u> That Map 16-15 be deleted and replaced with the following:</p> 						

4.3.

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
3	Malton Neighbourhood	16.15 Malton	<p>The following sections on Context, Vision and Principles be added as follows:</p> <p>xx.xx.1 Context Malton is an established community with a small number of sites remaining to be developed. Many of the residential subdivisions in Malton was built shortly after the Second World War, and more than half of the neighbourhood's housing stock was constructed between 1960 and 1980. Housing today consists of a mix of low density detached and semi-detached units, medium density townhouses and high density apartments.</p> <p>The neighbourhoods are mature and generally stable residential areas with commercial development concentrated along Airport Road, Derry Road and Goreway Drive. Some of the older commercial plazas along the arterial roads have redevelopment opportunities.</p> <p>Mimico Creek runs through Malton and crosses the boundary between Mississauga and the City of Toronto. Although the creek provides a linkage to areas to the north and south of Malton, development along the creek is constrained by its associated floodplain.</p> <p>Continued revitalization efforts in the neighbourhood will contribute to achieving a complete community. Improvements to public and private open spaces, and providing active transportation to support walking and cycling will help create a place that becomes</p>	n/a	n/a	The purpose of adding these sections is to provide context for the existing community, and incorporate the vision and principle themes that were established through MyMalton Community Vision.

4.3.

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
			<p>even more attractive for businesses to invest in and for people to reside.</p> <p>xx.xx.2 Vision and Principles The Malton community vision and principles are based on themes that are emerged from the public engagement that took place in 2015 through the MyMalton Community Vision process which helped identify the community's needs and long term objectives.</p> <p>xx.xx.2.1 Malton Community Vision Malton will build on its greatest strength and reputation as an inclusive and welcoming community that respects and celebrates the diversity of its people. Malton will strive to create opportunities that allow families to prosper and young people to realize their fullest potential. Through reinvestment and redevelopment, the community will be revitalized, will be beautiful, and will offer a variety of activities for its residents.</p> <p>xx.xx.2.2 Principle Themes The Vision is based on the following principle themes:</p> <ol style="list-style-type: none"> 1. Revitalize and reinvest –continuous investment and improvements to make the community safer, more attractive and vibrant 2. Community gathering place – create vibrant gathering places to socialize, play and celebrate 3. Opportunity for youth – develop opportunities to help young people realize and fulfill their potential 			

4.3.

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
			<p>4. Diversity of uses – create a variety of uses for retail, commercial and entertainment opportunities</p> <p>5. Beautification – make improvements to places and spaces, including streetscapes, intersections, and signage</p>			
4	Malton Neighbourhood	16.15 Malton	<p>A section on Transportation Policies be added as follows:</p> <p>xx.xx.x Transportation Policies</p> <p>xx.xx.x.1 Airport Road, from Derry Road East to the northern city limit, is an important goods movement corridor, however, it is also a commercial area that serves the surrounding community and is a regional destination shopping area. As such, the character and function of Airport Road should address the urban context and consider the following:</p> <p>a. accommodate pedestrian and cycling traffic;</p> <p>b. new buildings will be located close to the street with required parking provided to the rear of buildings;</p> <p>c. utilities should be located underground where feasible; and</p> <p>d. wider sidewalks should be incorporated into the streetscape to allow for storefront displays, spill-out zones, patios and space for street furniture while also maintaining a clear zone for pedestrian and cycling traffic, subject</p>	n/a	n/a	The policies emphasize the importance of the transportation policies for Malton – including the character and function of Airport Road and Morning Star Drive, creation of a fine grain network, and pedestrian connections.

4.3.

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
			<p>to approval by the Region of Peel.</p> <p>xx.xx.x.2 Landscape buffers should be provided along Airport Road to separate street traffic from pedestrians and create a safe and pleasant public realm. These buffers may include, plant material including shrubs, trees, green infrastructure, special paving, and street lighting.</p> <p>xx.xx.x.3 Interconnections between properties and the creation of a fine grain street network will be considered to provide greater connections into the Neighbourhood and to provide alternative routing options.</p> <p>xx.xx.x.4 Active transportation improvements to Morning Star Drive to allow for safe pedestrian and cycling movement are encouraged and where feasible may, among other improvements, include the following:</p> <ul style="list-style-type: none"> a. wider sidewalks at certain locations; b. dedicated bicycle lanes; and c. paved walkway connections from sidewalk areas of Morning Star Drive to connect with the Malton Greenway and surrounding community uses. <p>xx.xx.x.5 Pedestrian connections to adjacent properties are encouraged and should provide an enhanced pedestrian experience to allow for safe movement.</p>			

4.3.

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
5	Malton Neighbourhood	16.15.1 Urban Design Policies 16.15.1.1	Revise policy 16.15.1.1 (a) and add a new policy 16.15.1.1 (b) as follows: 16.15.1.1 The following principles should be encouraged during the evaluation of any development proposal: a. the provision of open space connections that link commercial developments with public parks and community facilities through use of walkways, underpasses, bridges, streetscape development, and enhancement of pedestrian and cyclist access to Greenlands lands, wherever possible; b. privately owned public space (POPS) may be incorporated into developments provided that: <ul style="list-style-type: none"> the design of private open space will integrate seamlessly with the adjoining street network, pedestrian environment and overall open space system; and the private open space interfaces with existing and/or proposed development in a legible and cohesive manner. 	n/a	n/a	In policy 16.15.1.1(a), the word "lands" is redundant and should be removed. Policy 16.15.1.1(b) encourages publicly accessible private open space within developments subject to conditions.
6	Malton Neighbourhood	16.15.2 Land Use Designations	The following policies are proposed to be added: xx.xx.x.x.1 Buildings legally constructed prior to the approval date of this Plan are permitted.	n/a	n/a	Policy recognizes buildings that are existing and built, and therefore policies that permit maximum building heights (Special Site 3, Comment No. 7) or existing mobile homes (Exempt Site 1, Comment No. 8) are proposed to be removed.

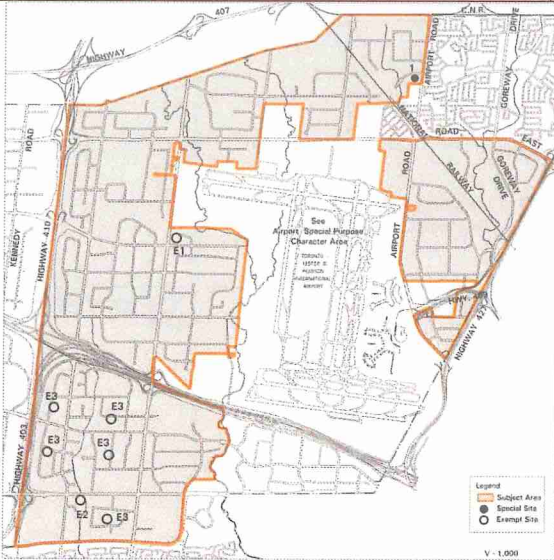
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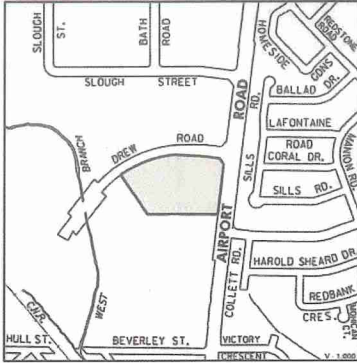
COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
7	Malton Neighbourhood – Special Sites: Special Sites 1 to 4	16.15.4 Special Site Policies	That the following policy be added to 16.15.4.1 Site 1: xx.xx.x.x.6 Connections for pedestrians and cyclists are important in the community to support active transportation. The City will, as part of any development application, require an open space walkway linkage from Airport Road to the Malton Village Park.	C4, C4-47, D, RA2	No change -remains C4, C4-47, D and RA2	Policy provides clarity and importance of connections for pedestrians and cyclists, including the provision of a linkage between Malton Village Park and Airport Road.
			That 16.15.4. Site 2 be revised as follows: 16.15.4.2.2 Notwithstanding the Mixed-Use designation policies of this Plan, the following additional policies will apply. 16.15.4.2.7 Notwithstanding the provisions of this section policies of this Plan, the existing drive-through facility at 7161 Goreway Drive will be permitted.	C4, C4-12	No change, remains C4 and C4-12	Proposed policy wording is consistent with the phrasing of the policies in Mississauga Official Plan (Plan). The revisions do not change the purpose or intent of the Plan.
			That 16.15.4.3 Site 3 be deleted entirely. 16.15.4.3 Site 3 16.15.4.3.1 The lands identified as Special Site 3 are located on the east side of Goreway Drive, north of Morning Star Drive. 16.15.4.3.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply: a. a maximum floor space index (FSI) of 1.6 will be permitted; and b. the maximum apartment building height will be seven storeys.	RA2-47	No change, remains RA2-47	Special Site 3 should be deleted since the FSI and maximum building height is referred to in the Zoning By-law and does not need to be repeated in a Special Site policy. Also see Comment No. 6 - a new policy is introduced that recognizes buildings that are existing and built.

4.3.

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
			<p>That 16.15.4.4 Site 4 be deleted entirely.</p> <p>16.15.4.4 Site 4</p> <p>16.15.4.4.1 The lands identified as Special Site 4 are located north of Brandon Gate Drive and east of Netherwood Road.</p> <p>16.15.4.4.2 Notwithstanding the policies of this Plan, semi-detached dwelling units will be permitted.</p>	H-RM2-59	No change, remains H-RM2-59	Special Site 4 should be deleted since the Malton Neighbourhood Character Area land use policies permit semi-detached dwelling units and no longer necessary as a Special Site policy.
8	Malton Neighbourhood – Exempt Sites: Exempt Site 1	16.15.5 Exempt Site Policies	<p>That 16.15.5.1 Site 1 be deleted entirely.</p> <p>16.15.5.1 Site 1</p> <p>16.15.5.1.1 The lands identified as Exempt Site 1 are located on the north side of Derry Road East, west of Legion Road.</p> <p>16.15.5.1.2 Notwithstanding the provisions of the Mixed-Use designation, the existing Malton Mobile Homes Park will also be permitted.</p>	C3-7	No change, remains C3-7	A new policy is introduced (see Comment No. 6) that recognizes buildings that are existing and built and no longer necessary as an Exempt Site policy.
9	Northeast Employment Area – Special Sites New Special Site 1	<p>17.7 Northeast Employment Area</p> <p>Map 17-7 Northeast Employment Area</p>	<p>That Map 17-7 be revised to identify the property located at 2960 - 2980 Drew Road as a Special Site (Special Site 1).</p>	E2-38 (Employment Exception)	See Comment No. 10	See Comment No. 10
<p><u>Proposed change to MOP</u> That Map 17-7 be deleted and replaced with the following: (see following page)</p>						

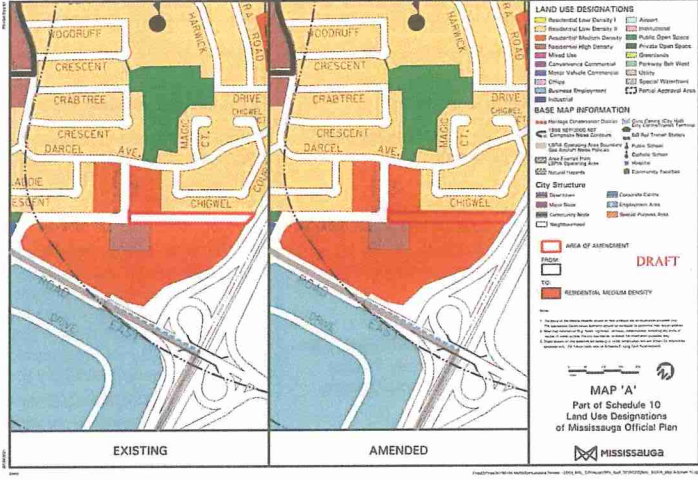
4.3.

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
		 <p>Legend</p> <ul style="list-style-type: none"> Subject Area Special Site Exempt Site <p>V - 1,000</p>				
10	Northeast Employment Area – Special Sites New Special Site 1	17.7 Northeast Employment Area 17.7.x Special Site Policies	That a new Special Site be added (new Special Site 1) as follows:	E2-38 E2-38 zone permits uses and regulations specified for an E2 zone, except the following uses/ regulations will apply:	E2-## (new exception) The E2-## zone will permit uses and regulations for an E2 zone, except the following uses/ regulations will apply:	A new Special Site (Site 1) is proposed for the property located at 2960 – 2980 Drew Road (Great Punjab Business Centre). The lands are proposed by the Province as being a Provincially Significant Employment Zone. The property is not proposed to be redesignated and will

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
			 <p>XX.XX.X.X.1 The lands identified as Special Site 1 are located south of Drew Road and west of Airport Road.</p> <p>XX.XX.X.X.2 Notwithstanding the policies of this Plan, the following additional policies will apply:</p> <p>a. retail stores will be permitted at a maximum gross floor area of 600 m²;</p> <p>b. opportunities to provide pedestrian connections to adjacent lands, within the site and along Airport Road are encouraged; and</p> <p>c. animal care establishment, commercial school, financial institution, funeral establishment, medical office, motor vehicle rental facility, personal service establishment, restaurants, retail and veterinary clinic uses will be permitted for a maximum of 50% of the buildings' gross floor area. A minimum of</p>	<p>Uses that will not be permitted include the following:</p> <p>truck terminal, waste processing station, waste transfer station, composting facility, adult entertainment establishment, body-rub establishment, broadcasting/ communication facility.</p>	<p>Additional uses that will be permitted include:</p> <ul style="list-style-type: none"> • retail store (less than or equal to 600 m² gross floor area) • personal service establishment <p>Uses that will not be permitted include uses that are not permitted in the E2-38 zone and the following uses:</p> <p>animal boarding establishment, contractor service shop, convenience restaurant, gas bar, medicinal product manufacturing facility (and restricted), motor vehicle repair facility (restricted), motor vehicle sales, leasing and/or rental facility (commercial motor vehicles), motor</p>	<p>remain Business Employment. Further, the property will continue to be in an Employment Zone (E2 zone).</p> <p>The special site recognizes the unique circumstance of the existing development. Planning review and City initiated municipal comprehensive reviews recognize the importance of the Great Punjab Centre as a place that services the Malton community.</p> <p>Additional uses will be permitted to allow for retail and personal service establishments and other uses (as specified in the proposed changes to MOP and zoning), to a maximum of 50% of the buildings' gross floor area.</p> <p>A parking study was provided by NexTrans in support of a parking reduction for the Great Punjab Business Centre. Staff has reviewed the study and can support parking at 5.4 parking spaces per 100 m² gross floor area for the uses specified in the proposed changes to zoning.</p>

4.3.

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
			50% of the buildings' gross floor area may be occupied by office and business employment uses.		<p>vehicle service station, motor vehicle wash facility (restricted), and truck fuel dispensing facility</p> <p>A regulation will allow a maximum gross floor area of up to 50% for an animal care establishment, commercial school, financial institution, funeral establishment, medical office, motor vehicle rental facility, personal service establishment, restaurant, retail store, take-out restaurant, veterinary clinic.</p> <p>Parking for the uses listed in the regulation above will be provided at a minimum of 5.4 parking spaces per 100 m² gross floor area.</p>	

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
11	West of Highway 427 and north of Derry Road East	<ul style="list-style-type: none"> Schedule 10 Land Use Designations 	That Schedule 10 be amended, to designate a portion of the lands located at 7115 Rexwood Road to "Residential Medium Density" as shown below.	RM4-26	No change, remains RM4-26	A portion of the lands located at 7115 Rexwood Road was part of an original road allowance to connect to Highway 427. The lands have been developed and are part of Peel Condominium Plan 631. As such, the parcel should be designated to Residential Medium Density to recognize the existing use.
<p>Proposed change to MOP: That Schedule 10 be revised as follows:</p> 						

Summary of Applicable Policies and Regulatory Documents

The proposed Official Plan amendments and rezoning changes have been evaluated against Provincial Plans and policies as well as the Regional Official Plan and those contained in the Mississauga Official Plan.

The following table summarizes the policy and regulatory documents that affect these amendments. The following table is a preliminary assessment of both the City of Mississauga Official Plan policies against provincial and regional planning tools and the proposed amendments.

Policy Document	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
Provincial Policy Statement (PPS)	The existing policies of MOP are consistent with the PPS.	The proposed amendments are consistent with the PPS.
A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan)	Mississauga Official Plan is in general conformity with the <i>Growth Plan</i> ; however, certain aspects are undergoing conformity exercises to reflect the new changes in the <i>Growth Plan</i> .	The proposed amendments are in conformity with the <i>Growth Plan</i> .
Greenbelt Plan	n/a	n/a
Parkway Belt Plan	n/a	n/a
Region of Peel Official Plan	The existing policies of MOP conform to the ROP.	The proposed amendments are exempt from Regional approval.
Mississauga Official Plan	<p>The lands are located within the Malton Neighbourhood and the Northeast Employment Character Areas.</p> <p>Neighbourhood policies are intended to ensure that development is sensitive to the Neighbourhood's existing and planned character. Neighbourhoods are not the focus for intensification and are stable residential areas where the existing character is to be preserved.</p> <p>Employment policies are intended to ensure that they contain diverse industrial and business employment uses. Retail, service or infrastructure uses that support the employment base are also located in Employment Areas.</p>	<p>The proposed amendments to MOP update neighbourhood and employment policies specific to the Malton Neighbourhood Character Area and one site in the Northeast Employment Area Character Area.</p> <p>Policies in the Malton Neighbourhood Character Area that are no longer relevant are proposed to be deleted; proposed policies on context/vision/principles, transportation, pedestrian connections, linkages, and privately owned public space are consistent with the official plan and maintain the City structure hierarchy. The land use re-designation to Residential Medium Density (7115 Rexwood Road) is proposed to reflect current land use of the site.</p> <p>Special Site 1 (2960-2980 Drew Road) is located in the Northeast Employment Character Area and remains designated Business Employment. The special site policy and proposed rezoning will allow retail uses while ensuring that the site remains primarily for office and business uses.</p>
Zoning By-law 225-2007	The current zoning in the Malton Neighbourhood Character Area is in alignment with applicable MOP policies and no	n/a

Policy Document	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
	<p>changes are proposed.</p> <p>The lands located at 2960-2980 Drew Road are currently zoned E2-38 (Employment).</p>	<p>A rezoning is proposed from E2-38 (Employment) to E2-Exception (Employment) to allow a variety of retail uses up to a maximum of 50% of the gross floor area, a parking rate reduction, and to continue to restrict uses that are not permitted in the E2-38 zone. The proposed changes to the zoning regulations are summarized in Appendix 2 of this report.</p>

Consistency with Provincial Policy Statement 2014

The *Provincial Policy Statement 2014* (PPS) is issued under Section 3 of the *Planning Act* and all decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies. In addition, the table provides an assessment as to how the proposed amendments are consistent with PPS and MOP

policies (i.e. □City Initiated Proposal□column). Only key policies relevant to the proposed amendment have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

Consistency with the PPS Analysis

Section No.	Provincial Policy Statement (PPS)	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
	1.0 Building Strong Healthy Communities		
1	General Statement of Intent: Promoting efficient land use and development patterns are important to sustainable, liveable, healthy and resilient communities, protecting the environment, public health and safety and facilitating economic growth.	MOP provides policies for efficient land use patterns by recognizing that managing change wisely and directing growth to key strategic locations is critical (Chapter 5 □ Direct Growth). Health of the natural environment is important to human and economic vitality (Chapter 6 □ Value the Environment). MOP emphasizes policies that support completing communities including housing needs, mixed use developments, public health and community infrastructure (Chapter 7 □ Complete Communities). Mississauga will provide for a wide range of employment activities including office and employment uses (Chapter 10 □ Foster a Strong Economy).	The proposed amendments encourage continued revitalization efforts in the neighbourhood that will contribute to achieving a complete community. The proposed Northeast Employment Character Area - Special Site 1 policies and the proposed changes to zoning will permit a diversity of employment uses that will continue to support economic growth.
	1.1 Managing and directing land use to achieve efficient and resilient development and land use patterns		
2	1.1.1 Healthy, liveable and safe communities are sustained by: a) promoting efficient development and land use patterns; b) accommodating an appropriate range and mix of residential, employment, institutional,	The existing relevant MOP policies are consistent with the PPS (see comments in Section No. 1) and MOP section 5.3.5 characterizes Neighbourhoods as generally stable areas that are not areas for significant intensification. Development should be sensitive to the Neighbourhood's existing and	A mix of residential dwellings will continue to be permitted in MOP and the existing Malton Neighbourhood policies allow triplexes, street townhouses and other forms of low-rise dwellings with individual frontages on lands designated Low Density II and apartment dwellings on lands

Section No.	Provincial Policy Statement (PPS)	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
	recreation, park and open space, and other uses to meet long-term needs;	planned character. Policies on protecting lands for employment uses and the provision for a variety of employment uses to accommodate existing and future employment uses are emphasized in section 5.3.6 of the official plan.	designated Residential Medium Density. Special Site 1 (2960-2980 Drew Road) is located in the Northeast Employment Character Area and the proposed amendments will continue to allow for a range of employment uses including a banquet hall, commercial school, office, manufacturing and wholesale/distribution. Also see comments in Section No. 1
3	<p>1.1.3.2 Land use patterns within settlement areas shall be based on:</p> <p>a) densities and a mix of land uses which:</p> <ol style="list-style-type: none"> 1. efficiently use land and resources; 2. are appropriate for and efficiently use infrastructure and public service facilities; 3. minimize negative impacts to air quality and climate change and promote energy efficiency; 4. support active transportation; 5. are transit-supportive; 6. are freight-supportive; <p>b) a range of uses and opportunities for intensification and redevelopment.</p>	<p>MOP section 5.3 explains that Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities. Employment Areas will accommodate a mix of employment uses, but will not permit residential uses.</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities (policy 5.1.6).</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; design streets that facilitate alternative modes of transportation; encourage environments that foster incidental and recreational activity; and encourage land use planning practices conducive to good public health (policy 7.1.3).</p>	<p>The proposed amendments on transportation policies seek to improve the pedestrian environment making it more attractive and safer for pedestrians and cyclists, while continuing to recognize the existing roles of Airport Road and Morning Star Drive.</p> <p>The proposed policies on pedestrian connections to adjacent properties provide support for an enhanced pedestrian experience and safer movement.</p>
1.3 Employment			
4	<p>1.3.1 Planning authorities shall promote economic development and competitiveness by:</p> <p>a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;</p> <p>b) providing opportunities for a diversified</p>	See comments in Section No. 2 and Section No. 3	See comments in Section No. 2 and Section No. 3

Section No.	Provincial Policy Statement (PPS)	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
	<p>economic base;</p> <p>c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities;</p> <p>d) ensuring the necessary infrastructure is provided to support current and projected needs.</p> <p>1.3.2.1 Planning Authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.</p>	<p>Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs (policy 10.1.2).</p> <p>Employment Areas will accommodate a diverse mix of employment uses, but will not permit residential uses (section 5.3).</p>	<p>Land use designations and general policies in Northeast Employment Area Character Area are not proposed to be amended. Proposed Special Site 1 policies and zoning recognizes the function that the existing development serves for the surrounding community. To support this function, additional permissions, including retail, are proposed, but limited to a maximum of 50% of the buildings' gross floor area.</p>
1.5 Public Spaces, Recreation, Parks, Trails and Open Space			
5	<p>1.5.1 Healthy, active communities should be promoted by:</p> <p>a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;</p> <p>b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation.</p>	<p>Policies in MOP are intended to achieve an attractive, comfortable and functional public realm and are composed of public lands with a focus on streets and boulevards and edges of private properties as they are visible from, and as they interface with the public streets (section 9.1).</p> <p>Policies regarding the public realm address matters such as the arrangement of streets and blocks, civic buildings, landmarks, gateways, views, public art and open spaces (section 9.1).</p> <p>The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active transportation (policy 9.3.5.9).</p>	<p>Also see comments in Section No. 2 and Section No. 3</p> <p>The proposed amendments support creating a safe and pleasant public realm. Proposed policy recommends landscape buffers be provided along Airport Road to separate street traffic from pedestrians to create a safe and pleasant public realm.</p> <p>Additionally, it is proposed that the evaluation of development proposals consider privately owned public space.</p>
4.0 Implementation and Interpretation			
7	General Statement of Intent:	As outlined in the table, relevant MOP policies are	The policies of MOP and the proposed amendments are consistent with relevant policies of the <i>Provincial</i>

Section No.	Provincial Policy Statement (PPS)	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
	<p>Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.</p> <p>4.2 Decisions of the council of a municipality shall be consistent with the Provincial Policy Statement.</p> <p>4.7 The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement.</p>	consistent with the PPS.	<i>Policy Statement</i> as outlined in this table.

Conformity with Growth Plan 2019

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (*Growth Plan*) (2019) was issued under Section 7 of the *Places to Grow Act* and all decisions affecting lands within this area will conform to this Plan.

The following table has been prepared to demonstrate how MOP policies conform to the relevant *Growth Plan* policies. In addition the table provides an assessment as to how the proposed amendments are consistent with PPS and MOP policies (i.e. □City Initiated Proposal□column). Only key policies

relevant to the proposed amendment have been included, and the table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the *Growth Plan* 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new *Growth Plan* 2019. The proposed policies have been reviewed against *Growth Plan* 2019 policy direction to ensure conformity.

Conformity with the Growth Plan Analysis

Section No.	A Place to Grow: Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
	1. Introduction		
	1.1 The Greater Golden Horseshoe		
1	General Statement of Intent: The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, employment, healthy communities, aging, and climate change.	MOP recognizes that Mississauga's sustained population and employment growth will continue to present both challenges and opportunities that need to be addressed through an appropriate growth management strategy (section 4.3). The Official Plan focuses on the strategic management of growth and change through the integration of land use, transportation and design objectives. It includes promoting growth in locations where it is financially sustainable and where it can be developed in compact efficient forms, supported by existing and planned infrastructure. This approach also includes the protection and enhancement of stable areas including the city's natural and cultural heritage resources and residential neighbourhoods (section 4.4).	The proposed amendments recognize neighbourhoods as generally stable residential areas and identify areas with redevelopment opportunities.
	1.2 The Growth Plan for the Greater Golden Horseshoe		
2	The Vision for the Greater Golden Horseshoe	The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural	The Malton Community Vision is that Malton will build on its greatest strength and reputation as an

	is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	heritage resources and its established stable neighbourhoods (Chapter 4 - Vision).	inclusive and welcoming community that respects and celebrates the diversity of its people. Malton will strive to create opportunities that allow families to prosper and young people to realize their fullest potential. Through reinvestment and redevelopment, the community will be revitalized, will be beautiful, and will offer a variety of activities for its residents.
	1.2.1 Guiding Principles		
3	<p>The policies of this Plan are based on the following principles:</p> <ul style="list-style-type: none"> a) Complete communities; b) Prioritize intensification; c) Provide flexibility to capitalize on new economic and employment opportunities; d) Support a range and mix of housing options; e) Integrate land use planning and investment in infrastructure; f) Provide different approaches to manage growth that recognize diversity of communities; g) Protect natural heritage, hydrologic, landforms; h) Conserve and promote cultural heritage; i) Integrate climate change considerations. 	<p>The guiding principles of the <i>Growth Plan</i> are incorporated into MOP and include the following:</p> <p>Chapter 5 □ Direct Growth - prioritize intensification; provide different approaches to manage growth that recognize diversity of communities; integrate land use planning and investment in infrastructure;</p> <p>Chapter 6 □ Value the Environment - protect natural heritage, hydrologic, landforms; Integrate climate change considerations</p> <p>Chapter 7 □ Complete Communities - complete communities; support a range and mix of housing options; conserve and promote cultural heritage</p> <p>Chapter 10 □ Foster a Strong Economy, provide flexibility to capitalize on new economic and employment opportunities</p>	<p>The proposed amendment outlines guiding principles which were developed with the Malton community. These principles align with many of the <i>Growth Plan</i> principles, and include the following:</p> <ul style="list-style-type: none"> 1. Revitalize and reinvest □ continuous investment and improvements to make the community safer, more attractive and vibrant 2. Community gathering place □ create vibrant gathering places to socialize, play and celebrate 3. Opportunity for youth □ develop opportunities to help young people realize and fulfill their potential 4. Diversity of uses □ create a variety of uses for retail, commercial and entertainment opportunities 5. Beautification □ make improvements to places and spaces, including streetscapes, intersections, and signage
	1.2.2 Legislative Authority		
4	All decisions made on or after May 16, 2019 will conform with this Plan	As illustrated through this table, MOP generally conforms to the <i>Growth Plan</i> .	As the decision on the amendments will occur after May 16, 2019, it must conform to the <i>Growth Plan</i> 2019.
	1.2.3 How to Read this Plan		
5	<p>General Statement of Intent:</p> <p>Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan</p>	MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable provincial planning documents.	The proposed amendments have been reviewed accordingly.
	2. Where and How to Grow		
	2.1 Context		

6	This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.	MOP provides policies for efficient land use patterns by recognizing that managing change wisely and directing growth to key strategic locations is critical (Chapter 5 □ Direct Growth). It promotes growth in locations where it is financially sustainable and where it can be developed in compact efficient forms, supported by existing and planned infrastructure (section 4.4). MOP emphasizes policies that support completing communities including housing needs, mixed use developments, public health and community infrastructure (Chapter 7 □ Complete Communities). Increasing the modal share of transit will be important in making decision on transit planning (policy 8.2.3.8) and the City will encourage active transportation and support the development of healthy communities, the City will promote pedestrian activity as an integral part of the multi-modal transportation network (section 8.2.4).	<p>The proposed amendments encourage continued revitalization efforts in the neighbourhood that will contribute to achieving a complete community.</p> <p>The proposed policies recognize that improvements to public and private open spaces, and providing active transportation to support walking and cycling will help create a place that becomes even more attractive for businesses to invest in and for people to reside.</p>
2.2 Policies For Where and How To Grow			
2.2.1 Managing Growth			
7	General Statement of Intent: Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	See comments in Section No. 1	See comments in Section No. 1
2.2.5 Employment			
8	2.2.5.3 Retail and office uses will be directed to locations that support <i>active transportation</i> and have existing or planned transit. 2.2.5.6 Designate all <i>employment areas</i> in official plans and protect them for appropriate employment uses over the long-term. 2.2.5.7 Municipalities will plan for all <i>employment areas</i> within settlement areas by: a) prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;	MOP policies conform to the general intent of the employment policies in the <i>Growth Plan</i> . Several policies in MOP address employment and include the following: Mississauga will integrate land use and transportation planning and sustainable design so that new development is directed to locations that support existing and planned transit and active transportation facilities (section 4.5). Retail, service or infrastructure uses that support the employment base are also located in Employment Areas (section 5.3.6).	The proposed amendments recognize that Airport Road, from Derry Road East to the northern city limit is a commercial area that serves the surrounding community and should accommodate, amongst other elements, active transportation. Special Site 1 (2960-2980 Drew Road) is located in the Northeast Employment Character Area and remains designated Business Employment. The special site policy and proposed zoning will allow retail uses while ensuring that the site remains primarily for office and business uses. Retail stores will be permitted at a maximum gross floor area of 600 m ² .

	<p>b) Prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and</p> <p>c) Providing an appropriate interface between <i>employment areas</i> and adjacent non-employment areas to maintain land use capacity.</p> <p>2.2.5.12 The Minister may identify provincially significant employment zones and may provide specific direction for planning in those areas to be implemented through appropriate official plan policies and designations and economic development strategies.</p>	<p>Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs (policy 10.1.2).</p> <p>An adequate supply of lands providing locations for a variety of appropriate employment uses will be maintained to accommodate the City's growth forecasts (policy 10.1.3).</p> <p>Employment Areas will accommodate a diverse mix of employment uses, but will not permit residential uses (section 5.3)</p> <p>Employment Areas adjacent to residential areas, sensitive land uses and major roads will be required to meet higher standards of design and to mitigate adverse impacts on adjacent uses (policy 9.2.2.4).</p>	<p>The Northeast Employment Area has been identified by the Province as a proposed provincially significant employment zone (PSEZ). The City provided comments and requested that the lands be removed from the PSEZ. The Province is in the process of reviewing the comments.</p>
3. Infrastructure to Support Growth			
3.2 Policies for Infrastructure to Support Growth			
3.2.2 Transportation □ General			
9	<p>3.2.2 The transportation system within the GGH will be planned and managed to:</p> <p>a) provide connectivity among transportation modes for moving people and for moving goods;</p> <p>b) offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;</p> <p>c) be sustainable and reduce greenhouse gas emissions;</p> <p>d) offer multimodal 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>MOP contain policies that encourage a multi-modal transportation system that includes all modes of travel (Chapter 8 □ Create a Multi-Modal City)</p> <p>MOP recognizes the importance of developing a transportation network to support goods movement. Many businesses within Employment Areas rely on the delivery of goods and services by truck. As such, goods movement infrastructure within Employment Areas is necessary in order for businesses to remain competitive within the regional economy (section 5.3.6).</p> <p>In Employment Areas, major collectors will be designed to serve a moderate volume of business and goods movement traffic (section 8.22).</p>	<p>The proposed amendments on transportation policies seek to improve the pedestrian environment making it more attractive and safer for pedestrians and cyclists, while continuing to recognize the existing roles of Airport Road and Morning Star Drive.</p> <p>The proposed policies on pedestrian connections to adjacent properties provide support for an enhanced pedestrian experience and safer movement.</p>
3.2.3 Moving People			
10	3.2.3.4 Municipalities will ensure that active transportation networks are comprehensive	See comments in Section No. 9	See comments in Section No. 9

	and integrated into transportation planning to provide: a) safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and b) continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations		
	3.2.4 Moving Goods		
11	3.2.4.3 Municipalities will provide for the establishment of priority routes for goods movement, where feasible, to facilitate the movement of goods into and out of employment areas and other areas of significant commercial activity and to provide alternate routes connecting the provincial network.	See comments in Section No. 9	See comments in Section No.9
	5. Implementation and Interpretation		
12	<p>Statement of Intent:</p> <p>Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider the impact of the decision as it relates to the policy of the Growth Plan.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement the plan, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>	MOP must conform to the hierarchy of policy and legislation at the federal, provincial, regional and municipal levels. In particular, provincial policy initiatives provide strong direction for the growth management and development strategies (Section 2.0)	<p>Not directly applicable to the proposed amendments.</p> <p>A comprehensive review of MOP will address the changing and evolving legislative and policy framework set out by the Province and the Region.</p> <p>The amendments, as proposed, are in conformity with the Growth Plan.</p>
13	5.2.2.1 To implement this Plan, the Minister will, in collaboration with other Ministers of the Crown where appropriate, identify, establish,		See comments in Section No. 8.

	<p>or update the following:</p> <p>d) provincially significant employment zones</p> <p>5.2.2.3 The Province may review and update provincially significant employment zones in response to a municipal request.</p>		
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Region of Peel Official Plan

The City Initiated Proposal does not require an amendment to the Region of Peel Official Plan. The proposed amendments were circulated to the Region.

The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form

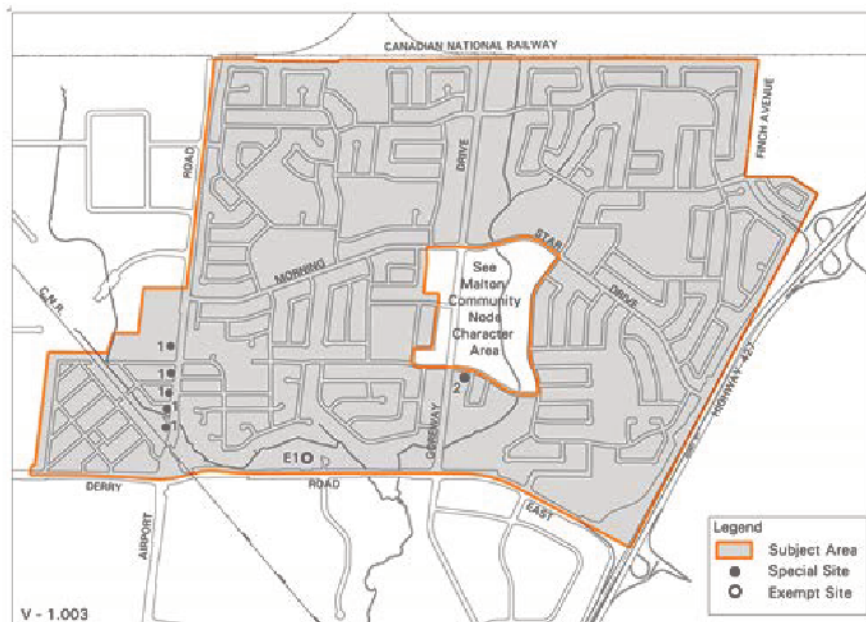
and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

MOP, which was approved by the Region of Peel on September 22, 2011, is the primary municipal instrument used to evaluate these amendments.

APPENDIX 1B

**Modifications to Appendix 1A Proposed Amendments to Mississauga
Official Plan (MOP) and Mississauga Zoning By-law**

1. Comment No. 2, that Map 16-15 Malton Neighbourhood Character, in Mississauga Official Plan (MOP) be revised to include Exempt Site 1. That Map 16-15 be deleted and replaced with the following:



2. Comment No. 3 that the proposed changes to MOP on context, vision and principles be condensed into one section called the Malton Community Vision as follows:

xx.xx.1 Malton Community Vision

Malton will build on its greatest strength and reputation as an inclusive and welcoming community that respects and celebrates the diversity of its people. Malton will strive to create opportunities that allow families to prosper and young people to realize their fullest potential. Through reinvestment and redevelopment, the community will be revitalized, will be beautiful, and will offer a variety of activities for its residents.

The city supports continued revitalization efforts in the neighbourhood to contribute to achieving a complete community. Improvements to public and private open spaces, and providing active transportation to support walking and cycling will help create a place that becomes even more attractive for businesses to invest in and for people to reside.

The Vision is based on the following principle themes:

1. Revitalize and reinvest □ continuous investment and improvements to make the community safer, more attractive and vibrant
2. Community gathering place □ create vibrant gathering places to socialize, play and celebrate
3. Opportunity for youth □ develop opportunities to help young people realize and fulfill their potential
4. Diversity of uses □ create a variety of uses for retail, commercial and entertainment opportunities
5. Beautification □ make improvements to places and spaces, including streetscapes, intersections, and signage
3. Comment No. 6, be deleted. The proposed policy change is referred in MOP policy 1.1.4(h) and does not need to be repeated.
4. Comment No. 8, be deleted. The mobile homes in the Mixed Use designation should remain an Exempt Site (Site 1) in MOP.
5. Comment No. 9, that Map 17-7 Northeast Employment Area, in MOP, be amended by updating Map 17-7 in accordance with the Special Site policies.
6. Comment No. 10, that the proposed change to MOP, Special Site policy 2 be revised to the following:

xx.xx.x.x.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. retail stores and personal service establishments will be permitted; and
- b. opportunities to provide pedestrian connections to adjacent lands, within the site and along Airport Road are encouraged.

This revision avoids repeating the regulations that will be already be in the Zoning By-law.

7. Comment No. 11, the Area of Amendment as shown in the legend for the proposed change to Schedule 10 to MOP (Map 'A') should be revised as follows:

From □No Designation□To □Residential Medium Density□

4.3.

8. Comment No. 11, that exception zone "RM4-26" be amended to "RM4-25" in the Zoning By-law. This will combine the two exception zones to reflect the property boundaries of the existing condominium development. As such, all other references to "RM4-26" in the Zoning By-law should be deleted.