

# PLANNING JUSTIFICATION REPORT

September 2021

OFFICIAL PLAN AMENDMENT,  
ZONING BY-LAW AMENDMENT, &  
DRAFT PLAN OF SUBDIVISION

Medium-Density Residential Development

5080, 5054, & 5034 Ninth Line  
Part of Lot 1, Concession 9, NS  
City of Mississauga

PREPARED FOR:

*Your Home Developments (Mississauga) Inc.*

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An aerial photograph of a suburban neighborhood. The image shows a mix of green fields, trees, and residential developments. On the right side, there are several rows of houses with reddish-brown roofs. In the center, there's a large orange circle that serves as a background for the title. To the left of the circle, there's a road and some open land. The overall scene is a typical suburban landscape.

# 1.0

## Introduction

# 1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Your Home Developments (Mississauga) Inc. to prepare this Planning Justification Report in support of Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA) and Plan of Subdivision applications required to permit the proposed medium-density residential development, on lands municipally referred to as 5080, 5054, and 5034 Ninth Line (*Figure 1 – Aerial Photo*). Your Home Developments (Mississauga) Inc. has also retained the assistance of additional specialized consultants. Our opinions rely on the conclusions of the materials prepared by those specialized consultants. The following plans and reports have been prepared under separate cover in support of the proposed OPA, ZBA and Plan of Subdivision applications.

- Aerial Photo & Context Map
- Archeological Assessment (Stage 1)
- Concept Plan and Phasing Plan
- Draft Plan of Subdivision
- Functional Serving Report & Stormwater Management Report (FSR/SWM)
- Heritage Impact Assessment (HIA)
- Noise (Acoustical Feasibility) Study
- Phase I & II Environmental Site Assessment (ESA)
- Sun / Shadow Study
- Traffic Impact & Parking Utilization Study
- Landscape Plans, Tree Canopy Cover Plan & Arborist Report
- Urban Design Brief
- Pedestrian Wind Study
- Housing Report
- Korsiak Urban Planning
- ASI Heritage
- KIRKOR Architects
- Korsiak Urban Planning
- Urbantech Consulting
- Archeological Research Associates Ltd.
- HGC Engineering
- S2S Environmental Inc.
- KIRKOR Architects
- Crozier
- NAK Design
- NAK Design
- RWDI
- Altus Group

## 1.1 PURPOSE OF THE REPORT

The purpose of this report is to outline the nature of the proposal and to evaluate the development in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Mississauga Official Plan.

## 1.2 SITE DESCRIPTION

The subject lands are located on the west side of Ninth Line, east of the Highway 407 Express Toll Route (ETR), north of Eglinton Avenue West and south of Britannia Road West (*Figure 1- Aerial Photo*). The site has





FIGURE 1 - Aerial Photo

approximately 218 metres of frontage along Ninth Line, with a total site area of 5.82 hectares. Ninth Line is an arterial road, under the jurisdiction of the City of Mississauga, with a proposed 35-metre right-of-way (ROW) currently undergoing an Environmental Assessment. To the rear of the site is the Highway 407. The future 407 Transitway Corridor will occupy the western portion of the site adjacent to the highway right-of-way. The Transitway Environmental Assessment was approved by the Minister in October of 2020. The lands required for the Transitway have been acknowledged in the development concept and form a Block on the proposed draft plan of subdivision. The lands are mostly flat with a slight gradient from north to south and is currently occupied by three single-detached dwellings and accessory structures to be demolished and removed.

## 1.3 SITE CONTEXT

The surrounding areas are characterized as follows (*Figure 2 – Context Map*):

- North/Northeast: One-storey single detached dwelling listed on the City of Mississauga Heritage Register (5104 Ninth Line); future medium density residential (proposed Mattamy subdivision consisting of dual-frontage, street and back-to-back townhouses); woodlot; “Churchill Meadows Community Centre and Park”; and future Transit Hub at Britannia Road.
- East: Ninth Line; existing low and medium density residential (single detached and townhouse dwellings); and McLeod Park;
- West: Future 407 Transitway; existing Highway 407 ETR; Town of Milton Rural Lands; and
- South: Lands identified for future medium-density residential development (Corridor Gateway); Lower Base Line / Eglinton Avenue; future Transit Connection for the Highway 403 Busway and 407 Transitway; and lands identified for future business employment development.

The area is well served by schools, transit, commercial and recreational uses. There are ten existing public and private elementary, middle and secondary schools within a twenty-minute walk (1,600 metres radius) of the site. The subject lands are well served by local bus routes 9 and 35, and school route 341, providing access to a number of locations within the City including the City Centre Transit Terminal and the 403 Transitway. A future Transitway connection between the 403 GO Bus and 407 Transitway is to be located south of Eglinton Avenue West.





FIGURE 2 - Context Map



An aerial photograph of a suburban neighborhood. The image shows a mix of green spaces, including a golf course on the left and various parks and lawns throughout. Residential areas with rows of houses and some larger buildings are visible. A major road runs vertically on the left side, and a horizontal road crosses the bottom. A large, semi-transparent orange circle is centered over the image, containing the text '2.0 Planning History' in a light orange, sans-serif font.

# 2.0

## Planning History

## 2.0 PLANNING HISTORY

The Ninth Line lands, a corridor from Highway 401 to Highway 403 between Highway 407 and Ninth Line, were originally part of the Town of Milton, in the Region of Halton. In the early 2000's, planning began for this greenfield area and generally evolved along the following chronology.

- In 2000, Highway 407 was constructed thereby physically and functionally separated the Ninth Line lands from Milton.
- In 2010, the Ninth Line Lands were transferred to the City of Mississauga.
- In 2014, the City of Mississauga started planning for future development.
- In 2017, the ***Shaping Ninth Line Urban Design Guidelines*** were adopted by City Council.
- In 2018, the ***Ninth Line Neighbourhood Character Area*** Official Plan Amendment was approved, with the subject lands designated as “Residential Medium Density” and “Parkway Belt West”.
- In 2018, zoning was created with applicable “Development (D)” and “Parkway Belt 1 (PB1)” zones.
- In the fall of 2020, an Environmental Assessment (EA) for the 407 Transitway Corridor received the Minister’s approval, which also identifies the future limits of the Parkway Belt West Plan (PBWP).
- In the summer of 2021, a Municipal Class Environmental Assessment (EA) draft report was presented to council for the Ninth Line roadway and boulevard design.

The approved 407 Transitway Corridor will be used to amend part of the subject lands designated within the Parkway Belt West Plan (PBWP) through a separate application process with the Ministry of Municipal Affairs and Housing. The Official Plan schedules will be amended to conform with the PBWP. The Ninth Line EA design confirmed road widening, four lanes of traffic, and a future fully signalized intersection at Skyview Street to be constructed in the future.



An aerial photograph of a suburban neighborhood. The image shows a mix of green fields, trees, and residential developments. A large, semi-transparent orange circle is centered over the image, containing the text '3.0 Proposed Development'. The background shows a mix of open land, some existing buildings, and a planned residential area with rows of houses and a road intersection.

# 3.0

## Proposed Development



### 3.0 PROPOSED DEVELOPMENT

Your Home Developments (Mississauga) Inc. is proposing a medium-density development with eight low-to-mid-rise residential buildings providing a mix of residential units, commercial/retail area, a Public Park, and a network of two Public and two Private Roads that intersect the site. To accommodate the planned 407 Transitway, a block ranging from 12.0 to 13.0 metres in width will be dedicated to the Ministry of Transportation (MTO) via the draft plan of subdivision. The site layout incorporates a 14.0 metre building setback to the Transitway Corridor block in accordance with the Ministry of Transportation requirements.

Access to the site will be gained from Ninth Line at a new signalized intersection across from Skyview Street identified as Street 'B' (reserved as Mahoney Gate) and from the north through the future Mattamy

development (5150 Ninth Line) with the extension of Street 'A' (reserved as Viola Desmond Drive). The two public streets ( 'A' and 'B') and private condominium roads create a grid network, with Street 'A' terminating at southern property line with a temporary turning circle, to be removed once the parcel to the south of the subject lands is developed at which time it will be extended to the South.

The master plan (*Figure 3 – Landscape Master Plan*) provides for a new 0.44 hectare Public Park at the north-west intersection of Ninth Line and Street 'B' to support the proposed medium-density development which consists of two mid-rise apartment buildings fronting Ninth Line at 6-and-8 storeys to the south; three 12-storey buildings at the rear accessed by private roads acting as a window road to the Highway 407 corridor; a 10-storey apartment building that creates a that transition towards the north-west quadrant and three-storey back-to-back townhouse blocks backing



FIGURE 3 - Landscape Master Plan

on to the future medium-density Mattamy townhouse development at 5150 Ninth Line. Underground parking will be provided for residents and visitors of all buildings. (Figure 4 – Conceptual Renderings).



FIGURE 4a - Building A looking northwest from Street A



FIGURE 4b - Building B looking southwest from POPS



FIGURE 4c - Building C looking southwest from Street A



FIGURE 4d - Building E looking southwest from Ninth Line



FIGURE 4e - Building F looking northwest from Street A





FIGURE 4f - Townhouses 1 and 2 looking south from Street A

Ninth Line is a 35-metre arterial road and a designated Corridor. The 6-storey building fronting Ninth Line and Street 'B', across from the Public Park, functions as a gateway and is proposed as a mixed-use purpose-built rental building with approximately 650 square metres on the ground floor for commercial office/retail uses. Limited surface parking is provided at the rear, with visitor and tenant parking provided underground. Outdoor communal amenity areas include a large Privately Owned Public Space (POPS) approx. 1,500 square metres in addition to the Public Park (4,453 square metres). The public park, two public roads, and road widening per the Ninth Line Environmental Assessment will be dedicated to the City. A block will be created for the 407 Transitway Corridor and dedicated to the Ministry of Transportation (*Figure 5-Draft Plan of Subdivision*).

A total of 1,270 residential units and 650 square meters of commercial area is proposed, achieving a net density of 312 units per hectare (uph) with a 2.37 Floor Space Index (FSI). Using Hemson Consulting's assumptions from Shaping Ninth Line Study of an average of 2.4 persons per unit (ppu) for all residential unit types, the proposal achieves a minimum of 748 residents and jobs per hectare. As the proposed development is mostly apartments, we expect this


number to be smaller. An OPA is required for part of the proposal which exceeds the maximum permitted height with a 10-storey and three 12-storey buildings where 6-storeys and 10-storeys are permitted. The site is currently zoned "Parkway Belt West 1" (PB1) and "Development" (D), requiring a ZBA to permit the proposed medium-density residential development.





FIGURE 5 - Draft Plan of Subdivision



An aerial photograph of a suburban neighborhood. On the left, a multi-lane highway runs vertically. To its right is a green field with some trees and a small pond. Further right is a residential area with rows of houses, some with red roofs and others with grey roofs. A large, semi-transparent orange circle is centered over the middle of the image, containing the text '4.0 Policy Framework' in a light orange, sans-serif font.

# 4.0

Policy  
Framework



## 4.0 POLICY FRAMEWORK

### 4.1 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (2020)(PPS) contains policies on matters of provincial interest related to land use planning and development. The policies set out in the PPS help to protect resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management to contribute to more effective and efficient land use patterns, thereby enhancing the quality of life for all Ontarians.

PPS policies applicable to the proposal are described in Appendix I, including: Section 1.1 for 'Development and Land Use Patterns' and 'Settlement Areas'; Section 1.4 for 'Housing'; Section 1.6 for 'Transportation Systems' and 'Transportation and Infrastructure Corridors'; Section 1.6.3 for 'Infrastructure and Public Service Facilities'; and Section 1.8.1 for 'Energy Conservation, Air Quality and Climate Change'.

The proposal is consistent with the Provincial Policy Statement for the following reasons:

- The proposal redevelops underutilized land within the settlement area, negating the need for further land consumption;
- The proposal will help achieve density targets that require a minimum of 50 per cent of all residential development within delineated built-up area;
- The proposal contributes to the mix of dwelling types within the Ninth Line Character Area;
- The proposed medium-density development efficiently uses existing and planned infrastructure;
- The proposal provides a cost-effective development that minimizes land consumption and servicing costs;

- The proposal provides growth within the settlement area and the development of an underutilized site;
- The proposal provides transit supportive densities and will promote active transportation; and
- The proposal provides intensification in an appropriate location that can accommodate medium-density development.

### 4.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2020 (the 'Growth Plan') came into full force and effect on May 16, 2019 (amended August 28, 2020). The Growth Plan provides the framework for implementing Ontario's vision for building stronger, more prosperous communities by better managing growth in the Greater Golden Horseshoe (GGH) Region to 2051. The Growth Plan establishes a long-term structure for where and how the GGH Region will achieve complete communities that are compact, transit supportive, and make effective use of investments in infrastructure and public service facilities. The Growth Plan is structured to increase housing supply, expand economic prosperity and streamline approval processes while protecting important natural heritage features and agricultural lands.

The subject lands are located within the 'Settlement Area' and are within the 'Built-up Area - Conceptual' as shown on Schedule 2 - A Place to Grow Concept (Appendix II). The Growth Plan policies that apply are further described in Appendix I, which includes: Section 1.21 for 'Guiding Principles'; Section 2.2.1 for 'Managing Growth'; Section 2.2.2 for 'Delineated Built-up Areas'; Section 2.2.4 for 'Transit Corridors and Station Areas'; Section 2.2.5 for 'Employment'; and Section 2.2.6 for 'Housing'.



The proposal conforms to the aforementioned Growth Plan policies for the following reasons:

- The subject property is located within a Settlement Area and Delineated Built-up Area;
- The proposal will help achieve density targets that require a minimum of 50 per cent of all residential development within delineated built-up area;
- The subject site is an appropriate location to support medium density residential development;
- The proposed development will achieve a minimum of 748 residents and jobs per hectare thereby achieving the minimum density target;
- The proposal provides a range of unit types, sizes and tenures for different household sizes, incomes, and ages;
- The proposal is supportive of active transportation, public transit services and planned transit corridors;
- The proposal increases long-term economic prosperity by optimizing land, infrastructure, and public services.

## 4.3 PROVINCIAL TRANSPORTATION POLICIES

### 4.3.1 PARKWAY BELT WEST PLAN (2008)

The Parkway Belt West Plan (PBWP) was approved in 1978 to facilitate the creation of a multi-purpose urban separator, to integrate and link urban systems, reserve land for utilities, and link open spaces. Today the primary intent of the plan is to designate and protect land for regional transportation infrastructure such as utility, transit and electric power facility corridors. In 2017, the MTO sought municipal feedback on proposed amendments that would impact lands within the PBWP. The proposed amendments are currently under review with no date set for potential approval.

The subject lands are partially located within the Parkway Belt West lands on Map 3-3 / 7-3 (*Figure 6 – Parkway Belt West*). A small western portion of the site is designated as ‘Public Open Space and Buffer Area’ within the ‘Public Use Area’. Public Use Areas are to be used for public uses such as transit corridors, open spaces and linear facilities.

### 4.3.2 407 TRANSITWAY: BRANT STREET TO HURONTARIO

The MTO has made commitments since the 1970s to protect lands for the implementation of a fully grade separated Transitway designated within the PBWP. The extent, type of service and location within the PBWP were further defined in later studies. The Transitway will provide 150 kilometers of a two-lane fully grade separated transit facility running along the 407 Transit Corridor with approximately 50 station stops. It will initially be implemented as a Bus Rapid Transit with the opportunity to convert to Light Rail Transit in the future.

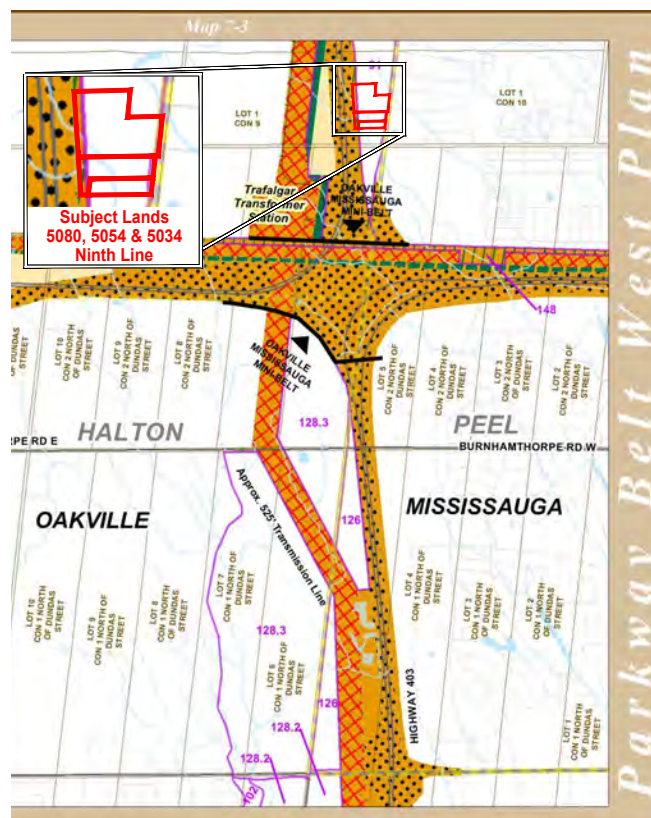


FIGURE 6 - Parkway Belt West

The Brant Street to Hurontario study segment is 43 kilometres in length and will provide 23 station stops between Burlington and Mississauga.

The Environmental Assessment (EA) report was approved by the Minister in October of 2020, which delineated the extent of required lands within the PBWP. A small portion of the property is within the 407 Transitway Corridor boundary. The remaining lands will not be needed for public purposes and will be removed by amendment to the PBWP.

### 4.3 2041 REGIONAL TRANSPORTATION PLAN

On March 8, 2018, the Metrolinx Board of Directors adopted the 2041 Regional Transportation Plan (2041 RTP). The 2041 RTP is the successor to The Big Move, the GTHA's first long range transportation plan. The 2041 RTP sets out a vision for 2041 in which "the GTHA will have a sustainable transportation system that is aligned with land use, and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment." The 2041 RTP also outlines how the addition of transportation corridors, nodes, and areas to the Growth Plan will help achieve the Province's objective for land use intensification and development of complete communities.

As shown on Map 5: 2041 Frequent Rapid Transit Network (Appendix III), an express bus is proposed along the Highway 407 corridor parallel to Ninth Line and a Priority Bus is planned along Eglinton Avenue between Highway 407 and Eastgate Parkway. An existing regional bus operates along Highway 403.

The subject lands are in proximity to a Provincially designated Higher Order Transit Corridor, therefore special consideration has been given for both the transportation and intensification roles of the site. The proposed development will complement the

implementation of the planned transit services by providing transit-supportive densities along Ninth Line, to provide convenient access to transit services to support a higher quality of life.

### 4.4 REGION OF PEEL OFFICIAL PLAN

The subject site forms part of the Ninth Line Lands transferred in 2010 from the Town of Milton, in the Region of Halton, to the City of Mississauga, in the Region of Peel. A Regional Official Plan Amendment (ROPA 33) to expand the Peel Regional Urban Boundary and include the Ninth Line lands with a planning framework was adopted on March 12, 2020; and received Provincial approval on October 20, 2020. The ROPA identifies the subject lands as part of the 'Urban System' and 'Designated Greenfield Area' (*Figure 7 – Growth Plan Policy Areas in Peel*). Relevant ROPA 33 policies that apply are further described in Appendix IV. ROPA 33 establishes a minimum intensification target for Designated Greenfield Areas

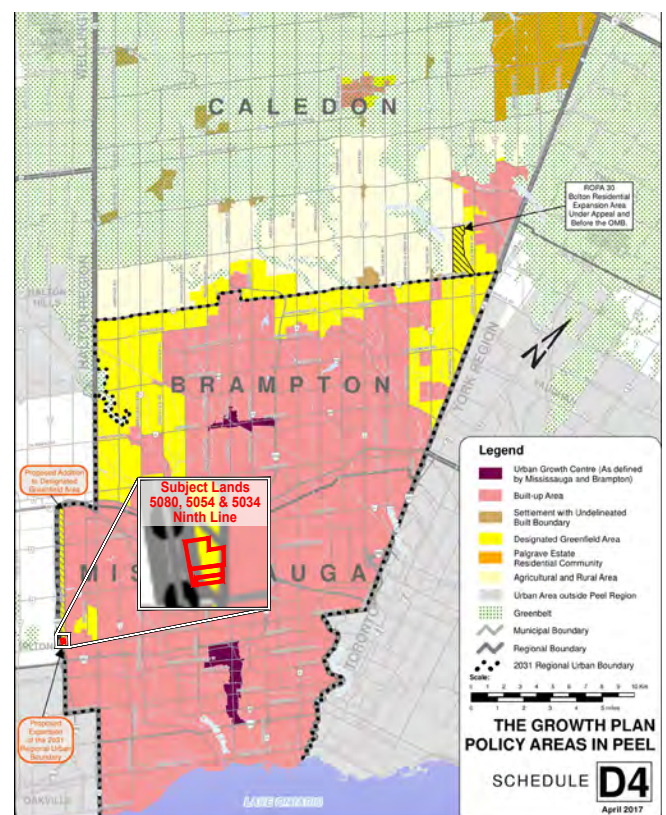


FIGURE 7 - Growth Plan Policy Areas in Peel



with a minimum of 79 people and jobs per hectare.

community and promotes active transportation.

The proposed development conforms to the aforementioned policies of the proposed ROPA 33 for the following reasons:

- The proposed development is within the Urban Area where urban services are planned to accommodate future development;
- The proposed development is supportive of transit (current and future);
- The proposal protects and provides for the future 407 Transitway by providing a block to be dedicated for the Transitway with an appropriate 14 metre buffer from these lands;
- The proposed development will achieve a minimum of 748 residents and jobs per hectare thereby achieving the minimum density target; and
- The proposal provides a compact built form that appropriately transitions to the adjacent

## 4.5 CITY OF MISSISSAUGA OFFICIAL PLAN

The Ninth Line lands were brought into the Region of Peel and City of Mississauga by way of annexation in 2010. While the policies of the Region of Peel Official Plan Amendment 33 were not in effect for the subject lands, the City was granted permission to bring the Ninth Line Lands into their Official Plan prior to the approval of the ROPA 33. The City of Mississauga Official Plan provides clear direction for how growth and development should take place to create a sustainable and resilient city that meets the current and future needs of its residents. The Mississauga OP (MOPA 90) establishes a minimum intensification target for Designated Greenfield Areas with a minimum of 82 people and jobs per hectare.

As per Schedule 1: Urban System (*Figure 8*), the subject lands are identified within a 'Neighbourhood', are partially located within the 'Green System' with frontage

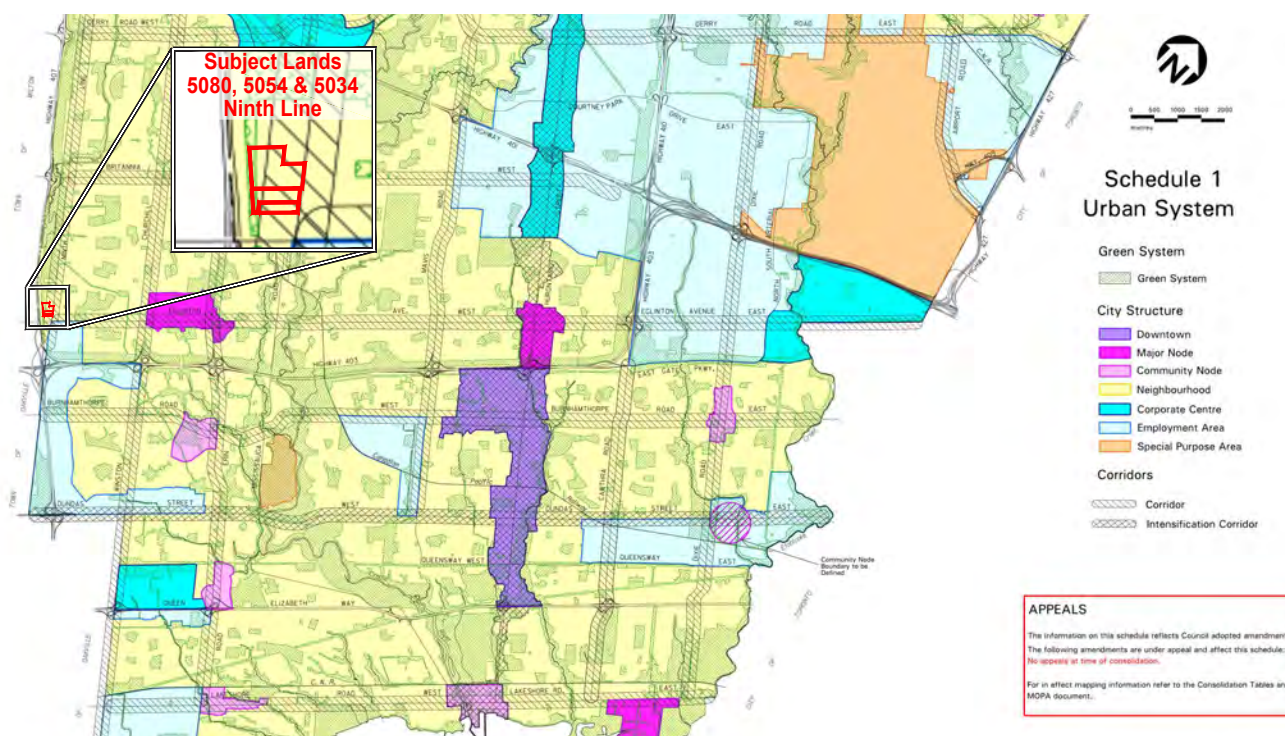


FIGURE 8 - City of Mississauga Official Plan Schedule 1 - Urban System



## Chapter 5.0 Direct Growth

5.1.9 *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.*

5.3.5.6 *Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.*

The map displays various land use designations across Mississauga, with a legend on the right side. The legend is organized into several sections:

- LAND USE DESIGNATIONS:**
  - Residential Low Density I (Yellow)
  - Residential Low Density II (Light Orange)
  - Residential Medium Density (Orange)
  - Residential High Density (Dark Orange)
  - Mixed Use (Pink)
  - Convenience Commercial (Light Green)
  - Motor Vehicle Commercial (Light Blue)
  - Office (Light Yellow)
  - Business Employment (Light Green)
  - Industrial (Light Blue)
  - Airport (Light Blue)
  - Institutional (Light Green)
  - Public Open Space (Light Green)
  - Private Open Space (Light Green)
  - Greenlands (Light Green)
  - Parkway Belt West (Light Green)
  - Special Waterfront (Light Blue)
  - Utility (Light Green)
  - Partial Approval Area (Dotted Line)
- BASE MAP INFORMATION:**
  - Heritage Conservation District (Red Line)
  - 150th Anniversary (150th Anniversary)
  - Composite Noise Contours (Dotted Line)
  - LEPRA Operating Area Boundary (See Anytown Noise Profiles)
  - Area Excluded from LEPRA Operating Area (Dotted Line)
  - Natural Hazards (Dotted Line)
  - City Centre (City Hall)
  - City Centre Transit Terminal (Red Line)
  - GO Rail Transit Station (Red Line)
  - Public School (Blue Line)
  - Private School (Blue Line)
  - Hospital (Blue Line)
  - Community Facility (Blue Line)
- City Structure:**
  - Downtown (Blue Line)
  - Major Node (Blue Line)
  - Community Node (Blue Line)
  - Neighbourhood (Blue Line)
  - Corporate Centre (Blue Line)
  - Employment Area (Blue Line)
  - Special Purpose Area (Blue Line)
- Area of Amendment:**
  - AREA OF AMENDMENT (Red Line)
  - SPECIAL POLICY AREA (Dotted Line)
  - RESIDENTIAL MEDIUM DENSITY (Orange)
  - MIXED USE (Pink)
  - INDUSTRIAL DEVELOPMENT (Light Blue)
  - INDUSTRIAL RESERVE (Light Blue)
  - INDUSTRIAL DEVELOPMENT (Light Blue)
  - PUBLIC LIGHT RAIL STATION (Red Line)
  - INDUSTRIAL DEVELOPMENT (Light Blue)
  - PARKWAY BELT WEST (Light Green)
  - INDUSTRIAL DEVELOPMENT (Light Blue)
  - INDUSTRIAL DEVELOPMENT (Light Blue)

The map also includes a scale bar (0 to 1000 meters) and a north arrow. The subject lands are highlighted in blue and labeled "Subject Lands 5080, 5054 & 5034 Ninth Line".

**5.4.4** *Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.*

5.4.7 *Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.*

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The proposal is for a compact development with transit supportive densities which will make efficient use of planned and existing services and infrastructure. The massing and urban design discussed in further sections provides for an appropriate transition in use and built form. A grid network of public and private roads facilitates vehicular and active transportation uses. The increased height supports density targets of the City and in particular the Ninth Line Character Neighbourhood which is a strategic growth area. Ninth Line is a designated Corridor with buildings oriented to provide pedestrian connectivity. A mixed use apartment building is proposed along this frontage with proposed commercial uses at grade.

## Chapter 7.0 Complete Communities

- 7.1.6 *Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.*
- 7.2.1 *Mississauga will ensure that housing is providing in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.*
- 7.2.2 *Mississauga will provide opportunities for:*
  - a) *the development of a range of housing choices in terms of type, tenure and price;*
  - b) *the production of a variety of affordable dwelling types for both the ownership and rental markets; and*
  - c) *the production of housing for those with special needs, such as housing for the elderly and shelters.*
- 7.2.3 *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.*

- 7.2.5 *The onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.*
- 7.3.12 *The availability and location of existing and planned community infrastructure will be taken into account so that new community infrastructure can be provided efficiently and effectively and tailored to meet the needs of the population in each community.*
- 7.4.1.12 *The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a Heritage Impact Assessment, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.*

The proposed development will increase housing options within the City by providing a mix of townhouse and apartment unit types in the form of studio, one-bedroom and two plus bedroom units. Furthermore, a purpose-built rental building is proposed as part of a mixed-use building at the gateway of this subdivision. The proposed development will make use of the existing and planned community infrastructure and amenities, such as the future park, community centre and transit hub/connection, to help meet the needs of the current and future residents of the area. A heritage impact assessment has been prepared for the abutting listed heritage property at 5104 Ninth Line.

### 7.4.2 Cultural Heritage Properties

- 7.4.2.3 *Development adjacent to a cultural heritage property will be encouraged to be compatible*



*with the cultural heritage property.*

The proposed public park is sited next to the heritage property with additional separation provided with public streets 'A' and 'B'. The heritage listed building is quite far from any proposed buildings. Refer to Heritage Impact Assessment for additional details.

## **9.0 Build a Desirable Urban Form**

*9.1.1 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.*

*9.1.5 Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the corridor and provide appropriate transitions to neighbouring uses.*

*9.1.6 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.*

*9.1.7 Mississauga will promote a built environment that protects and conserves heritage resources.*

*9.1.9 Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.*

*9.1.15 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.*

*9.2.2.1 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.*

*9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will:*

- c) Respect the scale and character of the surrounding area;*
- d) minimize overshadowing and overlook on adjacent neighbours; and*
- g) Be designed to respect the existing scale, massing, character and grades of the surrounding area.*

*9.2.2.6 Development on Corridors will be encouraged to:*

- a) assemble small land parcels to create efficient development parcels;*
- b) face the street, except where predominate development patterns dictate otherwise;*
- c) Not locate parking between the building and the street;*
- f) Support transit and active transportation;*
- g) Consolidate access points and encourage shared parking, service areas and driveway entrances; and*
- h) Provide concept plans that show how the site can be developed with surrounding lands.*

*9.2.4.2 Development and open spaces adjacent to significant cultural heritage resources will:*

- c) provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources.*

*9.3.1.4 Development will be designed to:*

- d) achieve a street network that connects to adjacent streets and neighbourhoods at regular*

*intervals, wherever possible;*

- e) meet universal design principles;*
- f) address new development and open spaces;*
- g) be pedestrian oriented and scaled and support transit use;*
- h) be attractive, safe and walkable;*
- i) accommodate a multi-modal transportation system; and*
- j) allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate.*

### **Section 9.3 Public Realm**

*9.3.5.3 Natural features, parks and open spaces will contribute to a desirable urban form by:Support a strong and competitive economy;*

- d) ensuring that all new parks and Open Spaces address the street, providing clear visibility, access and safety;*
- e) ensuring that adjacent uses, buildings and structures front onto them, with direct access, and encouraging natural surveillance; and*
- f) 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.*

*9.3.5.4 Open spaces will be designed as places where people can socialize, recreate and appreciate the environment.*

*9.3.5.5 Private open space and/or amenity areas will be required for all development.*

*9.3.5.6 Residential developments of significant size, except for freehold developments, will be*

*required to provide common outdoor on-site amenity areas that are suitable for the intended users.*

*9.3.5.7 Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety.*

### **Section 9.4 Movement**

*9.4.1.1 The design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes.*

### **Section 9.5 Site Development and Buildings**

*9.5.1.1 Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.*

*9.5.1.3 Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.*

*9.5.1.4 Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.*

*9.5.1.7 Developments adjacent to public parkland will complement the open space and minimize negative impacts.*

*9.5.1.9 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.*

*9.5.1.11 New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the*



*attractiveness of the thoroughfare.*

- 9.5.1.12 *Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.*
- 9.5.1.13 *Buildings with exposure to Provincial Highways or public streets in areas of site plan control will be subject to a higher standard of design to achieve upgraded building elevations and landscaping, including principal doors and window fenestration.*
- 9.5.1.14 *Sites that have exposure to parks or double exposure to both Provincial Highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks, public highways and public streets.*
- 9.5.2.3 *Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways.*
- 9.5.2.4 *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.*
- 9.5.2.6 *Development proponents will be required to demonstrate the successful application of universal design principles and compliance with legislated standards.*
- 9.5.3.5 *Front building façades should be parallel to the street. Consideration may be given to allow for periodic indentation for visual relief and features such as urban plazas.*

9.5.3.9 *Tall buildings will minimize undue physical and visual negative impact relating to:*

- a) *microclimatic conditions, including sun, shadow and wind;*
- b) *noise;*
- c) *views;*
- d) *skyview; and*
- e) *adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences.*

9.5.3.10 *The lower portion of tall building developments will include a built form that achieves street frontage and at grade relationships to support a pedestrian oriented environment.*

9.5.5.1 *Parking should be located underground, internal to the building or to the rear of buildings.*

9.5.5.2 *Above grade parking structures should be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure.*

The proposal provides a compact urban form that utilizes an efficient internal road network that connects to existing and future transportation routes to encourage active transportation and transit use. The proposal provides the greatest heights and densities at the rear of the site, adjacent to the 407 Transitway corridor, and transitions to a medium density built form as you approach the northern and eastern edge of the site with building stepbacks to ensure compatibility with the neighbourhood on the east side of Ninth Line and the future Mattamy townhouse development to the north.

Landscaped open space, outdoor amenity areas and a public park are provided for residents throughout the site. Pedestrian circulation follows logical patterns for access and connectivity to abutting lands. The taller

buildings are sited with articulations to the main public street, with access via window roads and setbacks with landscaping to reduce impacts. Limited surface parking has been provided away from Ninth Line primarily to serve the customers of the commercial uses in the mixed-use building. The majority of the resident and visitor parking will be provided in underground parking not visible from public roads. Refer to the Urban Design Brief prepared by others on how these policies have been considered.

## Chapter 11 General Land Use Designations

### 11.2.5 Residential

*11.2.5.5 Lands designated Residential Medium Density will permit the following uses:*

- a) *all forms of townhouse dwellings.*

### 11.2.13 Parkway Belt West

*11.2.13.1 Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan.*

The Ninth Line Character Neighbourhood (16.20.4.1) further expands the permitted uses for Residential Medium Density policies to include low-to-mid rise apartments and commercial uses at grade fronting Ninth Line. A portion of the lands along the rear boundary of the site are within the designated Parkway Belt West, which only permits existing uses, linear facilities, open space, public facilities and interim uses. The PBWP will be amended to conform to the approved EA for the future 407 Transitway corridor.

## Chapter 16 Neighbourhoods

### 16.1.1 General

*16.1.1.1 For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative*

*building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.*

*16.1.1.2 Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:*

- a) *an appropriate transition in heights that respects the surrounding context will be achieved;*
- b) *the development proposal enhances the existing or planned development;*
- c) *the City Structure hierarchy is maintained; and*
- d) *the development proposal is consistent with the policies of this Plan.*

*16.1.2.2 Where the Residential Medium Density policies of this Plan permit low-rise apartment dwellings, they will be encouraged to locate on Corridors.*

### 16.20.1 Ninth Line Neighbourhood Character Area

*16.20.1.1 The Ninth Line Neighbourhood Character Area will be planned to achieve a minimum density of 82 residents and jobs combined per hectare, on all lands where development is permitted.*

*16.20.1.2 The Ninth Line Neighbourhood Character Area, is intended to accommodate a variety of medium and high density housing, employment uses, and an extensive open space network. The planned 407 Transitway runs through the area in a north/south direction.*

*16.20.2.1 The Ninth Line Neighbourhood Character Area is the last remaining greenfield area*



in Mississauga. The area will be planned to support transit and the natural environment to create a healthy and complete community. Existing and future residents will have access to a well connected and sustainable natural heritage system, multi-use trails, parks and open spaces, higher order transit, community uses and facilities. A variety of housing choices and employment opportunities to meet their needs will also be accommodated.

As per Map 16.20.2, heights of 4-to-10-storeys are permitted for a small southern portion of the site, with heights of 3-to-6-storeys permitted for the remainder of the site (Figure 10). The proposed 407 Transitway is identified along the western boundary of the subject lands with a future station at Britannia Road and Ninth Line and a 'Bus Rapid Transit Corridor' is in close proximity to the site, along Highway 403. The Churchill Meadows Community Centre will be

a future transit collection area (Figure 11- City of Mississauga Schedule 6 - Long Term Transit Network).

This density target of 82 people and jobs per hectare is intended as an average for the entirety of the Ninth Line Character Area, established using a total developable area of 110 hectares, which includes residential, employment and open space uses. Although the 'Business Employment' and 'Public Open Space' areas within the Ninth Line Corridor account for nearly 30 percent of the developable area (32.4 hectares) they are expected to contribute few people and jobs to the overall density targets. Development applications in process or recently approved in the immediate vicinity of the subject lands include: the Churchill Meadows Community Centre and Park (5320 Ninth Line); employment buildings (Odyssey Drive); commercial buildings (3500 Platinum Drive); a hotel (3645 Platinum Drive); and a mix of low-rise residential subdivisions by Mattamy (5150 Ninth Line and north of Britannia) with a density range of 85 to 165 residents per hectare.

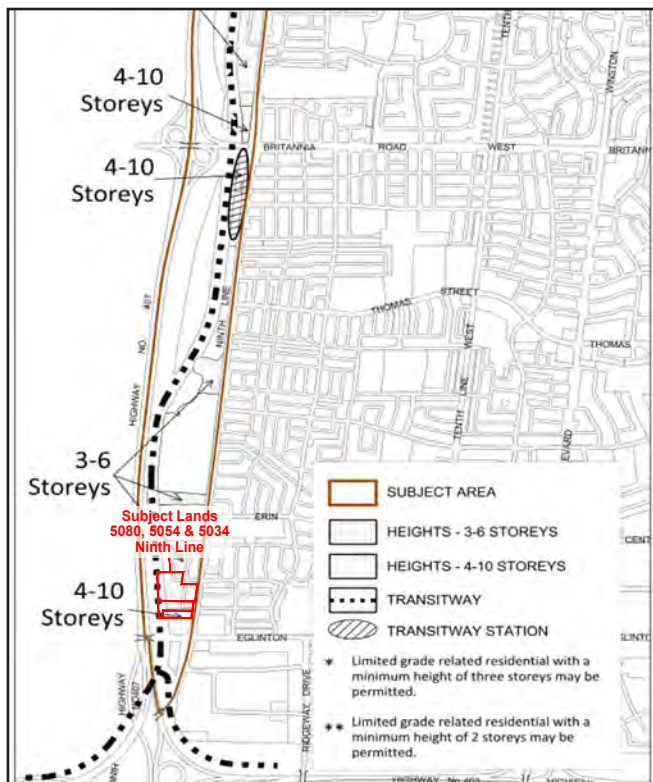
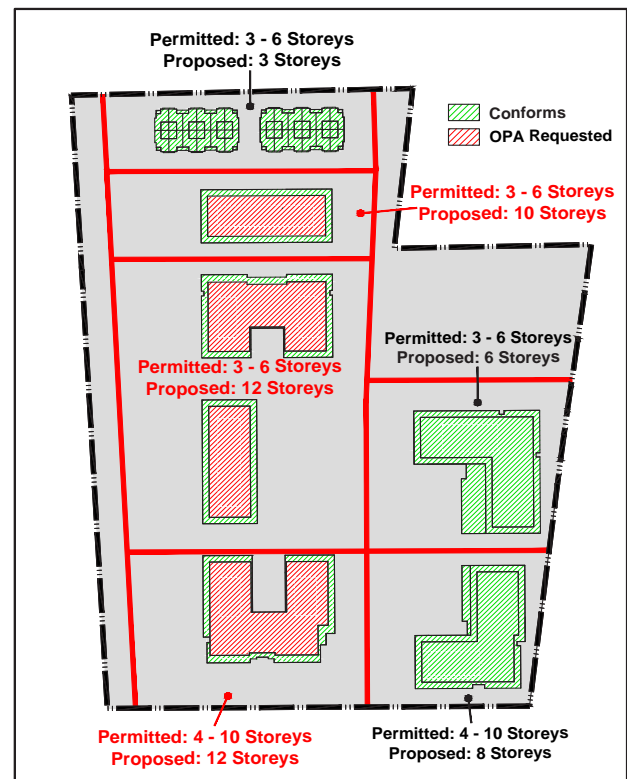


FIGURE 10 - Existing and Proposed Height Limits



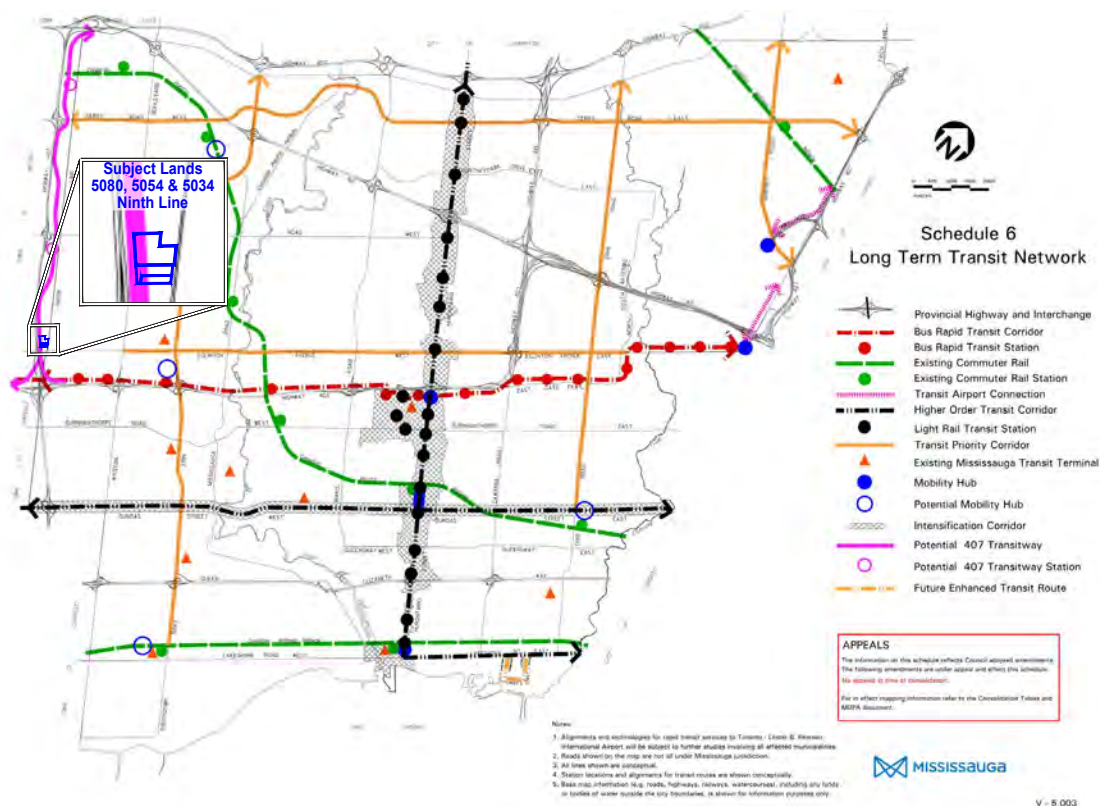


FIGURE 11 - City of Mississauga Schedule 6 - Long Term Transit Network

Therefore, other lands (i.e., Residential Medium Density) need to reach higher densities to achieve the overall planned average of minimum target. The development proposed will provide a maximum height of 12-storeys which exceeds the maximum permitted height in the Official Plan. This increase in height allows for increased density with adequate buildings separation achieving a total of 1,270 residential units and 650 square meters of commercial area, achieving a net density of 312 units per hectare (uph) and a 2.37 Floor Space Index (FSI). Using Hemson Consulting's assumptions from Shaping Ninth Line Study of 2.4 persons per unit (ppu), the proposal achieves a minimum of 748 residents and jobs per hectare. The proposed Official Plan Amendment is appropriate as it will allow the development to achieve a higher density, built form, that appropriately transitions to the existing and planned community, while helping to ensure the minimum density target for the entirety of the Ninth Line Character Area is achieved.

## 16.20.2 Urban Design Guidelines

**16.20.2.1 Vision - The Ninth Line Neighbourhood Character Area is the last remaining greenfield area in Mississauga. The area will be planned to support transit and the natural environment to create a healthy and complete community. Existing and future residents will have access to a well connected and sustainable natural heritage system, multi-use trails, parks and open spaces, higher order transit, community uses and facilities. A variety of housing choices and employment opportunities to meet their needs will also be accommodated.**

The proposed development will increase the range of housing choices in the area and will be in close proximity to various services and amenities. Current and future residents will benefit from the proposed trail connection to the Churchill Meadows Community Centre and Park, giving them access to open spaces



and community facilities, including a future bus hub with access to several routes.

## **16.20.2 Community Design**

*16.20.2.2.1 Land Use and Built Form Planning in the area will be based on the following land use and built form principles:*

- a) provide a mix of housing to accommodate people with diverse housing preferences and socioeconomic needs. This also includes housing which is affordable as outlined in the City's housing strategy;*
- g) support transit and active transportation as key components of the transportation network;*
- j) demonstrate distinct and appropriate design of all buildings, streets and open spaces; and*
- k) provide appropriate transition to neighbourhoods to the east.*

*16.20.2.2.2 Connections - Planning in the area will be based on a series of connections including:*

- g) a network of trails that link open spaces and key destinations, and trail networks beyond the Ninth Line Lands;*
- g) safe pedestrian crossings of Ninth Line;*
- g) key access points;*
- g) pedestrian supportive streets; and*
- g) integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other roads.*

*16.20.2.2.3 Parks, Open Spaces and Natural Heritage Planning in the area will be based on a series of parks, open spaces and a natural heritage system that:*

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

The proposed development will add to the mix of housing choices in the area to accommodate households of different sizes, ages and incomes. The medium-density built form will appropriately transition to the existing and planned neighbourhood through the use of stepbacks, setbacks and a mix of medium and high-density built forms. The proposal provides 6-storey and 8-storey apartment buildings along Ninth Line and a 3-storey townhouse development at the northern quadrant of the site to provide an appropriate transition from the 12-storey apartment buildings at the rear of the site to the existing and planned community. The proposal is supportive of existing and planned transit services and provides convenient connections to the existing and planned transportation system, transit routes and community facilities, including the future Churchill Community Centre and Park.

## **16.20.2.3 Connectivity/Interface**

*16.20.2.3.1 Connections throughout the area will be supported by a modified grid system of public streets, public and privately owned public space, (POPS) as well as wayfinding and signage plans.*

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

areas.

*16.20.2.3.3 The layout and design of blocks, streets, and boulevards will support the use of transit, walking, and cycling.*

*16.20.2.3.4 Development fronting Ninth Line will be designed to provide appropriate transition to uses on the east side of the street.*

*16.20.2.3.5 Buildings will be designed and massed to frame streets and support an active public realm. Pedestrian comfort will be supported through the use of landscaping and other features.*

The proposed development utilizes a grid network with two public roads (Street 'A' & B) and private condominium roads which will connect to existing and planned streets. The development provides connectivity with numerous sidewalks and multi-use trails along the 407 and Ninth Line to encourage the use of transit, walking and cycling. The massing provides an appropriate transition to the low density residential neighbourhood to the east, stepping down in heights from 12-storeys at the rear, to 8 and 6-storeys along Ninth Line. Building designs will frame the streets as described further through the review of the Shaping Ninth Line Urban Design Guidelines.

#### **16.20.2.6 Parkway Belt West**

*16.20.2.6.1 A significant amount of land in the Ninth Line area is designated Parkway Belt as per the Parkway Belt West Plan. Once the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. Once the PBWP is amended, the land use designations shown on Reference Maps (M1-M3)*

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

A 0.39 hectare 407 Transitway block will be dedicated to the MTO, and a 14 metre building setback is being provided in accordance with Ministry of Transportation requirements.

#### **16.20.3.5 Community Park/Residential Area (Precinct 5)**

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

*16.20.3.5.2 Development in the northwest quadrant of Eglinton Avenue West and Ninth Line will have a mix of housing forms such as townhouses and 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.*

The new Churchill Meadows Community Centre (community park) will open later summer of 2021. The subject development proposal consists of six residential apartment buildings and two back-to-back townhouse blocks. The specific height limits for the site on Map 16-20.2 (Figure 10) includes a portion of lands permitting heights of 4 to 10-storeys. The development proposes a mix of 3, 6, 8, 10 and 12-storeys with taller buildings located the rear of site backing on the Highway 407 corridor. An amendment to Map 16-20.2 is needed to permit the requested increase in height. The massing and layout provides for substantial open space and amenity areas with a mix of residential housing forms.

#### **16.20.4.1 Residential-Medium Density**

*16.20.4.1.1 Notwithstanding the Residential Medium*



*Density policies of this Plan, low-rise and mid-rise apartment dwellings will also be permitted.*

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

The proposal achieves these policies with low and mid-rise apartments ranging from 6 to 12 storeys. One of the buildings fronting Ninth Line is proposed as a Mixed-Use rental apartment with approximately 650 meters square of commercial office/retail space at grade.

### **16.20.5 Transportation**

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

*16.20.5.3 The road network will consist of a modified grid system of public streets.*

*16.20.5.4 All development in the Ninth Line Neighbourhood Character Area will be designed to protect for, and support, the 407 Transitway and any related facilities.*

*16.20.5.7 Local roads will be designed to serve all modes of transportation including pedestrians, cyclists and to transit users.*

The proposed development will support transit and encourage active transportation through good quality urban design and an interconnected road network designed to serve various forms of transportation to provide easy access to neighbouring properties and Ninth Line.

### **19.5 Criteria for Site Specific Official Plan Amendments**

*19.5.1 City Council will consider applications for site specific amendments to this Plan within the*

*context of the policies and criteria set out throughout this Plan. The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rationale for the amendment; including, among other matters:*

- g) that the proposed redesignation would not adversely impact or destabilize the following: provides a variety of parks and open spaces for all ages and abilities including those which encourage passive and active use in all seasons, promote unique experiences and educational opportunities, and incorporate naturalized areas; and*
  - i. the achievement of the overall intent, goals, objectives, and policies of this Plan; and*
  - ii. the development or functioning of the remaining lands that have the same designation, or neighbouring lands; and*
- c) that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation;*
- d) land use compatibility with the existing and future uses of surrounding lands; and*
- e) the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.*

The proposed development consists of a mix of low to mid-rise apartment buildings and townhouses as permitted. The massing and increased heights allow

for higher densities appropriate to the site which will assist in achieving the Ninth Line Character Neighbourhood density targets. The increased heights are located at the rear with a transition to the low-density surrounding neighbourhoods and will not adversely affect the surrounding lands. The proposed compact development efficiently uses land and supports existing and planned services, infrastructure, and services. The Official Plan Amendment meets the overall intent, goals, objectives, and policies of the Official Plan.

The proposed development conforms to the aforementioned policies of the City of Mississauga Official Plan for the following reasons:

- The proposed development provides appropriate residential growth in the Ninth Line Character Area, where services exist and are planned to accommodate future development;
- The proposal provides 1270 residential units in the form of mid-rise apartment buildings, back-to-back townhouses and a purpose-built rental building, which adds to the range of housing options available in the City of Mississauga;
- The proposal meets the intent of the Parkway Belt West area by dedicating a block for the 407 Transitway and accommodating required building setbacks;
- The proposal meets the intent of the Community Park/Residential Area (Precinct 5) by providing a mix of apartment dwelling units and townhouses that support the viability of the community facilities and services and do not impose undue shadow impacts on these facilities;
- The proposal provides a minimum density of 748 residents per hectare helping to achieve the minimum density target for the Ninth Line Character Area;
- The proposed increase in height does not conflict

with the intent and objectives of the City of Mississauga Official Plan and makes efficient use of land, existing and planned infrastructure and public services facilities;

- The proposed development provides appropriate height transitions and is compatible with the existing and planned neighbourhood;
- The proposal provides direct connections to existing and planned roads, trails and sidewalks; and,
- The proposed development is supportive of existing and planned transit and encourages active transportation.

## 4.6 SHAPING NINTH LINE URBAN DESIGN GUIDELINES

The Council endorsed Shaping Ninth Line Urban Design Guidelines were prepared to aid in the integration of new developments into the Ninth Line Neighbourhood Character Area. They are an essential tool to ensure that development supports a diverse, active and healthy community. By clarifying the City's expectation for the design of new development and public spaces, it is intended that these guidelines will assist with the interpretation of Official Plan policies and provide a clear design direction for development proposals. Developers are encouraged to have regard to the guidelines and Development Review staff will use them to evaluate development proposals.

A meeting with the Mississauga Urban Design Advisory Panel (MUDAP) was conducted on December 15, 2020, where a preliminary development concept was presented, resulting in feedback to address key criteria for improved road networks, outdoor public and private amenity areas, architecture and the neighbourhood context. The proposed master concept plan was revised building upon comments through subsequent meetings with Planning and



Urban Design staff. In particular, the following was made:

- Primary access to Ninth Line is through signalized intersection at Skyview Street. Secondary access is via the Mattamy subdivision to the north.
- Road network is simplified with less direct driveways and loops for increased safety. Geometry of the internal private road network is simplified with a single loop and four-legged intersections.
- Passenger drop-off areas were added for increased safety and pedestrian friendly crossings.
- A Public Park is provided at the main intersection providing future connectivity to the heritage building. A centralized Private Amenity Area provides for outdoor communal amenity space to permit programming and will be publicly accessible.
- The mid-rise architectural design was considered

- Buildings with slightly increased heights of 10 and 12-storeys are located at the rear along Highway 407, where there is no impact to surrounding developments.
- Adequate separation and transition in height is provided to existing and planned low-rise developments.

The Ninth Line class EA has identified and designed for a future signalized intersection at Ninth Line and Skyview Street/Street 'B' (*Figure 12*). Consideration to stepbacks, setbacks, building lengths and articulations, as well as building separation has been implemented to reduce impacts of massing and create appropriate transitions to the existing neighbourhood across Ninth Line and the proposed medium density development to the north. An Urban Design Brief has been prepared in support in support of the development proposal demonstrating consistency with the Shaping Ninth Line Urban Design Guidelines.

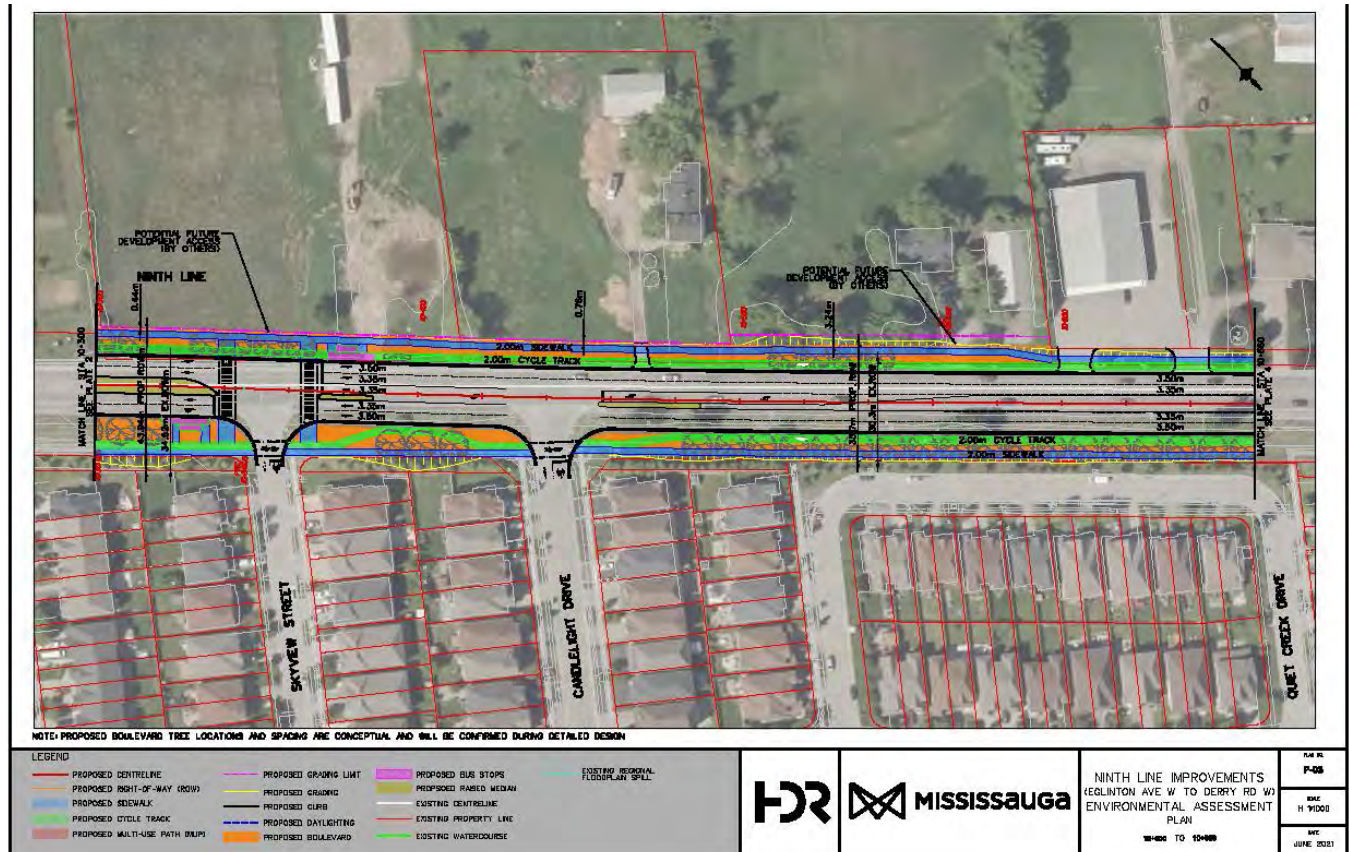


FIGURE 12 - Intersection on Ninth Line Environmental Assessment



An aerial photograph of a suburban neighborhood. On the left, a multi-lane highway runs vertically. To its right is a green field with some small buildings. Further right is a residential area with rows of houses, some with swimming pools, and a large wooded area at the top. A large, semi-transparent orange circle is centered over the image, containing the text "5.0 Official Plan Amendment" in a light orange, sans-serif font.

# 5.0

## Official Plan Amendment



## 5.0 OFFICIAL PLAN AMENDMENT

In order to permit the proposed development, it is requested that the City of Mississauga Official Plan be amended as follows:

### Map Changes:

- Amending Map 16-20.1: Ninth Line Character Area Height Limits to permit a maximum height of 10-storeys and 12-storeys for parts of the subject lands.

The draft OPA is appended to this report as Appendix V.

An aerial photograph of a suburban neighborhood. The image shows a mix of residential developments, including rows of houses with dark roofs, some larger detached homes, and green spaces. A large, semi-transparent orange circle is centered over the middle of the image, containing the text '6.0 Zoning By-law Amendment'.

# 6.0

## Zoning By-law Amendment

## **6.0 ZONING BY-LAW AMENDMENT**

### **Existing Zoning**

The subject lands are currently zoned Parkway Belt West 1 (PB1) and Development (D). The existing zoning does not permit any new residential development and as such, a Zoning By-law Amendment is required to permit the proposed development. The PB1 zone permits passive recreational and conservation uses but is intended to accommodate the future Transitway Corridor for regional transit.

### **Proposed Zoning**

The proposal seeks to rezone the subject lands to Residential Apartment (RA2 and RA3) Zones, Residential Medium Density Back-to-Back Townhouses (RM11), Open Space for a Public Park (OS1) and Parkway Belt West (PB1) zones to conform to the approved MTO Transitway Corridor EA. The draft Amending Zoning By-law is appended to this report as Appendix VI.



An aerial photograph of a suburban neighborhood. On the left, a multi-lane highway runs vertically. To its right is a green field with some small buildings. Further right is a residential area with rows of houses and a large, dense wooded area at the top. A large, semi-transparent orange circle is centered over the image, containing the text '7.0 Community Engagement Public Information Centre'.

# 7.0

Community Engagement  
Public Information  
Centre



## 7.0 COMMUNITY ENGAGEMENT - PUBLIC INFORMATION CENTRE

A joint public information meeting was held with Mattamy (5150 Ninth Line) on June 24, 2019 from 7:00 pm to 8:30 pm at the Churchill Meadow Branch Library and Activity Centre. The meeting was organized by the local Ward 10 Councillor's office, with Councillor Sue McFadden emceeding the event. Comments raised by residents and the Lisgar Neighbourhood Association (to the north) included:

- Concern the increased density would impact availability of school accommodation;
- Concern for the impact of increased traffic congestion and timing for Ninth Line widening;
- Request for pedestrian connections and active transportation along Ninth Line; and
- Inquiry into requirements for trees and stormwater management.

Consideration has been given to these concerns and responses have been consolidated into three groupings: School Availability; Traffic; and Environment.

### School Availability

School availability is the purview of the local school boards (Peel District School Board and Dufferin-Peel Catholic District School Board) in consultation with the City of Mississauga and Region of Peel. There are six Elementary Schools, two Middle Schools, & 2 two Secondary Schools within a twenty-minute walk or 1,600 metres radius of the site. Both school boards will be circulated submission material and any concerns will be addressed through the review process.

### Traffic

A Traffic Impact Study has been prepared by C.F. Crozier & Associates Inc., in support of this application.

Pedestrian connectivity will be accommodated through planned external and internal sidewalks, and a multi-use trail along the 407 Transitway Corridor. Pedestrian crossing connections along Ninth Line will be addressed through the road widening planning process. An Environmental Assessment for Ninth Line road widening from two to four lanes including a multi-use path is in progress, with construction anticipated from 2023 to 2024 from Eglinton Ave West to Derry Road. The Traffic Impact Study provides further details regarding the potential impact of the proposed development on the existing and planned road network and transit system.

### Environment

Stormwater will be managed on-site through multiple means, including Low Impact Development (LID) features in accordance with policies from the City of Mississauga, Region of Peel, MTO and the Credit Valley Conservation Authority. The FSR/SWM provides further details on the potential impact of the proposed development to the existing environmental systems. The Tree Canopy Cover Plan and Arborist Report will provide further details regarding the design of open spaces and the protection of trees.



An aerial photograph of a suburban neighborhood. On the left, a multi-lane highway runs vertically. To its right is a grassy area with some trees and a small pond. Further right is a residential area with rows of houses, some with swimming pools, and a large green field. A large, semi-transparent orange circle is centered over the image, containing the text "8.0 Planning Opinion" in a light orange, sans-serif font.

# 8.0

## Planning Opinion



## 8.0 PLANNING OPINION

The proposed Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision applications are justified and represent good planning for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement and conforms to the Parkway Belt West Plan and the Growth Plan for the Greater Golden Horseshoe;
2. The proposal conforms to the vision of the adopted Region of Peel Official Plan Amendment 33;
3. The proposal conforms to all policies of the City of Mississauga Official Plan except for Section 16.20.4.1 and Map 16.20-2, which limits development to a mid-rise apartment heights;
4. The proposed Amendment to the City of Mississauga Official Plan to permit an increase in height for four buildings to a maximum of 10-storeys and 12-storeys, where 6-storeys and 10-storeys are permitted, is consistent with Provincial directives to achieve density targets and make efficient use of land, existing and planned infrastructure and public service facilities;
5. The proposed Amendment is consistent with the objectives of the Ninth Line Character Area and the intent of the Community Park/Residential Area (Precinct 5) ;
6. The proposal will help to achieve the minimum density target for the Ninth Line Character Area;
7. The proposal protects lands to be used for the proposed 407 Transitway and accommodates an appropriate setback;
8. The proposal provides appropriate and compatible growth that adds to the mix of housing

options including the provision of a purpose built rental building and area for commercial uses to serve the existing and future residents;

9. The proposal provides cost effective development that minimizes land consumption and servicing costs;
10. The density of development and road fabric is supportive of existing and future transit services and active transportation;
11. The interconnected road pattern will establish an efficient and safe pedestrian movement system via sidewalks, walkways and trails; and,
12. The proposal complements and benefits from many of the adjacent services and amenities.

Respectfully submitted,

### KORSIAK URBAN PLANNING



Terry Korsiak, M.A., RPP



Wayne Coutinho, MPI, BSc Env., RPP

# APPENDICES

# APPENDIX I: PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

## PROVINCIAL POLICY STATEMENT (PPS) (2020)

Policies in Section 1.1 for ‘Development and Land Use Patterns’ state:

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate range and mix of residential types (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns; and*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

Section 1.1.2 states:

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

The proposed development conforms to Section 1.1.1 and 1.1.2 of the PPS by redeveloping an underutilized site with a mix of medium and low density residential uses and promotes cost effective and efficient development patterns.

Policies in the ‘Settlement Areas’ section state:

1.1.3.1 *Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*

1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

1.1.3.3 *Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the*



*availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

*1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

*1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*

*1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The proposed development conforms to the aforementioned policies of the PPS as the location of the development is within a defined Settlement Area and creates logical connections to the existing built-up area to the east and the future residential subdivisions to the north and south. The proposed development is compact in form, makes efficient use of land and resources, and supports active transportation. Further, the proposal provides transit-supportive densities adjacent to the future 407 Transitway with a station area proposed to the north and local transit connections, as well as protecting lands part of the PBWP.

Policies in the 'Housing' Section state:

*1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) *permitting and facilitating:*
  - 1) *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
  - 2) *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize*

*the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed mixed-use residential development conforms to the 'Housing' policies of the PPS as it provides a variety of residential apartment options with condominium apartment, back-to-back townhouses and a purpose-built rental building that contributes to the range and mix of housing types and densities in the area. Further it provides a transit supportive development for areas within a Transportation Corridors with access to existing and proposed active transportation paths and transit routes to the community centres, including the future Transitway Corridor.

Policies in the 'Infrastructure and Public Service Facilities' section state:

*1.6.3 Before consideration is given to developing new infrastructure and public service facilities:*

- a) the use of existing infrastructure and public service facilities should be optimized; and*
- b) opportunities for adaptive re-use should be considered, wherever feasible.*

The proposed development will make use of existing and planned public infrastructure and intensify underutilized lands.

Policies in the 'Transportation and Infrastructure Corridors' sub-section state:

*1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.*

*1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.*

The proposed development dedicates a block and provides a 14-metre buffer for the purpose and protection of the 407 Transitway Corridor, as per the approved Environmental Assessment. The proposed built form will help to minimize the negative impacts from 407 corridor vehicular noises.

Policies in Section 1.8, 'Energy Conservation, Air Quality and Climate Change' state:

*1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and*
- c) encourage transit-supportive development and intensification to improve the mix of employment and*



*housing uses to shorten commute journeys and decrease transportation congestion;*

The proposal is consistent with the above policies as it proposes a compact built form that connects to active transportation routes and provides easy access to existing and future transit services.

The proposal is consistent with the mandate of the Provincial Policy Statement for the following reasons:

- The proposal redevelops underutilized land within the settlement area, negating the need for further land consumption;
- The proposal will help achieve density targets that require a minimum of 50 per cent of all residential development within delineated built-up area;
- The proposal contributes to the mix of dwelling types within the Ninth Line Character Area;
- The proposed medium-density development efficiently uses existing and planned infrastructure;
- The proposal provides a cost-effective development that minimizes land consumption and servicing costs;
- The proposed provides growth within the settlement area and the development of an underutilized site;
- The proposal provides transit supportive densities and will promote active transportation;
- The proposal considers planning for the future transportation corridor; and
- The proposal provides intensification in an appropriate location that can accommodate medium-density development.

## **A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)**

The subject lands are located within the 'Settlement Area' and are within the 'Designated Greenfield Area' as shown on Schedule 2-A Place to Grow Concept (Appendix II). Within the Growth Plan the following sections and policies are applicable to this proposal:

### **1.2.1 Guiding Principles**

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;*
- *Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability;*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*

The proposed development adheres to the 'Guiding Principles' of the Growth Plan by providing residential intensification that is designed to support and accommodate active transportation and transit services to facilitate easy access to existing and future services and amenities. Additionally, the proposal adds to the mix and range of housing options in the area to serve various sizes, incomes and ages of households.

### 2.2.1 Managing Growth

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

*a) the vast majority of growth will be directed to settlement areas that:*

- i. have a delineated built boundary;*
- ii. have existing or planned municipal water and wastewater systems; and*
- iii. can support the achievement of complete communities.*

*c) within settlement areas, growth will be focused in:*

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
- iv. areas with existing or planned public service facilities.*

4. *Applying the policies of this Plan will support the achievement of complete communities that:*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate*

*the needs of all household sizes and incomes;*

*d) expand convenient access to:*

- i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
- ii. public service facilities, co-located and integrated in community hubs;*
- iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;*

*e) provide for a more compact built form and a vibrant public realm, including public open spaces;*

The proposed development directs growth to a Strategic Growth Area, within a Settlement Area, with existing water and wastewater services, is supported by existing transit services and making it an appropriate location for growth. The design of the development will provide a mix residential unit types and expand convenient access to services, facilities, and transit to support the achievement of a complete community.

### 2.2.2 Delineated Built-up Areas

1. *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*

- a. A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;*

3. *All municipalities will develop a strategy to*

*achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

- a. identify the appropriate type and scale of development in strategic growth areas and recognize them as a key focus for development;*
- b. identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c. encourage intensification generally throughout the delineated built-up area;*
- d. ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e. prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f. be implemented through official plan policies and designations, updated zoning and other supporting documents.*

The proposed development conforms to the aforementioned policies as it proposes the residential intensification of an underutilized site within the Delineated Built-Up Area and helps to achieve the minimum intensification target for the Region of Peel.

#### **2.2.4 Transit Corridors and Station Areas**

- 10. 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.*
- 11. 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, in consultation with Metrolinx, as appropriate.*

The lands are adjacent to the planned 407 Transitway Corridor and with a short commute to a future transit station area at Britannia Road and Ninth Line. The requested OPA and ZBA is in keeping with the policies of the 'Transit Corridors and Station Areas' as it would permit transit supportive densities to support the long term function of the existing and future planned transit services.

#### **2.2.5 Employment**

- 3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.*
- 14. Outside of employment areas, development criteria should be established to ensure that the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site.*
- 15. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.*

The proposed redevelopment includes a medium density mixed-use development that supports these objectives by providing for supportive commercial retail/office space along an arterial road and corridor, with limited surface parking that encourages the integration of the other proposed development and land uses patterns to help achieve a complete community.

#### **2.2.6 Housing**

- 1. Upper and single-tier municipalities, in consultation*



*with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*

*a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*

*i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents;*

*2. Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

*c) Planning to accommodate forecasted growth to the horizon of this Plan;*

*d) Planning to achieve the minimum intensification and density targets in this Plan;*

*e) Considering the range and mix of housing options and densities of the existing housing stock; and*

*f) Planning to diversify their overall housing stock across the municipality.*

*3. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

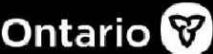
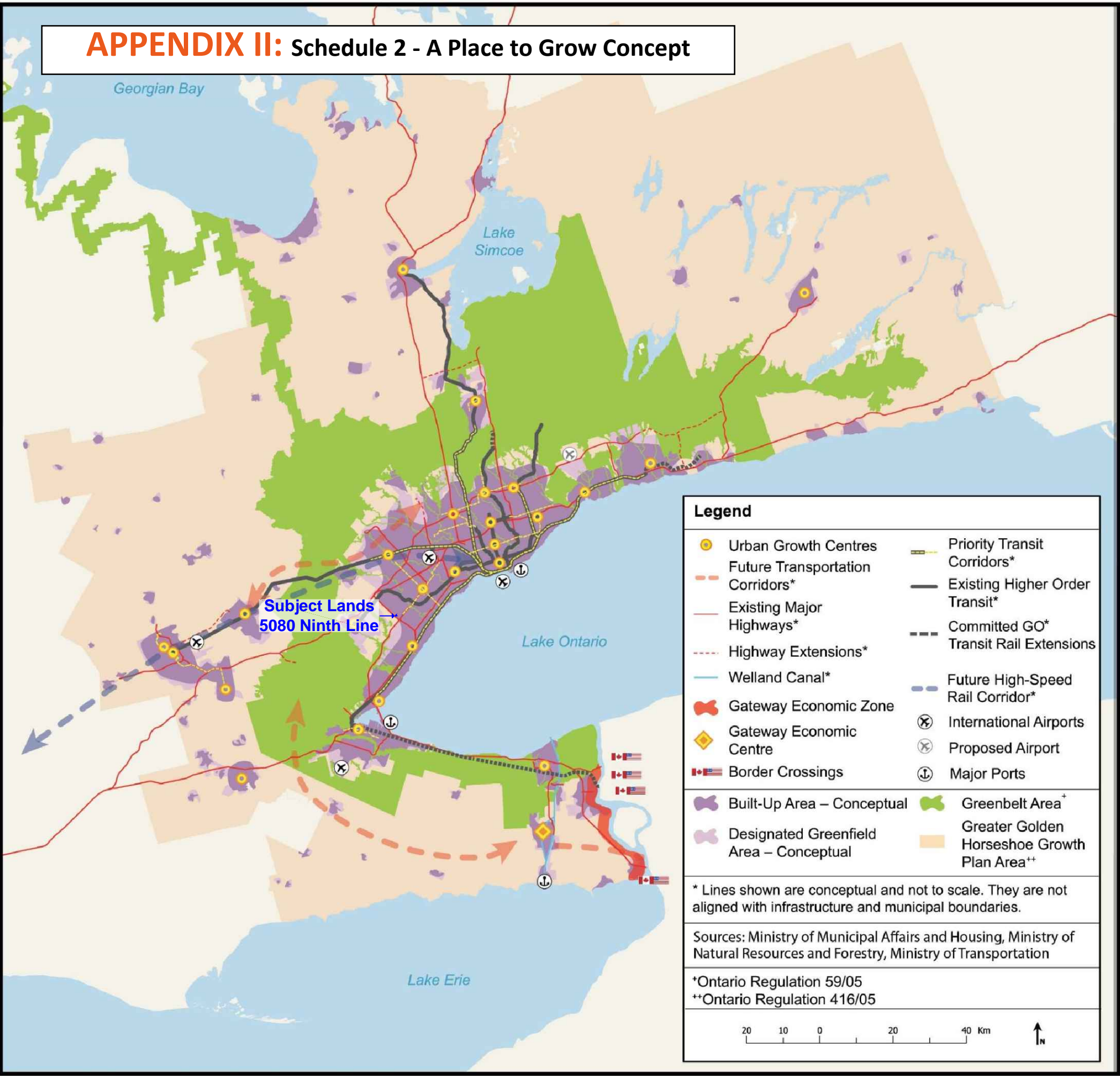
The proposed development will provide a mix of townhouse and apartment (bachelor, single, two-plus bedroom) units with condominium and rental tenure that can accommodate a range of household sizes and

incomes, thereby supporting the development of a complete community.

The proposal conforms to the aforementioned Growth Plan policies for the following reasons:

- The subject property is located within a Settlement Area and Delineated Built-up Area;
- The proposal will help achieve density targets that require a minimum of 50 per cent of all residential development within delineated built-Up area;
- The subject site is an appropriate location to support medium density residential development;
- The proposed development will achieve a minimum of 748 residents and jobs per hectare thereby achieving the minimum density target;
- The proposal provides a range of unit types, sizes and tenures for different household sizes, incomes, and ages;
- The proposal is supportive of active transportation, public transit services and planned transit corridors; and
- The proposal increases long-term economic prosperity by optimizing land, infrastructure, and public services.

**APPENDIX II: Schedule 2 - A Place to Grow Concept**



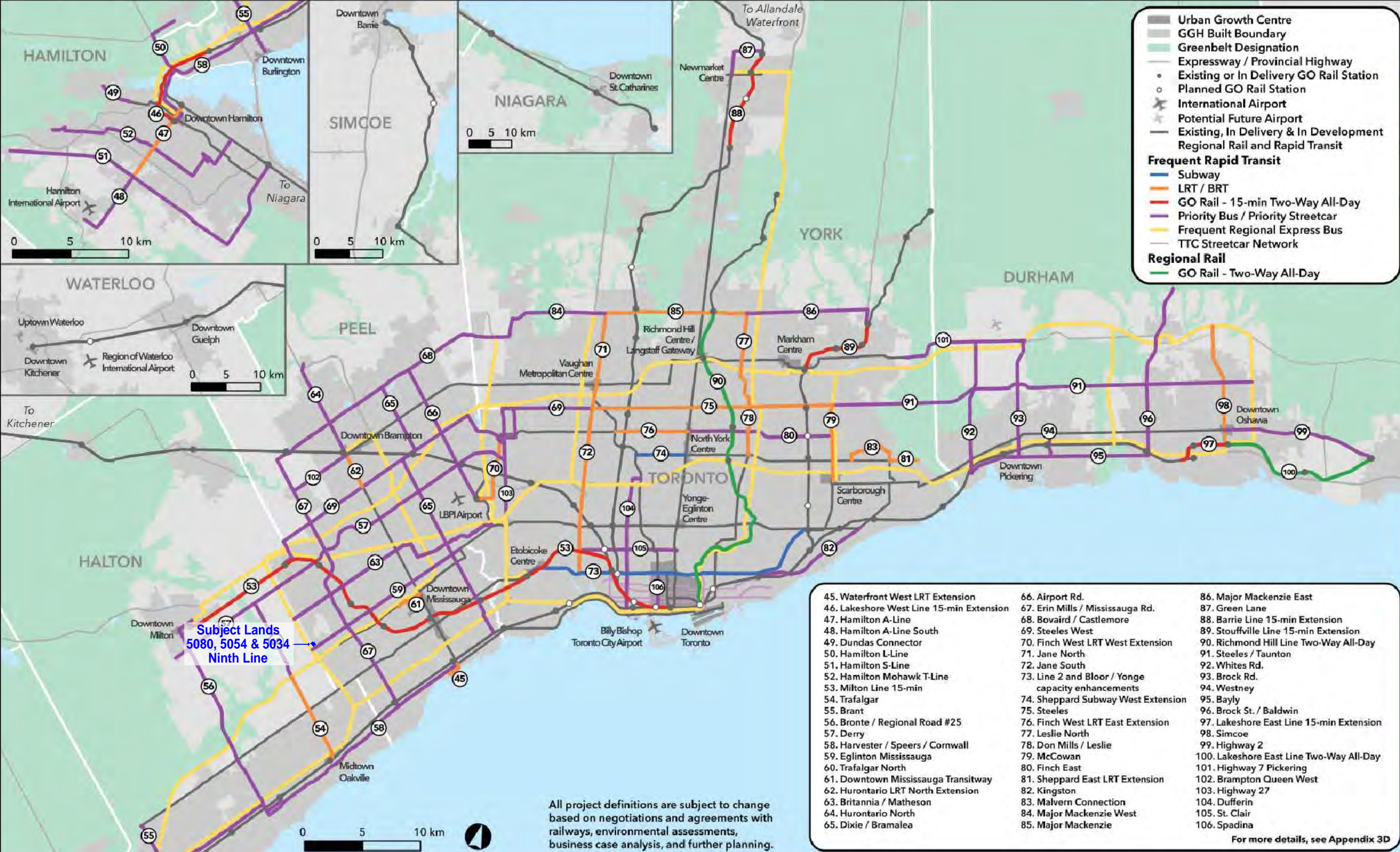
SCHEDULE 2  
A Place to Grow Concept

Note: The information displayed on this map is not to scale, does not accurately reflect approved land-use and planning boundaries, and may be out of date. For more information on precise boundaries, the appropriate municipality should be consulted. For more information on Greenbelt Area boundaries, the Greenbelt Plan should be consulted. The Province of Ontario assumes no responsibility or liability for any consequences of any use made of this map.



Map 5: 2041 Frequent Rapid Transit Network

APPENDIX III





## APPENDIX IV: REGIONAL POLICIES APPLICABLE TO THE PROPOSAL

The subject lands are within the 'Urban System' and 'Designated Greenfield Area'. Relevant policies include:

### Ninth Line Lands Policy Area

#### 5.3.5.1 Objectives

5.3.5.1.1 *To establish the Ninth Line Lands designated greenfield area in Mississauga as a healthy, complete, transit-supportive urban community, which provides appropriate transitions to existing neighbourhoods to the east.*

5.3.5.1.2 *To achieve compact urban form and densities which are supportive of transit and active transportation as key components of the transportation network.*

5.3.5.1.3 *To recognize, protect, and enhance a linked natural heritage system within the Ninth Line Lands including features of Provincial and Regional significance which form part of the Region's Core Areas of the Greenlands System.*

5.3.5.1.4 *To plan for the provision of major infrastructure, including the Provincial rapid transit corridor along Highway 407 and other transit infrastructure, while minimizing the financial impact on Peel Region and member area municipalities.*

5.3.5.1.5 *To achieve orderly, cost effective and timely development.*

5.3.5.1.5 *To achieve orderly, cost effective and timely development.*

*It is the policy of Regional Council to:*

5.3.5.2.6 *That the policies of the City of Mississauga Official Plan, including all amendments and Ninth Line Lands policies, will reflect the following policy directions, in addition to the policies in this Plan that govern the Region's Urban System:*

- a) *That the form and density of development and the transportation network be designed to maximize the role of a rapid transit corridor along Highway 407, in addition to other transit and active transportation facilities including two rapid transit station areas, and to ensure these facilities:*
  - i) *serve as key components of the transportation network in the Ninth Line Lands;*
  - ii) *support the development of healthy, complete, compact and transit-supportive communities; and*
  - iii) *maximize connectivity to existing communities;*

The proposed development contributes to the creation of a healthy, transit-supportive community as it is compact in form and makes efficient and cost-effective use of land and services. The proposed Official Plan Amendment to the City of Mississauga Official Plan will permit increased building heights to provide densities that better support existing transit services and the future 407 Transitway. Furthermore, the development would protect and provide for the future 407 Transitway by providing for the required land for the 407 Transitway to be dedicated to the MTO.

## Growth Management

### 5.5.4.2.2 *Development within the Designated Greenfield areas shall be designated to meet or exceed the minimum densities:*

- *City of Mississauga: 79 residents and jobs combined per hectare*

The proposed development will achieve a minimum of 748 residents and jobs per hectare, as estimated using Hemson Consulting's Shaping Ninth Line ppu assumptions. This will help to achieve the minimum density target for the entirety of the City of Mississauga Greenfield area which primarily consists of low/medium density development. As stated in the ROPA 33 adoption report, higher densities are appropriate for the Ninth Line Lands given the connectivity to a Major Transit Station Area.

The proposal conforms to the aforementioned policies of ROPA 33 for the following reasons:

- The proposed development is within the Urban Area where urban services are planned to accommodate future development;
- The proposed development is supportive of transit (current and future);
- The proposal protects and provides for the future 407 Transitway by providing a block to be dedicated for the Transitway with an appropriate 14 metre buffer from these lands;
- The proposed development will achieve a minimum of 748 residents and jobs per hectare thereby achieving the minimum density target; and
- The proposal provides a compact built form that appropriately transitions to the adjacent community and promotes active transportation.



5080, 5054, 5034 Ninth Line

Draft Official Plan  
Amendment

August 2021

**EXPLANATORY NOTE TO  
PROPOSED OFFICIAL PLAN  
AMENDMENT NUMBER XX**

**TO THE MISSISSAUGA OFFICIAL PLAN OF  
THE CITY OF MISSISSAUGA  
PLANNING  
AREA**

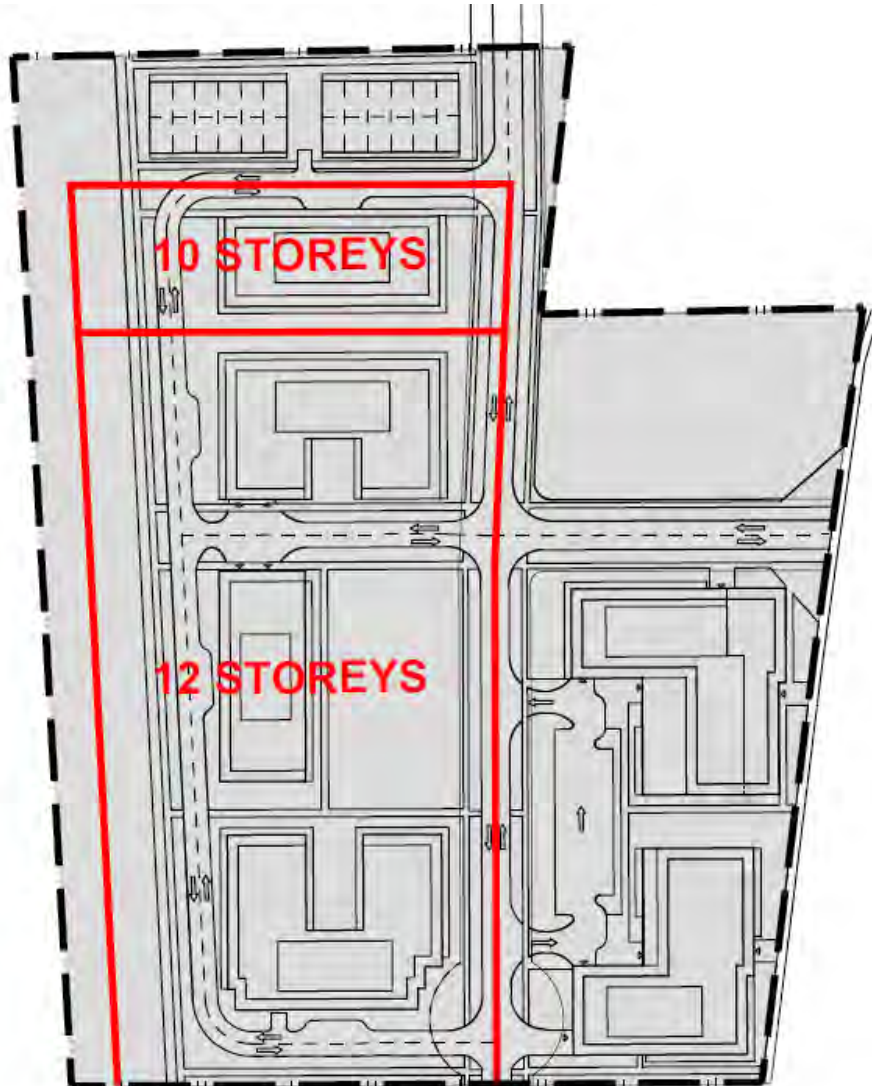
City of Mississauga File No. \_\_\_\_\_

The Proposed Official Plan Amendment applies to lands located west of Ninth Line and north of Eglinton Avenue West, in the City of Mississauga. The lands are legally described as Part of Lot 1, Concession 9, New Survey, Trafalgar, and are known municipally as 5080, 5054, 5034 Ninth Line.

The purpose of the Official Plan Amendment is to amend the height limit applying to the subject site as contained in Map 16-20.1 of the Ninth Line Neighbourhood Character Area. This Official Plan Amendment is to permit a residential apartment building with a height of ten storeys and three residential apartment buildings with a height of twelve storeys.

Amendment No. XX  
to the Mississauga Official Plan  
for the  
City of Mississauga Planning Area

The following text and map designated Schedule “A” attached hereto constitutes Amendment No. XX





## PURPOSE

The purpose of the Official Plan Amendment is to amend the height limit applying to a 5.82 hectare (143.4 acre) parcel of land located west of Ninth Line and north of Eglinton Avenue West contained in Map 16-20.1 of the Ninth Line Neighbourhood Character Area.

This Amendment will permit the proposed development of one residential apartment building with a height of ten storeys and three residential apartment buildings with a height of twelve storeys, with a combined 937 apartment units for the four buildings on part of the subject site.

## LOCATION

The subject site is located at the south-eastern corner of Port Street East and Helene Street South in the City of Mississauga. The lands are legally described as Part of Lot 1, Concession 9, New Survey, Trafalgar, and are known municipally as 5080, 5054, 5034 Ninth Line.

## BASIS

The subject site is located in the Ninth Line Neighbourhood Character Area. It is currently designated *Multi-Residential Development* and is located within Precinct 5 an area identified as Community Park/Residential area. This area is identified in the Ninth Line Neighbourhood Character permitting a mixture of residential uses including low to mid-rise apartments and all forms of townhouses, and at-grade commercial uses on lands fronting Ninth Line. Building heights of up to 6 and 10 storeys are permitted within Precinct 5. Ninth Line is a 35-metre arterial road and a designated *Corridor*. The Mississauga OP (MOPA 90) establishes a minimum intensification target for Designated Greenfield Areas with a minimum of 82 people and jobs per hectare.

The development concept for the subject site consists of eight low-to-mid-rise residential buildings providing a mix of residential units, commercial/retail area, a Public Park, and a network of two Public and two Private Roads that intersect the site. To accommodate the planned 407 Transitway at the rear, ranging from 12.0 to 13.0 metres in depth will be dedicated to the Ministry of Transportation (MTO). A 14.0 metre building setback is provided to the Transitway Corridor block, limiting the developable area to 4.07 ha.

The proposed development provides for a new 0.44 hectare (1.09 acre) Public Park at the north-west intersection of Ninth Line and Street 'B' to support the proposed medium-density development which consists of two mid-rise apartment buildings fronting Ninth Line at 6-and-8 storeys to the south; three 12-storey buildings at the rear accessed by private roads acting as a window road to the Highway 407 corridor; a 10-storey apartment building that creates a that transition towards the north-west quadrant and three-storey back-to-back townhouse blocks backing on to the future medium-density townhouse development at 5150 Ninth Line. Underground parking will be provided for residents and visitors of all buildings. A mixed-use rental apartment building is proposed along this frontage with approximately 650 square metres of commercial/retail uses at grade.

Map 16-20.1 of the Ninth Line Neighbourhood Character Area prescribes building heights of 4 to 10 storeys towards the south and building heights of 3 to 6 storeys for the remainder of the Precinct. Under the existing Official Plan policies of Ninth Line Neighbourhood Character Area, buildings on the site are required to step down to existing low-density developments east of Ninth Line.

The Official Plan Amendment will seek to allow one ten-storey building on the site stepping down to 6-storeys and transitioning to 3-storeys along the north portion., and three twelve-storey buildings at the rear along Highway 407 that are setback from the existing and future developments. The site is divided by new public roads that will transition the developments in height with two buildings at 6 and 8-storeys with setbacks at the fifth storey as intended in the Ninth Line Urban Design Guidelines. The required technical amendment to the Official Plan is minor, given that the proposed development is in conformity with all other elements of the Mississauga Official Plan, and given that the proposal results in a more enhanced built form with higher building heights for four of the eight buildings located towards the rear of the subject site along the Highway 407 corridor.

This Amendment would introduce Special Sites XX to Section 16.0 of the Ninth Line Neighbourhood Character Area in order to permit the proposed residential buildings of ten and

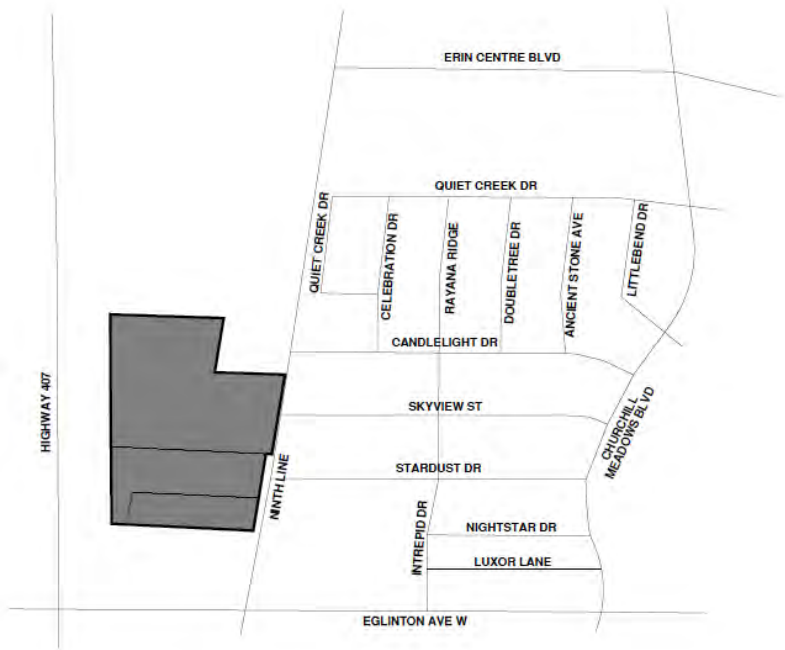
12 storeys. The Official Plan Amendment is appropriate from a planning standpoint for the following reasons:

- i. The site is an underutilized property located within the Ninth Line Neighbourhood Character Area which is a designated *Corridor*. The subject site is also located within a Strategic Growth Area recognized in the provincial Growth Plan and in the Mississauga Official Plan appropriate for medium-density transit-oriented development.
- ii. The proposed development represents a compact land use pattern that makes more efficient use of land and existing and planned infrastructure resources, including nearby planned transit services at the Churchill Meadows Community Centre.
- iii. The proposed development has been carefully designed to respond to the built form and scale of the surrounding Ninth Line Neighbourhood Character Area context. The proposal provides the highest heights and densities at the rear of the site, adjacent to the 407 Transitway corridor, and transitions to a medium density built form as you approach the northern and eastern edge of the site with building setbacks to ensure compatibility with the surrounding neighbourhood. The massing, height and built form of the proposed buildings have been oriented to fit appropriately within the surrounding context, and strategically designed to minimize impacts on surrounding uses.
- iv. The proposed development is consistent with local and provincial planning policy directions; is aligned with the evolving character and built form for the precinct, and is compatible with the surrounding context.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

- 1. The Ninth Line Neighbourhood Character Area height policies are hereby amended by adding the following key map and text to Section 16.XX as Special Site XX:

16.XX Site XX



The lands identified as Special Site XX are located west of Ninth Line and north of Eglington Avenue West.

Notwithstanding the provisions of the Desirable Urban Form policies, one residential building with a maximum height of 10 storeys is permitted along the north-west portion and three residential buildings with a maximum height of 12 storeys are permitted along the south-west portion of the subject site.

## IMPLEMENTATION

Upon the approval of this Amendment by the City of Mississauga, the Zoning By-law applicable to the subject lands will be amended to the appropriate classification, in accordance with the intent of this Amendment.

Provisions will be made through the rezoning and site development plan approval process of the lands subject to the Amendment, for development to occur subject to the approved site development plan, to ensure that development occurs in accordance with the intent of the Amendment.

Provisions will be made through the rezoning of the lands subject to this Amendment, for development to occur subject to approved site development, architectural and landscape plans, to ensure that site access, buildings, parking, setbacks, stepbacks, and landscaping are satisfactorily located and designed.

## INTERPRETATION

The provisions of the Mississauga Official Plan, as amended from time to time, regarding the interpretation of that Plan, shall apply in regard to this Amendment.

This Amendment supplements the intent and policies of the Local Area Plan.

Upon approval of this Amendment, Section 16.0 of the Official Plan for the Ninth Line Neighbourhood Character Area will be amended in accordance with the intent of this Amendment.



A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to sections 34 and 36 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law which includes a holding provision;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table: BLD A+B

4.15.3.XX	Exception: RA3-xx	Map # xx	By-law:
In a RA3-xx zone the permitted <b>uses</b> and applicable regulations shall be as specified for a RA3 zone except that the following <b>uses/regulations</b> shall apply:			
<b>Regulations</b>			
4.15.3.XX.1	Ninth Line will be deemed the <b>front lot line</b> for BLD A and BLD B		
4.15.3.XX.2	Maximum <b>Floor Space Index – Apartment Zone</b>	2.2	
4.15.3.XX.3	Minimum <b>parking</b> , residential	1.0 per unit	
4.15.3.XX.4	Minimum <b>parking</b> , accessible	3 spaces	
4.15.3.XX.5	Minimum <b>front lot line setback</b>	5.5 m	
4.15.3.XX.6	Minimum <b>exterior lot line setback</b>	5.0 m	
4.15.3.XX.7	Minimum <b>setback</b> from waste enclosure/loading to private road	8.8 m	
4.15.3.XX.8	Minimum depth of a <b>landscape buffer</b> abutting a <b>lot line</b> that is a <b>street line</b>	3.0 m	
4.15.3.XX.9	All site development plans shall comply with Schedule RA3-xx of this Exception		

2. By-law Number 0225-2007, as amended, is further amended by adding the following Exception Table: BLD C+D

4.15.4.XX	Exception: RA3-xx	Map # xx	By-law:
In a RA3-xx zone the permitted <b>uses</b> and applicable regulations shall be as specified for a RA3 zone except that the following <b>uses/regulations</b> shall apply:			
<b>Regulations</b>			
4.15.4.XX.1	CEC Road B will be deemed the <b>front lot line</b> for BLD C and CEC Road A will be deemed the <b>front lot line</b> for BLD D		
4.15.4.XX.2	Maximum <b>Floor Space Index – Apartment Zone</b>	2.6	
4.15.4.XX.3	Minimum <b>parking</b> , residential	1.0 per unit	
4.15.4.XX.4	Minimum <b>parking</b> , accessible	3 spaces	
4.15.4.XX.5	Minimum <b>front lot line setback</b>	5.5 m	
4.15.4.XX.6	Minimum <b>exterior lot line setback</b>	6.0 m	
4.15.4.XX.7	Minimum <b>setback</b> from waste enclosure/loading to private road	8.8 m	
4.15.4.XX.8	Minimum depth of a <b>landscape buffer</b> abutting a <b>lot line</b> that is a <b>street line</b>	3.1 m	
4.15.4.XX.9	All site development plans shall comply with Schedule RA3-xx of this Exception		

3. By-law Number 0225-2007, as amended, is further amended by adding the following Exception Table: BLD E+F

4.15.5.XX	Exception: RA2-xx	Map # xx	By-law:
In a RA2-xx zone the permitted <b>uses</b> and applicable regulations shall be as specified for a RA2 zone except that the following <b>uses</b> /regulations shall apply:			
<b>Regulations</b>			
4.15.5.XX.1	Ninth Line will be deemed the <b>front lot line</b> for BLD E and F		
4.15.5.XX.2	Maximum <b>Floor Space Index – Apartment Zone</b>	2.4	
4.15.5.XX.3	Minimum <b>parking</b> , residential	1.0 per unit	
4.15.5.XX.4	Minimum <b>front lot line setback</b>	5.0 m	
4.15.5.XX.5	Minimum <b>exterior lot line setback</b>	5.0 m	
4.15.5.XX.6	Minimum <b>landscaped area</b>	26%	
4.15.5.XX.7	Minimum <b>Amenity area</b>	4.0 m <sup>2</sup> per unit	
4.15.5.XX.8	Minimum <b>Amenity area</b> provided in one contiguous area	500 m <sup>2</sup>	
4.15.5.XX.9	All site development plans shall comply with Schedule RA3-xx of this Exception		



4. By-law Number 0225-2007, as amended, is further amended by adding the following Exception Table: TOWNHOUSE 1+2

4.15A.2.1	Exception: RM11-xx	Map # xx	By-law:
In a RM11-1 zone the permitted <b>uses</b> and applicable regulations shall be as specified for a RM11 zone except that the following <b>uses/regulations</b> shall apply:			
<b>Regulations</b>			
4.14A.2.1.1	CEC Road A will be deemed the <b>front lot line</b>		
4.14A.2.1.2	Minimum <b>Lot Frontage – CEC - corner lot</b>		7.2 m
4.14A.2.1.3	Minimum <b>front yard - interior lot/CEC - corner lot</b>		2.0 m
4.14A.2.1.4	Minimum setback to <b>Exterior Side Lot Line</b> that is a <b>street line</b>		7.2 m
4.14A.2.1.5	Minimum setback to <b>Interior Side Lot Line</b> that abuts a <b>CEC landscape buffer</b>		2.6 m
4.14A.2.1.6	Minimum setback from a <b>porch</b> , exclusive of stairs, located at and accessible from the <b>first storey</b> to a <b>CEC - sidewalk</b>		2.0 m
4.14A.2.1.7	Minimum setback between a <b>parking space</b> and a <b>street</b>		0.9 m
4.14A.2.1.8	Minimum <b>parking</b> , residential		1.0 per unit
4.14A.2.1.9	Minimum visitor <b>parking</b> , residential		0.2 per unit
4.14A.2.1.10	External heating, air conditioning, home back-up generator shall be located on a second or third <b>storey balcony</b> in the required <b>front yard</b>		
4.14A.2.1.11	<b>CEC - roads</b> and <b>aisles</b> are permitted to be shared with abutting lands zoned RA3-XX		
4.14A.2.1.12	Minimum contiguous <b>CEC - amenity area</b>		<b>TBD</b>
4.14A.2.1.13	All site development plans shall comply with Schedule RM11-xx of this Exception		

5. Map Number 57 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "D" and "PB1" to "RA2-xx", "RA3-xx", "RA3-xx", "RM11-xx", "OS1", and "PB1" the zoning of Part of Lot 1, Concession 9, New Survey, in the City of Mississauga, PROVIDED HOWEVER THAT the "RA2-xx", "RA3-xx", "RA3-xx", "RM11-xx", "OS1", and "PB1" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "RA2-xx", "RA3-xx", "RA3-xx", "RM11-xx", "OS1", and "PB1" zoning indicated thereon.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

## **APPENDIX "A" TO BY-LAW NUMBER \_\_\_\_\_**

### Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit a residential development consisting of 6 apartment buildings with a total of 1246 residential units and 650 square metres of commercial area and 24 back-to-back townhouses on public roads and condominium roads. The development includes a 0.44 hectare public park, a 685 m<sup>2</sup> amenity area, as well as 37 visitor parking spaces.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "D" (Development) to "RA2-XX" (Residential Apartment - Exception), " RA3-XX" (Residential Apartment - Exception), RM11-1" (Back-to-Back Townhouses on a CEC - Road - Exception), "OS1" (Open Space - Park), and "PB1" (Parkway Belt West 1).

"D" permits a building or structure legally existing on the date of passing of this By-law and the existing legal use of such building or structure.

"RA2-xx" permits residential apartment buildings with a maximum FSI of 2.4.

"RA3-xx" permits residential apartment buildings with a maximum FSI of 2.5.

"RM11-xx" permits 24 back-to-back townhouses on private roads with a minimum front yard setback of 5.0 metres to.

A "H" provision will be used to ensure the temporary turning circle remains until the future extension of Street 'A' (Viola Desmond Drive) to the property to the south.

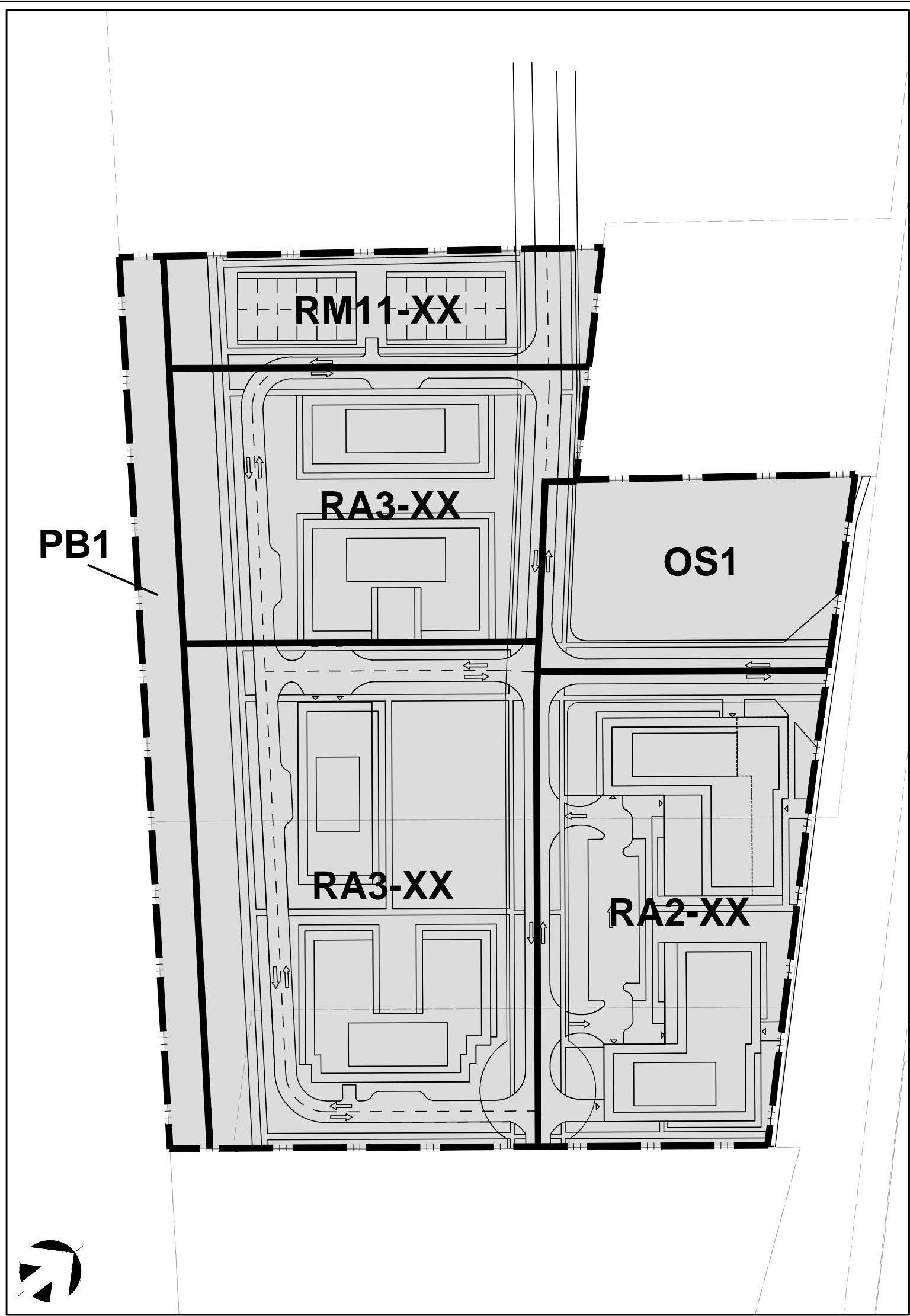
"OS1" permits public parks, parking areas and accessory structures.

### Location of Lands Affected

West side of Ninth Line, north of Eglinton Avenue West, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from Matthew Shilton of the City Planning and Building Department at 905-615-3200 ext. 5299.





PART OF LOT 1  
CONCESSION 9, N.S.  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

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

PRIVATE ROAD "A"

STREET "A" (Viola Desmond Drive)

BUILDING "B"

BUILDING "A"

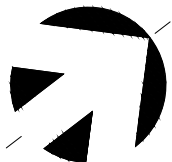
PRIVATE ROAD "A"

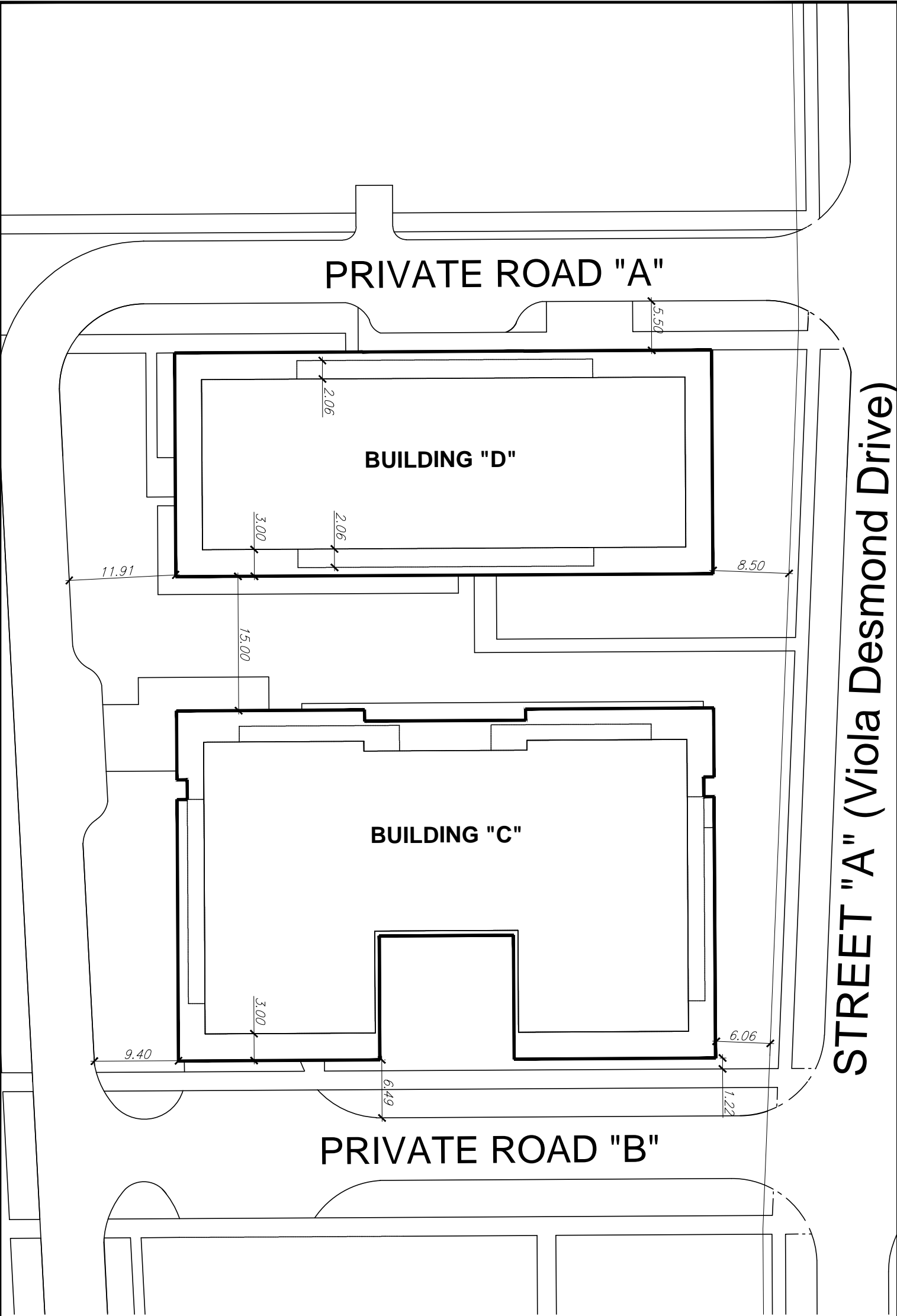
NOTE:  
unless otherwise noted,  
and are minimum setbacks,  
All measurements are in metres

THIS IS SCHEDULE "A-1"

AS ATTACHED BY-LAW \_\_\_\_\_

PASSED BY COUNCIL ON \_\_\_\_\_





NOTE:  
unless otherwise noted,  
and are minimum setbacks,  
All measurements are in metres

THIS IS SCHEDULE "A-2"  
AS ATTACHED BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL ON \_\_\_\_\_



ST "B" (Mahoney Gate)

STREET "A" (Viola Desmond Drive)

NINTH LINE

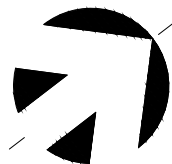
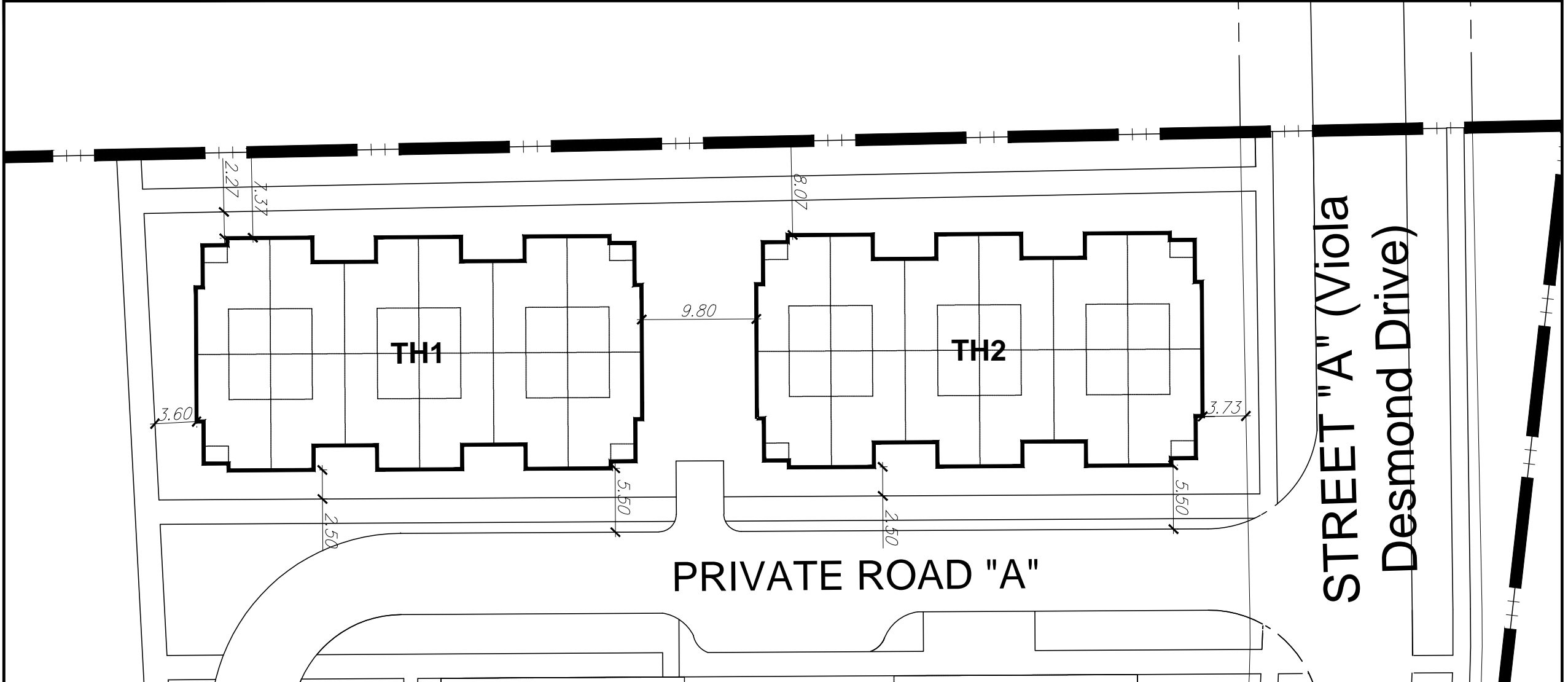
BUILDING "E"

BUILDING "F"

NOTE:  
unless otherwise noted,  
and are minimum setbacks,  
All measurements are in metres

THIS IS SCHEDULE "A-3"  
AS ATTACHED BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL ON \_\_\_\_\_





NOTE:  
 unless otherwise noted,  
 and are minimum setbacks,  
 All measurements are in metres

THIS IS SCHEDULE "A-4"  
 AS ATTACHED BY-LAW \_\_\_\_\_  
 PASSED BY COUNCIL ON \_\_\_\_\_

## APPENDIX VI: ZONING COMPLIANCE MATRICES

Zoning Matrix 1: Res. Apartment 3 (RA3) Zone – for Apartment Buildings (BLD A + B which are Block 2)

Table 4.15.1	RA1-RA5 Zone Regulations	Required RA3 Zone	Provided ( <b>Proposed ZBA</b> )		Clarifications & Rationale for Proposed ZBA (BLD A, B)
			BLD A	BLD B	
	Front lot line – corner lot and Front lot line – through lot	Shortest lot line on public street	Private Road A	Private Road A	Frontage on Private Road A, not public street.
3.0	Lot Frontages (min)	30 m	60 m	70 m	On Private Road
4.0	FSI – Apartment Zone (min)	0.5	2.21		Density to achieve targets for Ninth Line corridor
5.0	FSI – Apartment Zone (max)	1.0			
7.0	Height (max)	38.0 m <sup>(2)</sup> & 12 storeys	37.0 m & 12 storeys	37.0 m & 12 storeys	TBC by Kirkor
8.0	<b>SETBACKS, FRONT &amp; EXTERIOR SIDE YARD</b>				
8.1	For that portion of the dwelling with a height less than or equal to 13.0 m (min)	7.5 m <sup>(3)</sup>	FY 5.6 m; EXT. 3.0 m	FY 7.4 m; EXT. 6.2 m	BLD A. ext. side yard pinch point to temp. turning circle, side of building at 5.0 m along Street A.
8.2	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m (min)	8.5 m <sup>(3)</sup>	FY 8.6 m; EXT. 6.0 m	FY 8.7 m; EXT. 9.2 m	
8.3	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m (min)	9.5 m <sup>(3)</sup>	FY 8.6 m; EXT. 6.0 m	FY 8.7 m; EXT. 9.2 m	BLD B. ext. side yard to private road. Setback to Sidewalk at 0m
8.4	For that portion of the dwelling with a height greater than 26.0 m (min)	10.5 m <sup>(3)</sup>	FY 8.6 m; EXT. 6.0 m	FY 8.7 m; EXT. 9.2 m	
9.0	<b>SETBACKS, INTERIOR SIDE YARD</b>				
9.5	Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof (min)	4.5 m <sup>(3)</sup>	7.5 m	7.5 m	abuts Apartment zone
10.0	<b>SETBACKS, REAR YARD</b>				
10.5	Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof (min)	4.5 m <sup>(3)</sup>	n/a	40.0 m	BLD A: rear yard abuts Apartment zone (BLD B)
11.0	<b>ENCROACHMENTS &amp; PROJECTIONS</b>				
11.1	Encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard (max)	1.0 m	< 1.0	n/a	Kirkor to provide
11.2	Encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a max width of 6.0 m (max)	1.8 m	n/a	n/a	Kirkor to provide
11.3	Projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects (max)	1.0 m	n/a	n/a	Kirkor to provide
12.0	<b>ABOVE GRADE SEPARATION BETWEEN BUILDINGS</b>				



Table 4.15.1	RA1-RA5 Zone Regulations	Required RA3 Zone	Provided ( <b>Proposed ZBA</b> )		Clarifications & Rationale for Proposed ZBA (BLD A, B)
			BLD A	BLD B	
12.1	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m (min)	3.0 m	15 m	15 m	
12.2	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m (min)	9.0 m	21 m	21 m	
12.3	For that portion of the dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m (min)	12.0 m	21 m	21 m	
12.4	For that portion of the dwelling with a <b>height</b> greater than 26.0 m (min)	15.0 m	21 m	21 m	
13.0	<b>PARKING, LOADING, SERVICING AREA AND PARKING STRUCTURES</b>	REQUIRED			
13.1	<b>Parking Spaces</b> (min) – Residential and Non-Residential	<sup>(4)</sup> Refer to Table 3.1.2.1	1.0 per unit (656 spaces) + visitors 0.2/unit (105 spaces)		Shared parking underground. Refer to Parking Justification Report.
	<b>Accessible Parking Space</b> Table 3.1.3.1	1 + 3% (101-200)	3		Shared with BLD A and B
13.2	Setback from surface <b>parking spaces</b> or <b>aisles</b> to a <b>street line</b> (min)	4.5 m	n/a	n/a	No surface parking
13.3	Setback from surface <b>parking spaces</b> or <b>aisles</b> to any other <b>lot line</b> (min)	3.0 m	n/a	n/a	No surface parking
13.4	Setback from a <b>parking structure</b> above or partially above finished grade to any to any <b>lot line</b> (min)	7.5 m	n/a	n/a	No above ground parking proposed
13.5	Setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any <b>lot line</b> (min)	3.0 m	3.0 m	3.0 m	
13.6	Setback from a waste enclosure/loading area to a <b>street line</b> (min)	10.0 m	8.9 m	8.9 m	Enclosed to Private Road 'B'
14.0	<b>CONDOMINIUM ROADS AND AISLES</b>				
14.1	<b>Condominium roads</b> and <b>aisles</b> are permitted to be shared with abutting lands zoned to permit <b>back to back</b> and <b>stacked townhouses, townhouses, or apartments</b> , or any combination thereof	Yes	Yes	Yes	Shared with back-to-back townhouses
15.0	<b>LANDSCAPED AREA, LANDSCAPED BUFFER AND AMENITY AREA</b>				
15.1	<b>Landscaped area</b> (min)	40 % of lot area	125% (17,400m <sup>2</sup> )		Shared with BLD A,B,C,D
15.2	Depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or a Res. Zone with the exception of an <b>Apartment Zone</b> (min)	4.5 m <sup>(6)</sup>	3.0 m	3.0 m	Abutting apartment zone and lands zoned 'D' to the south.
15.3	Depth of a <b>landscaped buffer</b> along any other <b>lot line</b> (min)	3.0 m <sup>(5)(6)</sup>	3.0 m	3.0 m	
15.4	<b>Amenity area</b> (min)	Greater of 5.6 m <sup>2</sup> per <b>dwelling unit</b> or 10% of the site area	5.7 m <sup>2</sup> per unit		1518 m <sup>2</sup> POPS area + 3,857 m <sup>2</sup> for BLD A, B, C, D (937 units)
15.5	Total required <b>Amenity area</b> to be provided in one contiguous area (min)	50 %			Shared with BLD A,B provided in two continuous areas
15.6	<b>Amenity area</b> to be provided outside at grade (min)	55.0 m <sup>2</sup>	5,375 m <sup>2</sup>		Shared with BLD A,B,C,D

**Zoning Matrix 2: Res. Apartment 3 (RA3) Zone – for Apartment Buildings** (BLD C + D which are part of Block 1)

Table 4.15.1	RA1-RA5 Zone Regulations	Required RA2	Provided ( <b>Proposed ZBA</b> )		Clarifications & Rationale for Proposed ZBA (BLD C, D)
			BLD C	BLD D	
	<b>Front lot line – corner lot and Front lot line – through lot</b>	Shortest lot line on public street	Private Road B	Private Road A	Frontage on Private Road B & A, not public street.
3.0	Lot Frontages (min)	30 m	75 m	80 m	On Private Road A
4.0	FSI – Apartment Zone (min)	0.5	2.51		Density to achieve targets for Ninth Line corridor
5.0	FSI – Apartment Zone (max)	1.0			
7.0	Height (max)	38.0 m <sup>(2)</sup> & 12 storeys	37.0 m & 12 storeys	31.1 m & 10 storeys	
8.0	<b>SETBACKS, FRONT &amp; EXTERIOR SIDE YARD</b>				
8.1	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m (min)	7.5 m <sup>(3)</sup>	FY 6.4 m; EXT. 6.0 m	FY 5.5 m; EXT. 8.5 m	BLD C front yard to sidewalk 1.2 m, building to private road B is 6.45 m
8.2	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m (min)	8.5 m <sup>(3)</sup>	FY 9.4 m; EXT. 9.0 m	FY 8.5 m; EXT. 11.5 m	BLD D. front yard to sidewalk 0m
8.3	For that portion of the dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m (min)	9.5 m <sup>(3)</sup>	FY 9.4 m; EXT. 9.0 m	FY 8.5 m; EXT. 11.5 m	Stepback of 3.0 m at 6 <sup>th</sup> floor
8.4	For that portion of the dwelling with a <b>height</b> greater than 26.0 m (min)	10.5 m <sup>(3)</sup>	FY 9.4 m; EXT. 9.0 m	FY 8.5 m; EXT. 11.5 m	
9.0	<b>SETBACKS, INTERIOR SIDE YARD</b>				
9.5	Where an <b>interior side lot line</b> , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof (min)	4.5 m <sup>(3)</sup>	9.4 m	11.9 m	abuts Apartment zone and/or Transitway Corridor (PB1 zone)
10.0	<b>SETBACKS, REAR YARD</b>				
10.5	Where a <b>rear lot line</b> , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof (min)	4.5 m <sup>(3)</sup>	7.5 m	7.5 m	abuts Apartment zone (separation between BLD C & D)
11.0	<b>ENCROACHMENTS &amp; PROJECTIONS</b>				
11.1	Encroachment of a <b>balcony</b> located above the <b>first storey</b> , sunroom, window, <b>chimney</b> , pilaster, cornice, balustrade or roof eaves into a required <b>yard</b> (max)	1.0 m	n/a	n/a	
11.2	Encroachment into a required <b>yard</b> of a <b>porch</b> , <b>balcony</b> located on the <b>first storey</b> , staircase, landing or awning, provided that each shall have a max width of 6.0 m (max)	1.8 m	n/a	n/a	
11.3	Projection of a <b>balcony</b> located above the <b>first storey</b> measured from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects (max)	1.0 m	n/a	n/a	
12.0	<b>ABOVE GRADE SEPARATION BETWEEN BUILDINGS</b>				
12.1	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m (min)	3.0 m	15.0 m	15.0 m	

Table 4.15.1	RA1-RA5 Zone Regulations	Required RA2	Provided ( <b>Proposed ZBA</b> )		Clarifications & Rationale for Proposed ZBA (BLD C, D)
			BLD C	BLD D	
12.2	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m (min)	9.0 m	15.0 m	15.0 m	
12.3	For that portion of the dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m (min)	12.0 m	21.5 m	21.5 m	<i>Stepback / terrace at level 6</i>
12.4	For that portion of the dwelling with a <b>height</b> greater than 26.0 m (min)	15.0 m	21.5 m	21.5 m	<i>Stepback / terrace at level 6</i>
13.0	<b>PARKING, LOADING, SERVICING AREA AND PARKING STRUCTURES</b>	REQUIRED			
13.1	<b>Parking Spaces</b> (min) – Residential and Non-Residential	<sup>(4)</sup> Refer to Table 3.1.2.1	<b>1.0 per unit (412 spaces) + visitors 0.2/unit (83 spaces)</b>		<i>Shared parking underground for BLD C + D + Townhouses. Refer to Parking Justification Report.</i>
	<b>Accessible Parking Space</b> Table 3.1.3.1	4% total (13-100)	<b>3</b>		<i>Shared with BLD C and D</i>
13.2	Setback from surface <b>parking spaces</b> or <b>aisles</b> to a <b>street line</b> (min)	4.5 m	n/a	n/a	<i>No surface parking</i>
13.3	Setback from surface <b>parking spaces</b> or <b>aisles</b> to any other <b>lot line</b> (min)	3.0 m	n/a	n/a	<i>No surface parking</i>
13.4	Setback from a <b>parking structure</b> above or partially above finished grade to any to any <b>lot line</b> (min)	7.5 m	n/a	n/a	<i>No above ground parking proposed</i>
13.5	Setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any <b>lot line</b> (min)	3.0 m	3.0 m	3.0 m	
13.6	Setback from a waste enclosure/loading area to a <b>street line</b> (min)	10.0 m	<b>8.9 m</b>	<b>8.9 m</b>	<i>Enclosed to Private Road 'B'</i>
13.7	Setback from a waste enclosure/loading area to a zone permitting <b>detached</b> and/or <b>semi-detached</b> (min)	10.0 m	n/a	n/a	
14.0	<b>CONDOMINIUM ROADS AND AISLES</b>				
14.1	<b>Condominium roads</b> and <b>aisles</b> are permitted to be shared with abutting lands zoned to permit <b>back to back</b> and <b>stacked townhouses, townhouses, or apartments</b> , or any combination thereof	Yes	Yes	Yes	<i>Shared with B2B units and apartments</i>
15.0	<b>LANDSCAPED AREA, LANDSCAPED BUFFER AND AMENITY AREA</b>				
15.1	<b>Landscaped area</b> (min)	40 % of lot area	125% (17,400m <sup>2</sup> )		<i>Shared with BLD A,B,C,D</i>
15.2	Depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or a Res. Zone with the exception of an <b>Apartment Zone</b> (min)	4.5 m <sup>(6)</sup>	<b>3.1 m</b>	<b>3.4 m</b>	
15.3	Depth of a <b>landscaped buffer</b> along any other <b>lot line</b> (min)	3.0 m <sup>(5)(6)</sup>	3.0 m	3.0 m	
15.4	<b>Amenity area</b> (min)	Greater of 5.6 m <sup>2</sup> per <b>dwelling unit</b> or 10% of the site area	5.7 m <sup>2</sup> per unit		<i>1518 m<sup>2</sup> POPS area + 3,857 m<sup>2</sup> for BLD A, B, C, D (937 units)</i>
15.5	Total required <b>Amenity area</b> to be provided in one contiguous area (min)	50 %			<i>Shared with BLD C + D</i>
15.6	<b>Amenity area</b> to be provided outside at grade (min)	55.0 m <sup>2</sup>	212.0 m <sup>2</sup>	450.0 m <sup>2</sup>	



**Zoning Matrix 3: Res. Apartment 2 (RA2) Zone – for Apartment Buildings** (BLD E & F which are in Block 3)

Table 4.15.1	RA1-RA5 Zone Regulations	Required RA2 Zone	Provided ( <b>Proposed ZBA</b> )		Clarifications & Rationale for Proposed ZBA (BLD E, F)
			BLD E	BLD F	
Defn.	Front lot line – corner lot and Front lot line – through lot	Shortest lot line on public street	Ninth Line	Ninth Line	There are 3 public roads, with Street B as shortest.
3.0	Lot Frontages (min)	30 m	69 m	73 m	Frontage on Ninth Line
4.0	FSI – Apartment Zone (min)	0.5	2.34		Density to achieve targets for Ninth Line corridor
5.0	FSI – Apartment Zone (max)	1.0			
7.0	Height (max)	38.0 m <sup>(2)</sup> & 12 storeys	20.2 m & 6 storeys	25.2 m & 8 storeys	
8.0	<b>SETBACKS, FRONT &amp; EXTERIOR SIDE YARD</b>				
8.1	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m (min)	7.5 m <sup>(3)</sup>	FY 4.9 m; EXT. 5.0 m	FY 5.1 m; EXT. n/a	BLD E front yard at pinch point, Ext. Side yard at 5.0m, but 2.0m to daylight triangle (15mx15m)
8.2	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m (min)	8.5 m <sup>(3)</sup>	FY 4.9 m; EXT. 5.0 m	FY 5.1 m; EXT. n/a	
8.3	For that portion of the dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m (min)	9.5 m <sup>(3)</sup>	FY 7.9 m; EXT. 8.0 m	FY 8.1 m; EXT. n/a	BLD F at pinch point Stepback of 3.0 m at 6 <sup>th</sup> floor
9.0	<b>SETBACKS, INTERIOR SIDE YARD</b>				
9.5	Where an <b>interior side lot line</b> , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof (min)	4.5 m <sup>(3)</sup>	7.5 m	7.5 m	abuts Apartment zone
10.0	<b>SETBACKS, REAR YARD</b>				
10.5	Where a <b>rear lot line</b> , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof (min)	4.5 m <sup>(3)</sup>	11.7 m	11.7 m	BLD F measured to ultimate ROW (3.0 m to temp. turning circle)
11.0	<b>ENCROACHMENTS &amp; PROJECTIONS</b>				
11.1	Encroachment of a <b>balcony</b> located above the <b>first storey</b> , sunroom, window, <b>chimney</b> , pilaster, cornice, balustrade or roof eaves into a required <b>yard</b> (max)	1.0 m	n/a	n/a	
11.2	Encroachment into a required <b>yard</b> of a <b>porch</b> , <b>balcony</b> located on the <b>first storey</b> , staircase, landing or awning, provided that each shall have a max width of 6.0 m (max)	1.8 m	n/a	n/a	
11.3	Projection of a <b>balcony</b> located above the <b>first storey</b> measured from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects (max)	1.0 m	n/a	n/a	
12.0	<b>ABOVE GRADE SEPARATION BETWEEN BUILDINGS</b>				
12.1	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m (min)	3.0 m	15 m	15 m	
12.2	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m (min)	9.0 m	15 m	15 m	

Table 4.15.1	RA1-RA5 Zone Regulations	Required RA2 Zone	Provided ( <b>Proposed ZBA</b> )		Clarifications & Rationale for Proposed ZBA ( <b>BLD E, F</b> )
			BLD E	BLD F	
12.3	For that portion of the dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m (min)	12.0 m	21 m	21 m	
13.0	<b>PARKING, LOADING, SERVICING AREA AND PARKING STRUCTURES</b>	REQUIRED			
13.1	<b>Parking Spaces</b> (min) – Residential and Non-Residential	<sup>(4)</sup> Refer to Table 3.1.2.1 and Table 3.1.2.3 for MU Shared Parking Formula	<b>1.0 per unit (309 spaces) + visitors 0.2/unit (62 spaces) + commercial (35 spaces)</b>		<i>Shared parking underground. Refer to Parking Justification Report. Commercial at 5.4 spaces per 100 m<sup>2</sup> GFA - non-residential</i>
	<b>Accessible Parking Space</b> Table 3.1.3.1	1 + 3% (101-200)	8 total (6 visitor + 2 commercial)		<i>Additional accessible spaces for BLD A,B,C,D</i>
13.2	Setback from surface <b>parking spaces</b> or <b>aisles</b> to a <b>street line</b> (min)	4.5 m	6.5 m	6.5 m	<i>To Street A (rear)</i>
13.3	Setback from surface <b>parking spaces</b> or <b>aisles</b> to any other <b>lot line</b> (min)	3.0 m	n/a	n/a	
13.4	Setback from a <b>parking structure</b> above or partially above finished grade to any to any <b>lot line</b> (min)	7.5 m	n/a	n/a	
13.6	Setback from a waste enclosure/loading area to a <b>street line</b> (min)	10.0 m	12.3 m	12.3 m	
15.0	<b>LANDSCAPED AREA, LANDSCAPED BUFFER AND AMENITY AREA</b>				
15.1	<b>Landscaped area</b> (min)	40 % of lot area	<b>26 % (4,287 m<sup>2</sup>)</b>		<i>Shared with BLD E &amp; F</i>
15.2	Depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or a Res. Zone with the exception of an <b>Apartment Zone</b> (min)	4.5 m <sup>(6)</sup>	5.0 m	5.0 m	
15.3	Depth of a <b>landscaped buffer</b> along any other <b>lot line</b> (min)	3.0 m <sup>(5)(6)</sup>	n/a	8.8 m	
15.4	<b>Amenity area</b> (min)	Greater of 5.6 m <sup>2</sup> per <b>dwelling unit</b> or 10% of the site area	<b>4.0 m<sup>2</sup> per dwelling unit</b>		<i>1,260 m<sup>2</sup> Shared BLD E &amp; F is greater than 10% of site area</i>
15.5	Total required <b>Amenity area</b> to be provided in one contiguous area (min)	50 %	<b>500 m<sup>2</sup></b>		
15.6	<b>Amenity area</b> to be provided outside at grade (min)	55.0 m <sup>2</sup>	263 m <sup>2</sup>	500 m <sup>2</sup>	

**FOOTNOTES to RA ZONE TABLES:**

(3) See also Subsection 4.1.7 and 4.1.8 of this By-law. (*Setbacks to Railway ROW & Greenlands = n/a*)

(4) See Part 3 of this By-law. (*Parking Requirement Regulations = refer to Table 3.1.2.1*)

(5) See also Article 4.1.15.4 of this By-law. (*Reduced Landscaped Buffer = for abutting properties with zoning to permit **apartment buildings** may be reduced to 0.0 m for that portion of the common **lot line** where there are shared driveways and/or aisles.*)

(6) See also Subsection 2.1.25 of this By-law. (*Reduced Landscaped Buffer = to sight triangle or a 0.3 m reserve that abuts a sight triangle may be reduced to 0.0 m; or is not required for portion of a shared property line where a driveway, condo road, aisle or parking area are shared with the abutting lands.*)

**Zoning Matrix 5: RM11 – for Back-to-Back Townhouses on a CEC Road (Townhouse BUILDINGS 1 & 2)**

Table 4.14.1	RM11 ZONE (Back-to-Back Townhouses) Zone Regulations	RM11 Required	Provided & Proposed		Clarifications & Rationale for B2B Towns (BLD 1 & 2)
			BLD 1	BLD 2	
Defn.	Front lot line – corner lot and Front lot line – through lot		Private Road A	Private Road A	Frontages for both townhouse buildings on Private Road A
2.1	Back to back townhouses on a CEC - road	Permitted <sup>(1)</sup>	Yes	Yes	On condominium road
3.1	Lot Frontage – Interior Lot (min)	5.0 m	6.3 m	6.3 m	
3.2	Lot Frontage – CEC - corner Lot (min)	8.3 m	8.9 m	7.2 m	BLD 2 to Street A
4.0	Dwelling Unit Width (min)	5.0 m <sup>(2)</sup>	6.3 m	6.3 m	
5.2	Dwelling Height – Flat Roof (max)	11.0 m <sup>(9)</sup> & 3 storeys	9.6 m & 3 storeys	9.6 m & 3 storeys	
6.0	MINIMUM FRONT YARD				
6.1	Interior lot / CEC – corner lot (min)	4.5 m <sup>(3)</sup>	2.0 m	2.0 m	5.0 m to Private Road A. 2.0m to sidewalk
6.2	Minimum setback from a garage face to a street, CEC - road or CEC - sidewalk (min)	6.0 m	n/a	n/a	All parking u/g
7.0	MINIMUM EXTERIOR SIDE YARD				
7.1	Lot with an Exterior Side Lot Line that is street line (min)	7.5 m <sup>(3)</sup>	n/a	7.2 m	
7.2	Minimum setback from a garage face to a street, CEC - road or CEC - sidewalk (min)	7.5 m <sup>(3)</sup>	n/a	n/a	
8.0	MINIMUM INTERIOR SIDE YARD				
8.1	Attached side (min)	0.0 m	0.0 m	0.0 m	
8.2	Unattached side (min)	1.5 m <sup>(3)</sup>	4.9 m	4.9 m	
8.3	Where interior side lot line abuts a CEC – landscape buffer (min)	4.5 m	2.6 m	n/a	At pinch point to multi-use trail.
9.0	ENCROACHMENTS, PROJECTIONS AND INTERNAL SETBACKS				
9.1	Encroachment of an awning, window, chimney, pilaster or corbel, window well into the required front and exterior side yards (max)	0.6 m <sup>(3)</sup>	n/a	n/a	
9.2	Projection of a balcony or deck, exclusive of stairs, from the outermost face or faces of the building (max)	2.0 m	2.0 m	2.0 m	
9.3	Setback from a lot with any side lot line abutting a CEC – road (min)	4.5 m	n/a	n/a	
9.4	Setback from a lot with any side lot line abutting a CEC – sidewalk (min)	1.5 m	n/a	n/a	BLD 1 to Multi-use Trail, BLD 2 to public sidewalk
9.5	Setback from a porch, exclusive of stairs, located at and accessible from the first storey to a CEC - road, sidewalk or parking space (min)	2.5 m	2.0 m	2.0 m	2.0 m to CEC sidewalk, and 5.0 m to Private Road
9.6	Setback from a side wall of a building to a CEC - road, sidewalk or parking space (min)	3.0 m	n/a	n/a	
9.7	Setback of a building to a CEC - amenity area (min)	1.5 m	n/a	n/a	CEC amenity area TBC
9.8	Setback between a parking space and a street (min)	3.0 m	0.9 m	0.9 m	Loading space to Private Road A



Table 4.14.1	RM11 ZONE (Back-to-Back Townhouses) Zone Regulations	RM11 Required	Provided & Proposed		Clarifications & Rationale for B2B Towns (BLD 1 & 2)
			BLD 1	BLD 2	
10	ATTACHED GARAGE, PARKING AND DRIVEWAY				
10.2	Parking spaces (min), per unit	2 <sup>(5)</sup>	1.0	1.0	Shared parking underground with BLD C + D
10.3	Visitor parking spaces (min), per unit	0.25 <sup>(6)</sup>	0.2	0.2	underground parking with BLD C+D
10.4	Driveway width (max)	2.6 m <sup>(7)</sup>	n/a		
11	LANDSCAPED AREA AND PRIVATE OUTDOOR SPACE				
11.1	Required Landscaped Soft Area per lot (min)	3.0 m <sup>2</sup>	3.1 m <sup>2</sup>	3.1 m <sup>2</sup>	
11.2	Contiguous private outdoor space per lot (min)	6.0 m <sup>2</sup>	12.6 m <sup>2</sup>	12.6 m <sup>2</sup>	
11.3	Setback of a rooftop amenity space from all exterior edges of a building within 7.5 m, or less, of a zone which permits detached dwellings and/or semi-detached (min)	1.0 m	n/a	n/a	
12	CEC – ROAD, AISLES, SIDEWALKS, LANDSCAPED AND AMENITY AREAS				
12.1	Width of a CEC -road (min)	7.0 m <sup>(8)</sup>	7.0 m	7.0 m	
12.2	Width of a CEC -road with an abutting parallel visitor parking space (min)	6.0 m <sup>(8)</sup>	n/a	n/a	
12.4	Width of a sidewalk traversed by a driveway (min)	2.0 m	2.1 m	2.1 m	Loading Space (not driveway)
12.5	Width of a sidewalk not traversed by a driveway (min)	1.5 m	2.1 m	2.1 m	
12.6	CEC - landscaped buffer abutting any side and rear lot line (min)	3.0 m	3.0 m	3.0 m	
12.7	Contiguous CEC - amenity area (min) – The Greater of:	2.8 m <sup>2</sup> per dwelling unit or 5% of lot area <sup>(11)</sup>	TBC		

#### Footnotes to RM11 Zoning Table

- (1) Common elements are permitted within a common element condominium corporation.
- (2) Measured from the exterior of outside walls and the midpoint of interior walls.
- (3) See also Subsections 4.1.7 and 4.1.8 of this By-law. (Setbacks to Greenland Zones) = N/A.
- (4) See also Subsection 4.1.12 of this By-law.
- (5) See also Part 3 of this By-law. (Parking Regulations)
- (6) See also Article 4.1.14.1 of this By-law.
- (7) See also Article 4.1.9.1 of this By-law. (Driveways and Parking Regulations)
- (8) See also Article 4.1.14.2 of this By-law.
- (9) The calculation of height shall be exclusive of structures for rooftop access, provided that the structure has a maximum height of 3.0 m; a maximum floor area of 20.0 m<sup>2</sup>; and it is set back a minimum of 3.0 m from the exterior edge of the building.
- (10) Measured to the highest ridge of a sloped roof.
- (11) Excludes private outdoor space.

**PARKING REGULATIONS**

	Parking Regulations	Required	Provided & Proposed	Clarifications & Rationale for Proposed ZBA
<b>Table 3.1.2.1</b>	<b>RESIDENTIAL PARKING</b>			
2.0	Condominium <b>Apartment</b> (min) 1.0 res space / studio unit 1.25 res space / one-bedroom unit 1.40 res space / two-bedroom unit 1.75 res space / three-bedroom unit 0.20 visitor spaces per unit		1.0 space per unit + 0.2 per visitor	Refer to Parking Study and TDM measures
3.0	Rental <b>Apartment</b> (min) 1.0 res space / studio unit 1.18 res space / one-bedroom unit 1.36 res space / two-bedroom unit 1.50 res space / three-bedroom unit 0.20 visitor spaces per unit		1.0 space per unit + 0.2 per visitor	Refer to Parking Study and TDM measures. Shared with Retail/Commercial for Mixed Use Building E
<b>Table 3.1.2.2</b>	<b>NON-RESIDENTIAL PARKING</b>			
41.1	Retail Store	5.4 spaces / 100 m2 GFA non-residential (35.1 space)	35 spaces at surface	650.30 m2 Retail Use Area, shared parking for MU building E
<b>Table 3.1.2.3</b>	<b>MIXED USE BUILDINGS PARKING</b>			
	A shared parking formula may be used for the calculation of required parking for a mixed use development		BLD E	Building E refer to Parking Justification Report
<b>Table 3.1.3.1</b>	<b>ACCESSIBLE PARKING SPACES</b>			
3.0	Non-Residential Parking Spaces (min), where Total Required is 13-100 spaces	4% of total required Non-Res (2 spaces)	2 (surface)	Based on 35 non-res. parking spaces
3.0	Residential Visitor Parking Spaces (min), where Required is 201-1000 spaces	2 + 2% of Total required Res Vis. (8 spaces)	42 spaces (u/g)	Based on a Total 254 visitor parking spaces provided (0.2 / unit)
<b>Table 3.1.4.3</b>	<b>LOADING SPACES FOR NON-RESIDENTIAL GFA OF BUILDING</b>			
3.0	Greater than 250 m <sup>2</sup> but less than or equal to 2,350 m <sup>2</sup> (min)	1 space	1 retail/res + 3 res	Shared Loading Area for BLD A+B; and shared for BLD C+D+TH1+TH2.

**Footnotes: Zoning Definitions**

3.1.1.1.4 Rounding for **non-residential** parking spaces and/or loading spaces = fractions < 0.5 shall be rounded down and fractions equal to or greater than 0.5 shall be rounded up to the nearest number. For accessible parking spaces, all fractions are rounded up to the nearest whole number. (0190-2014)

3.1.1.1.5 Rounding of **residential parking**, the appropriate resident and/or visitor rate or ratio shall be calculated for each component, then rounded. Fractions of less than 0.5 shall be rounded down to the nearest whole number. Fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number. (0379-2009).

## APPENDIX VI: ZONING COMPLIANCE MATRICES

Zoning Matrix 1: Res. Apartment 3 (RA3) Zone – for Apartment Buildings (BLD A + B which are Block 2)

Table 4.15.1	RA1-RA5 Zone Regulations	Required RA3 Zone	Provided ( <b>Proposed ZBA</b> )		Clarifications & Rationale for Proposed ZBA (BLD A, B)
			BLD A	BLD B	
	Front lot line – corner lot and Front lot line – through lot	Shortest lot line on public street	Private Road A	Private Road A	Frontage on Private Road A, not public street.
3.0	Lot Frontages (min)	30 m	60 m	70 m	On Private Road
4.0	FSI – Apartment Zone (min)	0.5	2.21		Density to achieve targets for Ninth Line corridor
5.0	FSI – Apartment Zone (max)	1.0			
7.0	Height (max)	38.0 m <sup>(2)</sup> & 12 storeys	37.0 m & 12 storeys	37.0 m & 12 storeys	TBC by Kirkor
8.0	<b>SETBACKS, FRONT &amp; EXTERIOR SIDE YARD</b>				
8.1	For that portion of the dwelling with a height less than or equal to 13.0 m (min)	7.5 m <sup>(3)</sup>	FY 5.6 m; EXT. 3.0 m	FY 7.4 m; EXT. 6.2 m	BLD A. ext. side yard pinch point to temp. turning circle, side of building at 5.0 m along Street A.
8.2	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m (min)	8.5 m <sup>(3)</sup>	FY 8.6 m; EXT. 6.0 m	FY 8.7 m; EXT. 9.2 m	
8.3	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m (min)	9.5 m <sup>(3)</sup>	FY 8.6 m; EXT. 6.0 m	FY 8.7 m; EXT. 9.2 m	BLD B. ext. side yard to private road. Setback to Sidewalk at 0m
8.4	For that portion of the dwelling with a height greater than 26.0 m (min)	10.5 m <sup>(3)</sup>	FY 8.6 m; EXT. 6.0 m	FY 8.7 m; EXT. 9.2 m	
9.0	<b>SETBACKS, INTERIOR SIDE YARD</b>				
9.5	Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof (min)	4.5 m <sup>(3)</sup>	7.5 m	7.5 m	abuts Apartment zone
10.0	<b>SETBACKS, REAR YARD</b>				
10.5	Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof (min)	4.5 m <sup>(3)</sup>	n/a	40.0 m	BLD A: rear yard abuts Apartment zone (BLD B)
11.0	<b>ENCROACHMENTS &amp; PROJECTIONS</b>				
11.1	Encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard (max)	1.0 m	< 1.0	n/a	Kirkor to provide
11.2	Encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a max width of 6.0 m (max)	1.8 m	n/a	n/a	Kirkor to provide
11.3	Projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects (max)	1.0 m	n/a	n/a	Kirkor to provide
12.0	<b>ABOVE GRADE SEPARATION BETWEEN BUILDINGS</b>				



Table 4.15.1	RA1-RA5 Zone Regulations	Required RA3 Zone	Provided ( <b>Proposed ZBA</b> )		Clarifications & Rationale for Proposed ZBA (BLD A, B)
			BLD A	BLD B	
12.1	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m (min)	3.0 m	15 m	15 m	
12.2	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m (min)	9.0 m	21 m	21 m	
12.3	For that portion of the dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m (min)	12.0 m	21 m	21 m	
12.4	For that portion of the dwelling with a <b>height</b> greater than 26.0 m (min)	15.0 m	21 m	21 m	
13.0	<b>PARKING, LOADING, SERVICING AREA AND PARKING STRUCTURES</b>	REQUIRED			
13.1	<b>Parking Spaces</b> (min) – Residential and Non-Residential	<sup>(4)</sup> Refer to Table 3.1.2.1	1.0 per unit (656 spaces) + visitors 0.2/unit (105 spaces)		Shared parking underground. Refer to Parking Justification Report.
	<b>Accessible Parking Space</b> Table 3.1.3.1	1 + 3% (101-200)	3		Shared with BLD A and B
13.2	Setback from surface <b>parking spaces</b> or <b>aisles</b> to a <b>street line</b> (min)	4.5 m	n/a	n/a	No surface parking
13.3	Setback from surface <b>parking spaces</b> or <b>aisles</b> to any other <b>lot line</b> (min)	3.0 m	n/a	n/a	No surface parking
13.4	Setback from a <b>parking structure</b> above or partially above finished grade to any to any <b>lot line</b> (min)	7.5 m	n/a	n/a	No above ground parking proposed
13.5	Setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any <b>lot line</b> (min)	3.0 m	3.0 m	3.0 m	
13.6	Setback from a waste enclosure/loading area to a <b>street line</b> (min)	10.0 m	8.9 m	8.9 m	Enclosed to Private Road 'B'
14.0	<b>CONDOMINIUM ROADS AND AISLES</b>				
14.1	<b>Condominium roads</b> and <b>aisles</b> are permitted to be shared with abutting lands zoned to permit <b>back to back</b> and <b>stacked townhouses, townhouses, or apartments</b> , or any combination thereof	Yes	Yes	Yes	Shared with back-to-back townhouses
15.0	<b>LANDSCAPED AREA, LANDSCAPED BUFFER AND AMENITY AREA</b>				
15.1	<b>Landscaped area</b> (min)	40 % of lot area	125% (17,400m <sup>2</sup> )		Shared with BLD A,B,C,D
15.2	Depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or a Res. Zone with the exception of an <b>Apartment Zone</b> (min)	4.5 m <sup>(6)</sup>	3.0 m	3.0 m	Abutting apartment zone and lands zoned 'D' to the south.
15.3	Depth of a <b>landscaped buffer</b> along any other <b>lot line</b> (min)	3.0 m <sup>(5)(6)</sup>	3.0 m	3.0 m	
15.4	<b>Amenity area</b> (min)	Greater of 5.6 m <sup>2</sup> per <b>dwelling unit</b> or 10% of the site area	5.7 m <sup>2</sup> per unit		1518 m <sup>2</sup> POPS area + 3,857 m <sup>2</sup> for BLD A, B, C, D (937 units)
15.5	Total required <b>Amenity area</b> to be provided in one contiguous area (min)	50 %			Shared with BLD A,B provided in two continuous areas
15.6	<b>Amenity area</b> to be provided outside at grade (min)	55.0 m <sup>2</sup>	5,375 m <sup>2</sup>		Shared with BLD A,B,C,D

**Zoning Matrix 2: Res. Apartment 3 (RA3) Zone – for Apartment Buildings** (BLD C + D which are part of Block 1)

Table 4.15.1	RA1-RA5 Zone Regulations	Required RA2	Provided ( <b>Proposed ZBA</b> )		Clarifications & Rationale for Proposed ZBA ( <b>BLD C, D</b> )
			BLD C	BLD D	
	<b>Front lot line – corner lot and Front lot line – through lot</b>	Shortest lot line on public street	Private Road B	Private Road A	Frontage on Private Road B & A, not public street.
3.0	Lot Frontages (min)	30 m	75 m	80 m	On Private Road A
4.0	FSI – Apartment Zone (min)	0.5	2.51		Density to achieve targets for Ninth Line corridor
5.0	FSI – Apartment Zone (max)	1.0			
7.0	Height (max)	38.0 m <sup>(2)</sup> & 12 storeys	37.0 m & 12 storeys	31.1 m & 10 storeys	
8.0	<b>SETBACKS, FRONT &amp; EXTERIOR SIDE YARD</b>				
8.1	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m (min)	7.5 m <sup>(3)</sup>	FY 6.4 m; EXT. 6.0 m	FY 5.5 m; EXT. 8.5 m	BLD C front yard to sidewalk 1.2 m, building to private road B is 6.45 m
8.2	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m (min)	8.5 m <sup>(3)</sup>	FY 9.4 m; EXT. 9.0 m	FY 8.5 m; EXT. 11.5 m	BLD D. front yard to sidewalk 0m
8.3	For that portion of the dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m (min)	9.5 m <sup>(3)</sup>	FY 9.4 m; EXT. 9.0 m	FY 8.5 m; EXT. 11.5 m	Stepback of 3.0 m at 6 <sup>th</sup> floor
8.4	For that portion of the dwelling with a <b>height</b> greater than 26.0 m (min)	10.5 m <sup>(3)</sup>	FY 9.4 m; EXT. 9.0 m	FY 8.5 m; EXT. 11.5 m	
9.0	<b>SETBACKS, INTERIOR SIDE YARD</b>				
9.5	Where an <b>interior side lot line</b> , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof (min)	4.5 m <sup>(3)</sup>	9.4 m	11.9 m	abuts Apartment zone and/or Transitway Corridor (PB1 zone)
10.0	<b>SETBACKS, REAR YARD</b>				
10.5	Where a <b>rear lot line</b> , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof (min)	4.5 m <sup>(3)</sup>	7.5 m	7.5 m	abuts Apartment zone (separation between BLD C & D)
11.0	<b>ENCROACHMENTS &amp; PROJECTIONS</b>				
11.1	Encroachment of a <b>balcony</b> located above the <b>first storey</b> , sunroom, window, <b>chimney</b> , pilaster, cornice, balustrade or roof eaves into a required <b>yard</b> (max)	1.0 m	n/a	n/a	
11.2	Encroachment into a required <b>yard</b> of a <b>porch</b> , <b>balcony</b> located on the <b>first storey</b> , staircase, landing or awning, provided that each shall have a max width of 6.0 m (max)	1.8 m	n/a	n/a	
11.3	Projection of a <b>balcony</b> located above the <b>first storey</b> measured from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects (max)	1.0 m	n/a	n/a	
12.0	<b>ABOVE GRADE SEPARATION BETWEEN BUILDINGS</b>				
12.1	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m (min)	3.0 m	15.0 m	15.0 m	

Table 4.15.1	RA1-RA5 Zone Regulations	Required RA2	Provided ( <b>Proposed ZBA</b> )		Clarifications & Rationale for Proposed ZBA (BLD C, D)
			BLD C	BLD D	
12.2	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m (min)	9.0 m	15.0 m	15.0 m	
12.3	For that portion of the dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m (min)	12.0 m	21.5 m	21.5 m	<i>Stepback / terrace at level 6</i>
12.4	For that portion of the dwelling with a <b>height</b> greater than 26.0 m (min)	15.0 m	21.5 m	21.5 m	<i>Stepback / terrace at level 6</i>
13.0	<b>PARKING, LOADING, SERVICING AREA AND PARKING STRUCTURES</b>	REQUIRED			
13.1	<b>Parking Spaces</b> (min) – Residential and Non-Residential	<sup>(4)</sup> Refer to Table 3.1.2.1	<b>1.0 per unit (412 spaces) + visitors 0.2/unit (83 spaces)</b>		<i>Shared parking underground for BLD C + D + Townhouses. Refer to Parking Justification Report.</i>
	<b>Accessible Parking Space</b> Table 3.1.3.1	4% total (13-100)	<b>3</b>		<i>Shared with BLD C and D</i>
13.2	Setback from surface <b>parking spaces</b> or <b>aisles</b> to a <b>street line</b> (min)	4.5 m	n/a	n/a	<i>No surface parking</i>
13.3	Setback from surface <b>parking spaces</b> or <b>aisles</b> to any other <b>lot line</b> (min)	3.0 m	n/a	n/a	<i>No surface parking</i>
13.4	Setback from a <b>parking structure</b> above or partially above finished grade to any to any <b>lot line</b> (min)	7.5 m	n/a	n/a	<i>No above ground parking proposed</i>
13.5	Setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any <b>lot line</b> (min)	3.0 m	3.0 m	3.0 m	
13.6	Setback from a waste enclosure/loading area to a <b>street line</b> (min)	10.0 m	<b>8.9 m</b>	<b>8.9 m</b>	<i>Enclosed to Private Road 'B'</i>
13.7	Setback from a waste enclosure/loading area to a zone permitting <b>detached</b> and/or <b>semi-detached</b> (min)	10.0 m	n/a	n/a	
14.0	<b>CONDOMINIUM ROADS AND AISLES</b>				
14.1	<b>Condominium roads</b> and <b>aisles</b> are permitted to be shared with abutting lands zoned to permit <b>back to back</b> and <b>stacked townhouses, townhouses, or apartments</b> , or any combination thereof	Yes	Yes	Yes	<i>Shared with B2B units and apartments</i>
15.0	<b>LANDSCAPED AREA, LANDSCAPED BUFFER AND AMENITY AREA</b>				
15.1	<b>Landscaped area</b> (min)	40 % of lot area	125% (17,400m <sup>2</sup> )		<i>Shared with BLD A,B,C,D</i>
15.2	Depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or a Res. Zone with the exception of an <b>Apartment Zone</b> (min)	4.5 m <sup>(6)</sup>	<b>3.1 m</b>	<b>3.4 m</b>	
15.3	Depth of a <b>landscaped buffer</b> along any other <b>lot line</b> (min)	3.0 m <sup>(5)(6)</sup>	3.0 m	3.0 m	
15.4	<b>Amenity area</b> (min)	Greater of 5.6 m <sup>2</sup> per <b>dwelling unit</b> or 10% of the site area	5.7 m <sup>2</sup> per unit		<i>1518 m<sup>2</sup> POPS area + 3,857 m<sup>2</sup> for BLD A, B, C, D (937 units)</i>
15.5	Total required <b>Amenity area</b> to be provided in one contiguous area (min)	50 %			<i>Shared with BLD C + D</i>
15.6	<b>Amenity area</b> to be provided outside at grade (min)	55.0 m <sup>2</sup>	212.0 m <sup>2</sup>	450.0 m <sup>2</sup>	

**Zoning Matrix 3: Res. Apartment 2 (RA2) Zone – for Apartment Buildings** (BLD E & F which are in Block 3)

Table 4.15.1	RA1-RA5 Zone Regulations	Required RA2 Zone	Provided ( <b>Proposed ZBA</b> )		Clarifications & Rationale for Proposed ZBA (BLD E, F)
			BLD E	BLD F	
Defn.	Front lot line – corner lot and Front lot line – through lot	Shortest lot line on public street	Ninth Line	Ninth Line	There are 3 public roads, with Street B as shortest.
3.0	Lot Frontages (min)	30 m	69 m	73 m	Frontage on Ninth Line
4.0	FSI – Apartment Zone (min)	0.5	2.34		Density to achieve targets for Ninth Line corridor
5.0	FSI – Apartment Zone (max)	1.0			
7.0	Height (max)	38.0 m <sup>(2)</sup> & 12 storeys	20.2 m & 6 storeys	25.2 m & 8 storeys	
8.0	<b>SETBACKS, FRONT &amp; EXTERIOR SIDE YARD</b>				
8.1	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m (min)	7.5 m <sup>(3)</sup>	FY 4.9 m; EXT. 5.0 m	FY 5.1 m; EXT. n/a	BLD E front yard at pinch point, Ext. Side yard at 5.0m, but 2.0m to daylight triangle (15mx15m)
8.2	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m (min)	8.5 m <sup>(3)</sup>	FY 4.9 m; EXT. 5.0 m	FY 5.1 m; EXT. n/a	
8.3	For that portion of the dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m (min)	9.5 m <sup>(3)</sup>	FY 7.9 m; EXT. 8.0 m	FY 8.1 m; EXT. n/a	BLD F at pinch point Stepback of 3.0 m at 6 <sup>th</sup> floor
9.0	<b>SETBACKS, INTERIOR SIDE YARD</b>				
9.5	Where an <b>interior side lot line</b> , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof (min)	4.5 m <sup>(3)</sup>	7.5 m	7.5 m	abuts Apartment zone
10.0	<b>SETBACKS, REAR YARD</b>				
10.5	Where a <b>rear lot line</b> , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof (min)	4.5 m <sup>(3)</sup>	11.7 m	11.7 m	BLD F measured to ultimate ROW (3.0 m to temp. turning circle)
11.0	<b>ENCROACHMENTS &amp; PROJECTIONS</b>				
11.1	Encroachment of a <b>balcony</b> located above the <b>first storey</b> , sunroom, window, <b>chimney</b> , pilaster, cornice, balustrade or roof eaves into a required <b>yard</b> (max)	1.0 m	n/a	n/a	
11.2	Encroachment into a required <b>yard</b> of a <b>porch</b> , <b>balcony</b> located on the <b>first storey</b> , staircase, landing or awning, provided that each shall have a max width of 6.0 m (max)	1.8 m	n/a	n/a	
11.3	Projection of a <b>balcony</b> located above the <b>first storey</b> measured from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects (max)	1.0 m	n/a	n/a	
12.0	<b>ABOVE GRADE SEPARATION BETWEEN BUILDINGS</b>				
12.1	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m (min)	3.0 m	15 m	15 m	
12.2	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m (min)	9.0 m	15 m	15 m	



Table 4.15.1	RA1-RA5 Zone Regulations	Required RA2 Zone	Provided ( <b>Proposed ZBA</b> )		Clarifications & Rationale for Proposed ZBA ( <b>BLD E, F</b> )
			BLD E	BLD F	
12.3	For that portion of the dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m (min)	12.0 m	21 m	21 m	
13.0	<b>PARKING, LOADING, SERVICING AREA AND PARKING STRUCTURES</b>	REQUIRED			
13.1	<b>Parking Spaces</b> (min) – Residential and Non-Residential	<sup>(4)</sup> Refer to Table 3.1.2.1 and Table 3.1.2.3 for MU Shared Parking Formula	<b>1.0 per unit (309 spaces) + visitors 0.2/unit (62 spaces) + commercial (35 spaces)</b>		<i>Shared parking underground. Refer to Parking Justification Report. Commercial at 5.4 spaces per 100 m<sup>2</sup> GFA - non-residential</i>
	<b>Accessible Parking Space</b> Table 3.1.3.1	1 + 3% (101-200)	8 total (6 visitor + 2 commercial)		<i>Additional accessible spaces for BLD A,B,C,D</i>
13.2	Setback from surface <b>parking spaces</b> or <b>aisles</b> to a <b>street line</b> (min)	4.5 m	6.5 m	6.5 m	<i>To Street A (rear)</i>
13.3	Setback from surface <b>parking spaces</b> or <b>aisles</b> to any other <b>lot line</b> (min)	3.0 m	n/a	n/a	
13.4	Setback from a <b>parking structure</b> above or partially above finished grade to any to any <b>lot line</b> (min)	7.5 m	n/a	n/a	
13.6	Setback from a waste enclosure/loading area to a <b>street line</b> (min)	10.0 m	12.3 m	12.3 m	
15.0	<b>LANDSCAPED AREA, LANDSCAPED BUFFER AND AMENITY AREA</b>				
15.1	<b>Landscaped area</b> (min)	40 % of lot area	<b>26 % (4,287 m<sup>2</sup>)</b>		<i>Shared with BLD E &amp; F</i>
15.2	Depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or a Res. Zone with the exception of an <b>Apartment Zone</b> (min)	4.5 m <sup>(6)</sup>	5.0 m	5.0 m	
15.3	Depth of a <b>landscaped buffer</b> along any other <b>lot line</b> (min)	3.0 m <sup>(5)(6)</sup>	n/a	8.8 m	
15.4	<b>Amenity area</b> (min)	Greater of 5.6 m <sup>2</sup> per <b>dwelling unit</b> or 10% of the site area	<b>4.0 m<sup>2</sup> per dwelling unit</b>		<i>1,260 m<sup>2</sup> Shared BLD E &amp; F is greater than 10% of site area</i>
15.5	Total required <b>Amenity area</b> to be provided in one contiguous area (min)	50 %	<b>500 m<sup>2</sup></b>		
15.6	<b>Amenity area</b> to be provided outside at grade (min)	55.0 m <sup>2</sup>	263 m <sup>2</sup>	500 m <sup>2</sup>	

**FOOTNOTES to RA ZONE TABLES:**

(3) See also Subsection 4.1.7 and 4.1.8 of this By-law. (*Setbacks to Railway ROW & Greenlands = n/a*)

(4) See Part 3 of this By-law. (*Parking Requirement Regulations = refer to Table 3.1.2.1*)

(5) See also Article 4.1.15.4 of this By-law. (*Reduced Landscaped Buffer = for abutting properties with zoning to permit **apartment buildings** may be reduced to 0.0 m for that portion of the common **lot line** where there are shared driveways and/or aisles.*)

(6) See also Subsection 2.1.25 of this By-law. (*Reduced Landscaped Buffer = to sight triangle or a 0.3 m reserve that abuts a sight triangle may be reduced to 0.0 m; or is not required for portion of a shared property line where a driveway, condo road, aisle or parking area are shared with the abutting lands.*)

**Zoning Matrix 5: RM11 – for Back-to-Back Townhouses on a CEC Road (Townhouse BUILDINGS 1 & 2)**

Table 4.14.1	RM11 ZONE (Back-to-Back Townhouses) Zone Regulations	RM11 Required	Provided & Proposed		Clarifications & Rationale for B2B Towns (BLD 1 & 2)
			BLD 1	BLD 2	
Defn.	Front lot line – corner lot and Front lot line – through lot		Private Road A	Private Road A	Frontages for both townhouse buildings on Private Road A
2.1	Back to back townhouses on a CEC - road	Permitted <sup>(1)</sup>	Yes	Yes	On condominium road
3.1	Lot Frontage – Interior Lot (min)	5.0 m	6.3 m	6.3 m	
3.2	Lot Frontage – CEC - corner Lot (min)	8.3 m	8.9 m	7.2 m	BLD 2 to Street A
4.0	Dwelling Unit Width (min)	5.0 m <sup>(2)</sup>	6.3 m	6.3 m	
5.2	Dwelling Height – Flat Roof (max)	11.0 m <sup>(9)</sup> & 3 storeys	9.6 m & 3 storeys	9.6 m & 3 storeys	
6.0	MINIMUM FRONT YARD				
6.1	Interior lot / CEC – corner lot (min)	4.5 m <sup>(3)</sup>	2.0 m	2.0 m	5.0 m to Private Road A. 2.0m to sidewalk
6.2	Minimum setback from a garage face to a street, CEC - road or CEC - sidewalk (min)	6.0 m	n/a	n/a	All parking u/g
7.0	MINIMUM EXTERIOR SIDE YARD				
7.1	Lot with an Exterior Side Lot Line that is street line (min)	7.5 m <sup>(3)</sup>	n/a	7.2 m	
7.2	Minimum setback from a garage face to a street, CEC - road or CEC - sidewalk (min)	7.5 m <sup>(3)</sup>	n/a	n/a	
8.0	MINIMUM INTERIOR SIDE YARD				
8.1	Attached side (min)	0.0 m	0.0 m	0.0 m	
8.2	Unattached side (min)	1.5 m <sup>(3)</sup>	4.9 m	4.9 m	
8.3	Where interior side lot line abuts a CEC – landscape buffer (min)	4.5 m	2.6 m	n/a	At pinch point to multi-use trail.
9.0	ENCROACHMENTS, PROJECTIONS AND INTERNAL SETBACKS				
9.1	Encroachment of an awning, window, chimney, pilaster or corbel, window well into the required front and exterior side yards (max)	0.6 m <sup>(3)</sup>	n/a	n/a	
9.2	Projection of a balcony or deck, exclusive of stairs, from the outermost face or faces of the building (max)	2.0 m	2.0 m	2.0 m	
9.3	Setback from a lot with any side lot line abutting a CEC – road (min)	4.5 m	n/a	n/a	
9.4	Setback from a lot with any side lot line abutting a CEC – sidewalk (min)	1.5 m	n/a	n/a	BLD 1 to Multi-use Trail, BLD 2 to public sidewalk
9.5	Setback from a porch, exclusive of stairs, located at and accessible from the first storey to a CEC - road, sidewalk or parking space (min)	2.5 m	2.0 m	2.0 m	2.0 m to CEC sidewalk, and 5.0 m to Private Road
9.6	Setback from a side wall of a building to a CEC - road, sidewalk or parking space (min)	3.0 m	n/a	n/a	
9.7	Setback of a building to a CEC - amenity area (min)	1.5 m	n/a	n/a	CEC amenity area TBC
9.8	Setback between a parking space and a street (min)	3.0 m	0.9 m	0.9 m	Loading space to Private Road A

Table 4.14.1	RM11 ZONE (Back-to-Back Townhouses) Zone Regulations	RM11 Required	Provided & Proposed		Clarifications & Rationale for B2B Towns (BLD 1 & 2)
			BLD 1	BLD 2	
10	ATTACHED GARAGE, PARKING AND DRIVEWAY				
10.2	Parking spaces (min), per unit	2 <sup>(5)</sup>	1.0	1.0	Shared parking underground with BLD C + D
10.3	Visitor parking spaces (min), per unit	0.25 <sup>(6)</sup>	0.2	0.2	underground parking with BLD C+D
10.4	Driveway width (max)	2.6 m <sup>(7)</sup>	n/a		
11	LANDSCAPED AREA AND PRIVATE OUTDOOR SPACE				
11.1	Required Landscaped Soft Area per lot (min)	3.0 m <sup>2</sup>	3.1 m <sup>2</sup>	3.1 m <sup>2</sup>	
11.2	Contiguous private outdoor space per lot (min)	6.0 m <sup>2</sup>	12.6 m <sup>2</sup>	12.6 m <sup>2</sup>	
11.3	Setback of a rooftop amenity space from all exterior edges of a building within 7.5 m, or less, of a zone which permits detached dwellings and/or semi-detached (min)	1.0 m	n/a	n/a	
12	CEC – ROAD, AISLES, SIDEWALKS, LANDSCAPED AND AMENITY AREAS				
12.1	Width of a CEC -road (min)	7.0 m <sup>(8)</sup>	7.0 m	7.0 m	
12.2	Width of a CEC -road with an abutting parallel visitor parking space (min)	6.0 m <sup>(8)</sup>	n/a	n/a	
12.4	Width of a sidewalk traversed by a driveway (min)	2.0 m	2.1 m	2.1 m	Loading Space (not driveway)
12.5	Width of a sidewalk not traversed by a driveway (min)	1.5 m	2.1 m	2.1 m	
12.6	CEC - landscaped buffer abutting any side and rear lot line (min)	3.0 m	3.0 m	3.0 m	
12.7	Contiguous CEC - amenity area (min) – The Greater of:	2.8 m <sup>2</sup> per dwelling unit or 5% of lot area <sup>(11)</sup>	TBC		

**Footnotes to RM11 Zoning Table**

(1) Common elements are permitted within a common element condominium corporation.

(2) Measured from the exterior of outside walls and the midpoint of interior walls.

(3) See also Subsections 4.1.7 and 4.1.8 of this By-law. (Setbacks to Greenland Zones) = N/A.

(4) See also Subsection 4.1.12 of this By-law.

(5) See also Part 3 of this By-law. (Parking Regulations)

(6) See also Article 4.1.14.1 of this By-law.

(7) See also Article 4.1.9.1 of this By-law. (Driveways and Parking Regulations)

(8) See also Article 4.1.14.2 of this By-law.

(9) The calculation of height shall be exclusive of structures for rooftop access, provided that the structure has a maximum height of 3.0 m; a maximum floor area of 20.0 m<sup>2</sup>; and it is set back a minimum of 3.0 m from the exterior edge of the building.

(10) Measured to the highest ridge of a sloped roof.

(11) Excludes private outdoor space.

**PARKING REGULATIONS**

	Parking Regulations	Required	Provided & Proposed	Clarifications & Rationale for Proposed ZBA
<b>Table 3.1.2.1</b>	<b>RESIDENTIAL PARKING</b>			
2.0	Condominium <b>Apartment</b> (min) 1.0 res space / studio unit 1.25 res space / one-bedroom unit 1.40 res space / two-bedroom unit 1.75 res space / three-bedroom unit 0.20 visitor spaces per unit		1.0 space per unit + 0.2 per visitor	Refer to Parking Study and TDM measures
3.0	Rental <b>Apartment</b> (min) 1.0 res space / studio unit 1.18 res space / one-bedroom unit 1.36 res space / two-bedroom unit 1.50 res space / three-bedroom unit 0.20 visitor spaces per unit		1.0 space per unit + 0.2 per visitor	Refer to Parking Study and TDM measures. Shared with Retail/Commercial for Mixed Use Building E
<b>Table 3.1.2.2</b>	<b>NON-RESIDENTIAL PARKING</b>			
41.1	Retail Store	5.4 spaces / 100 m2 GFA non-residential (35.1 space)	35 spaces at surface	650.30 m2 Retail Use Area, shared parking for MU building E
<b>Table 3.1.2.3</b>	<b>MIXED USE BUILDINGS PARKING</b>			
	A shared parking formula may be used for the calculation of required parking for a mixed use development		BLD E	Building E refer to Parking Justification Report
<b>Table 3.1.3.1</b>	<b>ACCESSIBLE PARKING SPACES</b>			
3.0	Non-Residential Parking Spaces (min), where Total Required is 13-100 spaces	4% of total required Non-Res (2 spaces)	2 (surface)	Based on 35 non-res. parking spaces
3.0	Residential Visitor Parking Spaces (min), where Required is 201-1000 spaces	2 + 2% of Total required Res Vis. (8 spaces)	42 spaces (u/g)	Based on a Total 254 visitor parking spaces provided (0.2 / unit)
<b>Table 3.1.4.3</b>	<b>LOADING SPACES FOR NON-RESIDENTIAL GFA OF BUILDING</b>			
3.0	Greater than 250 m <sup>2</sup> but less than or equal to 2,350 m <sup>2</sup> (min)	1 space	1 retail/res + 3 res	Shared Loading Area for BLD A+B; and shared for BLD C+D+TH1+TH2.

**Footnotes: Zoning Definitions**

3.1.1.1.4 Rounding for **non-residential** parking spaces and/or loading spaces = fractions < 0.5 shall be rounded down and fractions equal to or greater than 0.5 shall be rounded up to the nearest number. For accessible parking spaces, all fractions are rounded up to the nearest whole number. (0190-2014)

3.1.1.1.5 Rounding of **residential parking**, the appropriate resident and/or visitor rate or ratio shall be calculated for each component, then rounded. Fractions of less than 0.5 shall be rounded down to the nearest whole number. Fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number. (0379-2009).