
PLANNING JUSTIFICATION ADDENDUM REPORT

IN SUPPORT OF

ZONING BY-LAW AMENDMENT AND DRAFT
PLAN OF SUBDIVISION APPLICATIONS

PREPARED FOR

DERRY BRITANNIA DEVELOPMENTS LTD.

0, 6136, 6168, 6252, 6276, 6288, 6302, 6314, 6400, 6432, 6500 Ninth Line
City of Mississauga
Regional Municipality of Peel

November 2021
GSAI File #940-001
City File Nos. OZ 19 12, OZ 19 13, 21T-M 19 3, 21T-M 19 4

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Planning Justification Addendum Report
Derry Britannia Developments Ltd.
Zoning By-law Amendments and Draft Plan of Subdivisions
0, 6136, 6168, 6252, 6276, 6302, 6314, 6400, 6432, 6500 Ninth Line
City of Mississauga

1 \ INTRODUCTION

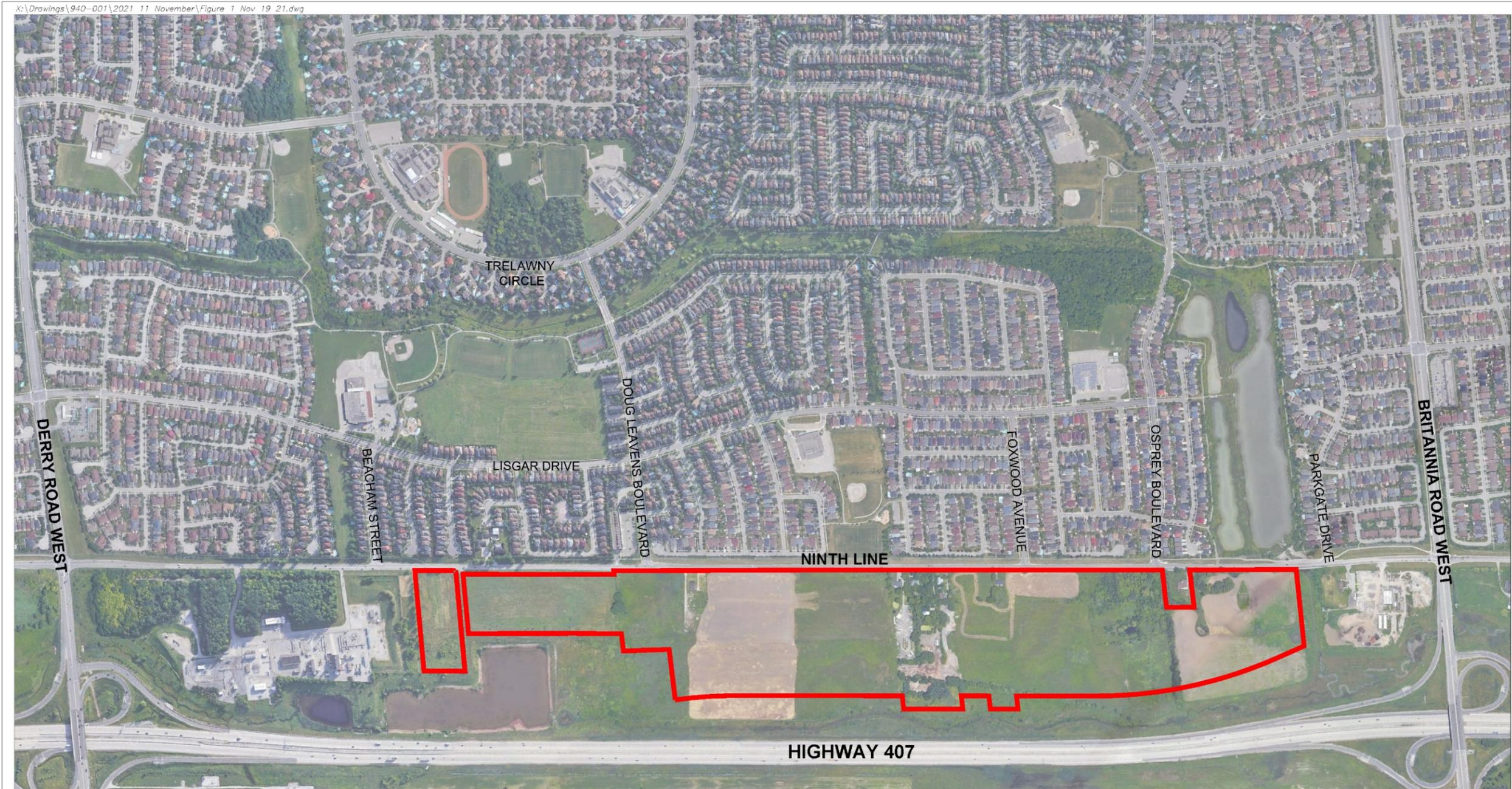
Glen Schnarr & Associates Inc. ('GSAI') have been retained by Derry Britannia Developments Ltd. (the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally known as 0, 6316, 6168, 6252, 6276, 6288, 6302, 6314, 6400, 6432, 6500 Ninth Line in the City of Mississauga (the 'Subject Lands' or 'Site'). The Subject Lands are an assembly of parcels, located on the west side of Ninth Line, south of Derry Road (see **Figure 1**). Collectively, the Site is legally described as:

PT LT 6, 7, 8 and 9, CON 9, NEW SURVEY

Applications for a proposed Zoning By-law Amendment and Draft Plan of Subdivision ('Draft Plan') were submitted to the City of Mississauga on July 23, 2019 and were deemed complete by the City on August 30, 2019. This initial submission included a Planning Justification Report, prepared by GSAI, dated July 2019., which includes an analysis and evaluation of the proposed development in the context of the in-effect Provincial, Regional and local policy and regulatory framework. We note that in efforts to assist external commenting agencies, two (2) Draft Plans of Subdivision were prepared – a North Draft Plan and a South Draft Plan. As such, the 'North Plan' was assigned a file number that is independent of the 'South Plan'.

On December 2, 2019, the City of Mississauga held a Public Meeting, where an Information Report was presented to members of the Planning and Development Committee and the Applicant presented the proposal. The Applicant and Owner have also met with community members and stakeholders, including the Lisgar Resident Association ('LRA') on numerous occasions to gather feedback, answer questions and discuss the evolution of the proposed development. The proposed development seeks to redevelop the Subject Lands for a mix of built forms and housing types. A new fine-grain public road network and public realm enhancements are also to be provided. The proposal aims to facilitate reinvestment in the Subject Lands with a range of residential uses, while responding to the existing and planned context of the surrounding area.

As submitted in July 2019, the proposal included the provision of a broad range of residential dwellings and built forms including rear lane detached dwellings, rear lane townhouse dwellings, street-oriented townhouse dwellings, condominium duplex dwellings and a variety of low-rise apartment and / or stacked townhouse dwellings. Following a technical review of the submission, a revised proposal including a Planning Justification Addendum Report for the 'North Plan' lands was provided on May 22, 2020.



**FIGURE 1:
DERRY BRITANNIA DEVELOPMENTS LIMITED
LOCATION PLAN
(NORTH & SOUTH PROPERTIES)**

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

LEGEND

 **SUBJECT LANDS**



SCALE: 1:8000
(11" x 17")
NOVEMBER 19, 2021



Since this time, additional technical comments on both the 'North Plan' lands and the 'South Plan' lands have been received. As outlined above, the initial Planning Justification Report, prepared by GSAI, dated July 2019, was provided in support of the Zoning By-law Amendment and Draft Plan Applications. A revised proposal and Planning Justification Addendum Report, prepared by GSAI, dated May 2020, was provided in support of the revised Zoning By-law Amendment and North Draft Plan Applications. The current resubmission and this Planning Justification Addendum Report ('Addendum Report') provide further rationale for the revised Zoning By-law Amendment and Draft Plan Applications for the Subject Lands in their entirety.

In response to City and Agency comments received to date, the Owner is proposing to amend the City of Mississauga Zoning By-law 0225 – 2007 and implement two (2) Draft Plans to implement the revised proposal. This Addendum Report serves to provide further clarification and rationale for the proposed development and is to read as an addendum to the Planning Justification Report, prepared by GSAI, dated July 2019 and the Planning Justification Addendum Report, also prepared by GSAI, dated May 2020.

2 \ PROPOSED DEVELOPMENT

The Subject Lands constitute a Designated Greenfield Area, as defined by A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020. The proposed development seeks to redevelop underutilized lands with a high-quality, compact, pedestrian-oriented residential development that is in keeping with the development vision outlined in Provincial, Regional and local policy.

In response to City and Agency comments received, a revised proposal has been prepared. As demonstrated on the Development Concept Plan (see **Figure 2**), prepared by GSAI, the revised proposal has the following characteristics:

- An additional parcel has been acquired and consolidated into the proposed development to ensure contiguous development;
- The final 407 Transitway alignment has been incorporated;
- The Stormwater Management ('SWM') Pond has been modified and increased in size to 3.01 hectares (7.44 acres);
- A revised fine-grain road network is to be provided. More specifically, this road network is to be comprised of the following components:
 - Six (6) new public roads (Streets 'A', 'B', 'C', 'D', 'E' and 'F'); and,
 - Ten (10) laneways;
- Public laneways are no longer proposed. Instead, the proposed laneways are to be private road configurations which have been planned and designed to conform to the City of Mississauga's Common Element Condominium road specifications;
- The proposed public Right-of-Way widths have been modified to accommodate an optimized site design and on-street parking;

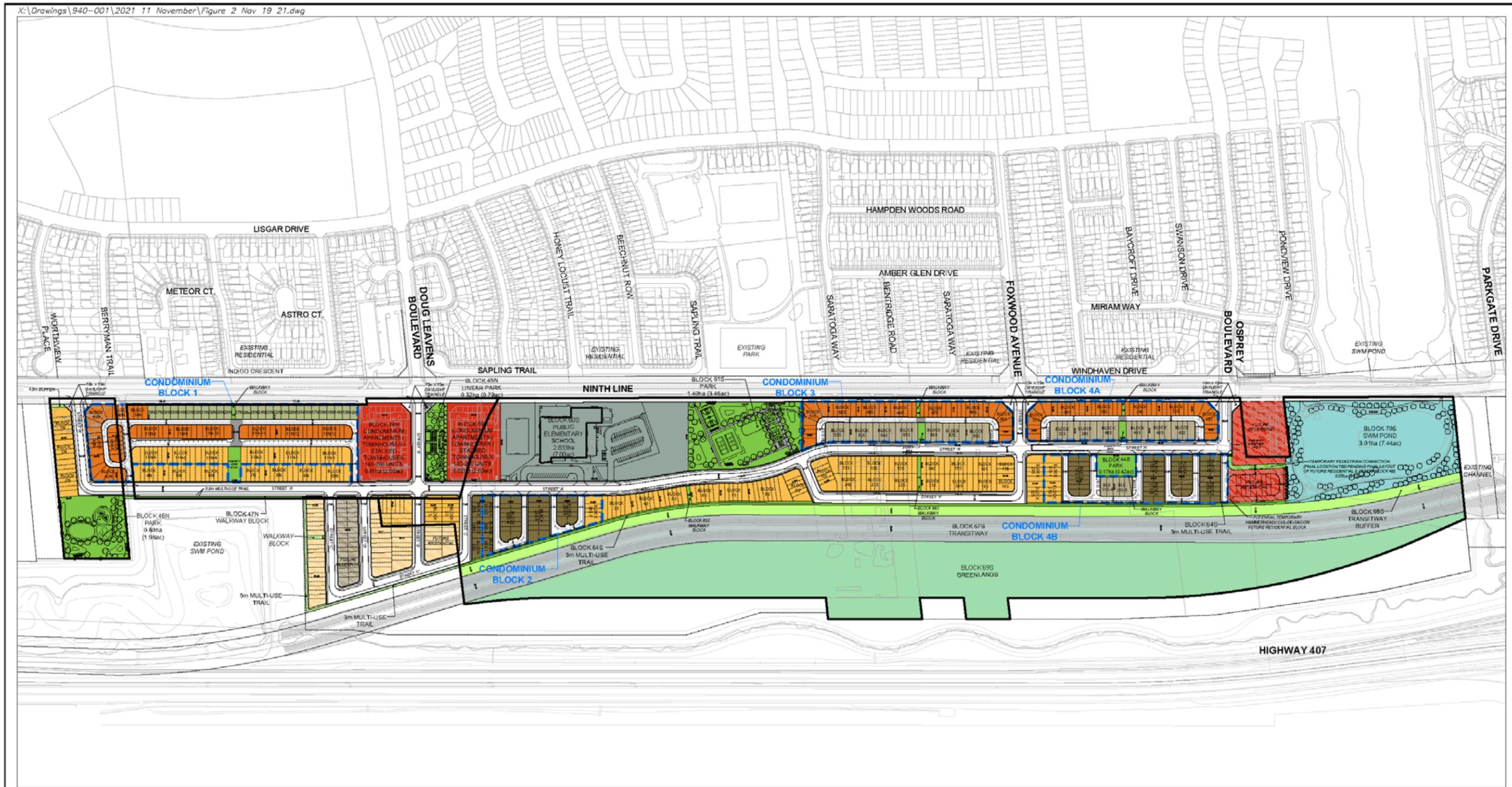


FIGURE 2:
DERRY BRITANNIA DEVELOPMENTS LIMITED
DEVELOPMENT CONCEPT PLAN
(NORTH & SOUTH PROPERTIES)

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



SCALE: 1:5000
(11" x 17")
NOVEMBER 19, 2021

- A revised Public Elementary School Block is to be provided. More specifically, the Block has been repositioned to front on Ninth Line and is to be approximately 2.83 hectares (7.0 acres) in size,
- A revised parkland and open space network is to be provided, including:
 - A 3.0 metre Multi-Use Trail adjacent to the 407 Transitway buffer;
 - A new 0.17 hectare (0.42 acre) park, centrally located along Street 'A' and Condominium Block 4B;
 - A new 1.4 hectare (3.46 acres) park, adjacent to the Public Elementary School Block;
 - The northern park (Block 46N) has been increased to 0.8 hectares (1.98 acres);
 - An 873 square metre outdoor amenity area within Condominium Block 1;
 - A network of pedestrian pathways, including pedestrian mews between development blocks;
 - A Multi-Use Trail that provides safe, comfortable and convenient access across the Site;
- A total of five development blocks are to be condominium ownership in tenure (Condominium Blocks 1, 2, 3, 4A and 4B);
- An acoustic buffer is to be provided in the northeastern quadrant of the Site;
- The balance of the proposed development blocks are anticipated to be freehold ownership in tenure;
- The revised built form mixture is to be provided. More specifically, the Subject Lands have been planned and designed to provide a mix of rear-lane detached dwelling forms, rear lane townhouse dwelling forms, street-oriented townhouse dwelling forms, stacked townhouse dwelling forms, back-to-back townhouse dwelling forms and future mid-rise built forms
- The future mid-rise built forms are approximate and further detail will be provided in advance of the future detailed design stage; and,
- The total number of dwelling units has been decreased to approximately 977 to 1,097.

A summary of the proposed development is provided in **Tables 1** and **2** below.

Table 1 / Revised Unit Counts – North Plan & South Plan

UNIT TYPE	UNIT COUNT
<i>NORTH PLAN</i>	
Street Townhouse	61
Condominium Street Townhouse	43
Condominium Rear Lane Detached	27
Condominium Rear Lane Townhouse	73
Condominium Apartments / Townhouses / Stacked Townhouses	140 – 200
<i>North Plan Sub-Total</i>	<i>344 – 404</i>
<i>SOUTH PLAN</i>	
Street Townhouse	137
Back-to-Back Townhouse	11

UNIT TYPE	UNIT COUNT
Condominium Street Townhouse	14
Condominium Back-to-Back Townhouse	121
Condominium Rear Lane Townhouse	93
Condominium Stacked Townhouse	112
Condominium Apartments / Townhouses / Stacked Townhouses	140 – 200
<i>South Plan Sub-Total</i>	<i>628 – 688</i>
TOTAL	972 – 1,092

Table 2 / Revised Density – North Plan & South Plan

LAND USE	UNIT COUNT	PPU*	PROJECTED POPULATION
Street Townhouse	255	3.24	826
Back-to-Back Townhouse	121	3.24	392
Rear Lane Townhouse	166	3.24	538
Stacked Townhouse	112	3.87	433
Rear Lane Detached	27	4.11	111
Apartments**	400	1.84	736
TOTAL	1,081		3,036

NOTE* Persons Per Unit ("PPU") standards identified above are those that City Staff have directed to be used;

NOTE** For the purpose of calculating density, it is assumed that Blocks 60 and 72 are each comprised of 200 units

Based on the above, the proposed development has decreased the anticipated number of units considerably to address Staff and resident concerns. Overall, the proposed development is to accommodate approximately 3,036 residents and have a resultant density of approximately 106.27 residents per hectare. This anticipated density, as confirmed by City Staff, is the result of the anticipated population and the net developable area of 28.57 hectares.

As identified in the Information Report, prepared by City Staff, dated November 8, 2019, the minimum density for the entire Ninth Line corridor is 82 people and jobs per hectare. Given that other lands (those Business Employment and Public Open Space lands) within the Ninth Line corridor are achieving lower densities, lands designated 'Residential Medium Density' and 'Mixed Use' will need to achieve higher densities so that an average density of 82 people and jobs per hectare can be achieved. The proposed development as contemplated achieves this density target.

3 \ AMENITY AREAS

In accordance with the City of Mississauga Zoning By-law 0225 – 2007, amenity areas are required for back-to-back townhouse (condo) and stacked townhouse (condo) units subject to the parent RM9 and RM11 Zones, respectively. We note that freehold units, condominium street townhouse and condominium rear lane townhouse units are not required to provide amenity areas as these built forms are subject to the RM6 and RM12 Zones, respectively.

Based on the accompanying Conceptual Development Plan, prepared by GSAI, **Table 3** below summarizes the amount of required amenity areas, by dwelling type.

Table 3 / Summary of Required Amenity Areas

UNIT TYPE	UNIT COUNT	PARENT ZONE	AMENITY SPACE REQUIREMENT
<i>FREEHOLD UNITS</i>			
Back-to-Back Townhouses	11	RM12	Not Applicable
Street Townhouses	203	RM12	Not Applicable
<i>CONDOMINIUM UNITS</i>			
Rear Lane Detached	27	RM6	Not Applicable
Stacked Townhouses	112	RM9 and / or RM11	The greater of 2.8 square metres per dwelling unit or 5% of the lot area
Back-to-Back Townhouses	121	RM9 and / or RM11	The greater of 2.8 square metres per dwelling unit or 5% of the lot area
Rear Lane Townhouses	166	RM6	Not Applicable
Street Townhouses	57	RM6	Not Applicable
Apartments	280 – 400	RA3	
TOTAL	977 – 1,097		

Based on the above, it is anticipated that the proposed condominium Stacked Townhouse units and condominium Back-to-Back Townhouse units will be subject to an RM9 and / or an RM11 Zone category, with site-specific exceptions. In accordance with the City of Mississauga Zoning By-law 0225 – 2007, the 233 units proposed would trigger the requirement for 652.4 square metres of amenity area based on a provision rate of 2.8 square metres per dwelling unit or 1,300 square meters (0.13 hectares) based on a provision rate of 5% of the lot area. We note that in this instance, the total lot area occupied by condominium Stacked Townhouses and condominium Back-to-Back Townhouses is 2.6 hectares.

As demonstrated on the Development Concept Plan, dated August 8, 2021, the proposed development is to provide for a series of outdoor amenity areas. Overall, a total of 1,467 square metres of dedicated outdoor amenity area is to be provided. This includes three (3) dedicated outdoor amenity areas, situated within Condominium Blocks 1, 3 and 4A. Additionally, a network of landscaped pedestrian mews (referred to as 'Walkway Blocks') are to be provided to facilitate safe, comfortable and convenient access across the Site and beyond. The proposed provision of 1,467 square metres of outdoor amenity space exceeds the Zoning By-law requirement. It is our opinion that the network of outdoor amenity areas and landscaped pedestrian mews is appropriate and will provide ample opportunity for future residents to have safe, comfortable, convenient access to outdoor greenspace.

4 \ PUBLIC GREENSPACE / OPEN SPACE

In addition to the above-mentioned network of outdoor amenity space and landscaped pedestrian mews, the proposed development is to provide for a mixture of parkland and public open spaces. More specifically, the proposed development contemplates the following parkland / public green space components:

- A North Park (Block 46N) – 0.80 hectares (1.98 acres) in size;
- A Linear Park (Block 45N) – 0.32 hectares (0.79 acres) in size;
- A South-Central Park (Block 61S) – 1.40 hectares (3.46 acres) in size; and,
- A South Park (Block 44S) – 0.17 hectares (0.42 acres) in size;
- A Multi-Use Trail (with a variable width of 3.0 – 5.0 metres) that wraps the existing SWM Pond and the 407 Transitway;
- A Stormwater Management (SWM) Pond with pedestrian trails and pedestrian amenities; and,
- A series of pedestrian pathways, including pedestrian mews between development blocks.

Based on the above, the proposed development is to provide a total public parkland area of 2.69 hectares (6.65 acres). The proposed network of parkland has been distributed across the Site, enabling residents ample opportunities for passive outdoor enjoyment and social interaction. A network of pedestrian pathways and public sidewalks will provide safe, comfortable and convenient access to the parkland and landscaped open spaces to be provided.

In accordance with the City of Mississauga's in-effect Parkland Conveyance By-law, the proposed development is required to provide parkland dedication at a rate of five percent (5%) of the net land area or at a rate of 1 hectare per 300 dwelling units, whichever is greater. We note that the City of Mississauga is currently undertaking a review and update of its Parkland Conveyance By-law to reflect legislative changes to the Planning Act and to enact an alternative rate for medium and high-density residential development. It is our opinion that given an updated City of Mississauga Parkland Conveyance By-law has not been enacted, the alternative rate of 1 hectare per 300 dwelling units does not apply. Therefore, the proposed development is required to provide on-site parkland dedication of five percent (5%) of the net land area.

As agreed to by City Staff, the Subject Lands' have a total net area of 29.38 hectares (72.6 acres), exclusive of lands necessary for the 407 Transitway and Natural Heritage System (NHS) areas. Given this net land area, the proposed

development is required to provide approximately 1.47 hectares of parkland. As demonstrated on the accompanying Development Concept Plan, approximately 2.69 hectares of public parkland is to be provided. Additionally, lands for the proposed Multi-Use Trail and the 14.0 metre landscaped buffer along the length of the 407 Transitway are to be conveyed. As such, a total of 5.19 hectares (12.83 acres) of land are to be conveyed for recreational purposes.

5 \ JUSTIFICATION FOR PROPOSED AMENITY AREAS & GREENSPACES

As described above, the proposed development contemplates the conveyance of approximately 5.19 hectares (12.83 acres) of land for recreational purposes. It also provides for a total of 1,467 square metres of outdoor amenity areas, a network of pedestrian pathways and pedestrian mews, a 2.83 hectare (7.0 acres) Public Elementary School Block as well as a 3.01 hectare (7.44 acre) SWM Pond Block. It is our opinion that the proposed development is appropriate and should be supported for the following reasons:

- The proposed development is to provide for a greater number of condominium dwelling units. This revision triggered a need for additional amenity areas to be provided in order to comply with Zoning By-law provisions;
- The proposed development has been organized around a fine-grain road network and network of pedestrian pathways, pedestrian mews and public sidewalks;
- Each individual dwelling unit is to be provided private outdoor amenity space in the form of rooftop terraces, porches or balconies, depending upon the built form;
- The proposed development is to provide for 2.69 hectares (6.65 acres) of parkland. The proposed network of public parkland has been equitably distributed across the Site in order to provide ample opportunities for residents to access outdoor greenspaces within a comfortable five minute (under 300 metre) walk;
- The proposed development is to provide for 1,467 square metres of outdoor amenity areas. This includes three (3) outdoor amenity areas that have been integrated into proposed development blocks so that residents are provided safe, comfortable and convenient access;
- The proposed network of pedestrian pathways, pedestrian mews and public sidewalks are to facilitate safe, comfortable, convenient travel for residents and visitors across and beyond the Site. It will also provide opportunities for greater integration with the planned Multi-Use Trail that is to extend along the length of the 407 Transitway.

Based on the above, the proposed development has provided an array of parkland and outdoor amenity areas so that there are a multitude of opportunities for residents and visitors to enjoy passive recreation opportunities. Furthermore, the proposed development can seamlessly integrate with the surrounding transit and active transportation networks. For the reasons outlined above, it is our opinion that the proposed outdoor amenity areas and public parkland areas are sufficient for providing adequate greenspace and recreational opportunities to residents.

6 \ RESPONSE TO COMMENTARY

This Section of the Report will review and respond to comments regarding the Planning Justification Report for the proposed development. The specific comments regarding the Planning Justification Report included the following:

PLANNING COMMENT, dated September 26, 2019 and July 2020: *'Provide additional information about 'Generation Suites' and 'In-law Suites'. Explain what they are and where they will be located within the unit.'*

Previous comment - The planning justification report refers to the "opportunity for second units". Provide additional information regarding how and where second units can be accommodated within proposed development, including information pertaining to parking facilities for second units.'

Opportunities for providing secondary units in the rear lane detached dwellings has been further explored. However, due to unit size and design constraints, the provision of secondary units is not feasible. As a viable alternative, the Owner is contemplating the provision of 'Generation Suites' or 'In-law Suites' in order to offer housing alternatives for families and households of varying size and lifestyle preferences. It is noted that rear lane detached dwellings are to be planned and designed to provide three (3) parking spaces, per dwelling unit.

PLANNING COMMENT, dated September 26, 2019: *'The Planning Justification Report refers to on-street parking being proposed "in strategic locations for park access and visitors". Staff are concerned that the tightness of the proposed units may limit opportunities for on-street parking. Provide additional details as to the location of proposed on-street parking throughout the development.'*

As demonstrated in the accompanying Right-of-Way Justification, prepared by C.F. Crozier and Associates ("Crozier"), the proposed Right-of-Ways ("ROWS") have been planned to have sufficient widths to accommodate on-street parking. The precise location of on-street parking will be determined during the future detailed design stage.

PLANNING COMMENT, dated September 26, 2019: *'The Planning Justification Report speaks to the proposed development addressing the 'missing middle' housing challenges currently being experienced within the City of Mississauga. Provide additional information on how this is achieved based on the current proposal. At a minimum, elaborate on the unit sizes being proposed, cost of units, if any rental units are proposed, etc. Also, refer to City Planning Strategies comments pertaining to affordable housing units.'*

As stated throughout this Report, a revised proposal has been prepared. The proposed development will facilitate residential intensification on the Subject Lands through compact built forms that will introduce more than 977 new housing units of varying sizes and configurations. As further demonstrated in the accompanying Housing Reports,

prepared by Altus Group, dated November 2021, a mixture of units are to be provided across various built forms. This will support housing choice for current and future residents of the Ninth Line community of varying household size, incomes, life stages and lifestyle preferences. Opportunities to provide purpose-built rental units will be further explored. No decision on the provision of rental units is being made at this time.

PLANNING COMMENT, dated September 26, 2019: *'Section 6.1.10 of the Official Plan states: "In accordance with the Provincial Government guidelines, the development proponent will be required to undertake a feasibility study in those where: a. a sensitive land use is proposed within the area of influence of a facility that generates contaminant discharges." The Planning Justification Report shall be amended to address the land use compatibility between the existing Enbridge / Union Gas / TransCanada Joint Operating Facility and the proposed sensitive land uses. Pending the outcome of the amendment, a further analysis (assessment in accordance with the Ministry of the Environment Guideline D-6) may be required.'*

The existing Enbridge Gas / Union Gas / TransCanada Joint Operating Facility ('Facility') is located on the lands municipally known as 6712 Ninth Line. This property is north of the Subject Lands and is in fact separated by a vacant lot. The vacant lot, created via a 2011 lot line adjustment process, was intentionally created to act as a buffer between the Facility and the future residential development envisioned for the Subject Lands. Furthermore, the Facility is located 100.4 metres north of the northern most exterior wall of the proposed development – which is beyond the 70 metre required area of influence for the Facility. As further described in the accompanying D-6 Land Use Compatibility Assessment, prepared by RWDI, dated January 12, 2021, the Facility was assessed as being a Class I industrial facility in accordance with the MOE D-6 Guidelines. The D-6 Land Use Compatibility Assessment concludes that the proposed development does not trigger any land use compatibility concerns.

PLANNING COMMENT, dated September 26, 2019: *'Address the policies of the Halton Regional Official Plan, which remains in effect until such time that Peel Region's ROPA is approved.'*

In 2005, Halton Regional Official Plan Amendment 28 ('ROPA 28') was adopted to include the Subject Lands and lands in the surrounding area within the Region's Built-Up Area. ROPA 28 re-designated the Subject Lands to 'Urban System' and implemented a 'Ninth Line Lands Policy Area' overlay. Lands occupied by natural features were designated 'Greenlands A' in order to provide for the long-term protection and health of the natural features.

ROPA 28 states the objectives of the 'Ninth Line Corridor Policy Area' are:

- 'F1a To protect the land base for the development of inter-regional 407 transitway and accessory infrastructure in the Ninth Line Corridor.
- F1b To provide for development of the future transitway station locations that encourage and support their development while permitting other limited development throughout the corridor that supports the transitway.'

In 2010, prior to the Town of Milton adding the lands to the Town's Urban Area, the lands were annexed to Peel Region. Using ROPA 28 as a basis, an amendment to the Mississauga Official Plan was prepared to re-designate the Ninth Line Corridor lands. As such, Mississauga Official Plan Amendment 90 ('OPA 90') was adopted and split designated the lands as 'Residential Medium Density' and 'Greenlands'. The lands were also subject to a Parkway Belt West policy overlay.

Since the issuing of this comment, the Region of Peel completed a Municipal Comprehensive Review ('MCR') process that culminated in Regional Official Plan Amendment 33 ('ROPA 33'). ROPA 33 was adopted by Peel Regional Council on March 12, 2020 and brought the Ninth Line Corridor lands into the Region of Peel's Urban Boundary. ROPA 33 was approved by the Province in 2020.

PLANNING COMMENT, dated September 26, 2019: *'Delete sections of the planning justification report pertaining to public parkland dedication amounts. Parkland dedication and/or cash-in-lieu of parkland will be discussed with Parks Planning through the development process and the numbers references within the PJR are subject to change depending on numerous factors. Additionally, delete portions of Section 4.7 of the PJR which indicate that "through discussions with City staff...the parks and open space as proposed, are desirable and preferred." The appropriateness of parks and open space will be evaluated through the development application process'*

As described in Section 4 of this Report, a revised proposal has been prepared. As agreed to, the Subject Lands have a total net site area of 29.38 hectares (72.6 acres), exclusive of lands required for the 407 Transitway and the Natural Heritage System (NHS). Given this net site area, the proposed development is required to provide approximately 1.47 hectares of parkland. As demonstrated on the accompanying Development Concept Plan (see Figure 2), approximately 2.69 hectares of public parkland is to be provided. Accordingly, lands for the proposed Multi-Use Trail and the 14.0 metre landscaped buffer along the length of the 407 Transitway are to be conveyed. As such, a total of 5.19 hectares (12.83 acres) of land is to be conveyed for public recreational purposes.

PLANNING COMMENT, dated September 26, 2019: *'Ensure all references to addresses which do not form part of these applications are deleted (i.e., 6150 Ninth Line) and the municipal addresses which do form part of these applications are appropriately referenced (i.e., 6276, 6400 and 6500).'*

This Report and all application materials have been updated to reference the municipal addresses, as confirmed by City Staff.

PLANNING COMMENT, dated September 26, 2019: *'Section 1.2 of the PJR indicates that "the lands are designated Residential Medium Density and Greenlands. As indicated in Section 16.20.2.6 of the MOP the land use designations on Reference Maps (M1-M3) will only come into effect once the PBWP is amended. Please revise accordingly.'*

On August 7, 2019, a (North) Parkway Belt West Amendment application and a (South) Parkway Belt West Amendment application were provided to the Ministry of Municipal Affairs and Housing ('MMAH') to remove the Subject Lands from the Parkway Belt West Plan. At this time, Agency comments on the South Amendment application have been received, and areas of concern have been resolved. The North Amendment application continues to be processed.

PLANNING COMMENT, dated September 26, 2019: *'Section 1.2 of the PJR also indicates that the lands are zoned D (Development) and PB1 (Parkway Belt). Portions of the lands are also zoned G1 (Greenlands). Please revise accordingly.'*

It is acknowledged that the Subject Lands are split designated 'D (Development)', 'PB1 (Parkway Belt)' and 'GA (Greenlands)'. The current zoning reflects current conditions, but not the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is proposed to rezone the Subject Lands and implement revised development standards.

LANDSCAPE ARCHITECT COMMENT dated July 14, 2020: *'Comment remains, the revised submission has not included any proposed Outdoor Amenity Space calculations for review / comment as part of the revised submission. The material included as part of the Planning Justification Report Addendum does not adequately address the original comment.'*

As described above, the proposed development has been modified to include a greater number of condominium dwelling units. This change has triggered the need for additional outdoor amenity areas to be provided for certain condominium townhouse dwelling built forms in accordance with the City of Mississauga Zoning By-law 0225 – 2007. As further described in Section 3 of this Report and as demonstrated on the accompanying Development Concept Plan, three (3) outdoor amenity areas of varying size are to be provided. A total of 1,467 square metres of dedicated outdoor amenity area is to be provided across the proposed development.

PLANNING COMMENT dated July 16, 2020: *'The housing report speaks to there being 398 units in the North Plan, whereas the Planning Justification Report indicates that there are 498 units. Similarly, the concept plan reflects a different unit count than the Planning Justification Report. Ensure consistency among the various documents submitted. Confirm the number of proposed units in the next submission.'*

A revised development has been prepared. The accompanying Development Concept Plan, Draft Plan of Subdivisions, Housing Reports and this Report have been reviewed to ensure consistency. As such, the proposed unit distribution identified in Section 2 of this Report reflects the revised development..

7 \ CONCLUSION

We continue to maintain the opinion that the proposed Zoning By-law Amendment and the proposed Draft Plans of Subdivision are appropriate and represent good planning for the following reasons:

- The revised Draft Plans of Subdivision and implementing Zoning By-law Amendments continue to represent appropriate development on the Subject Lands given the existing use of the Site and surrounding context;
- The proposal provides an appropriately designed and compatible development for the Ninth Line community that will contribute to a compact, pedestrian-oriented, transit-supportive development, the provision of new housing options and the achievement of a complete community;
- The revised Draft Plans of Subdivisions and implementing Zoning By-law Amendments meet Provincial, Regional and Local policy objectives;
- The proposal can be adequately serviced by existing municipal services;
- The proposed development will not create any adverse impacts to the existing use of the surrounding area; and,
- The proposal is in keeping with the planned context of the Ninth Line community and provides an opportunity for intensification within the City's Designated Greenfield Area. Additionally, the proposal upholds the overall City Structure set out in the Mississauga Official Plan and further implements the development objectives as identified in the Shaping Ninth Line Urban Design Guidelines.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Jim Levac, MCIP, RPP

Partner