

# PLANNING JUSTIFICATION REPORT

November 2021

## ZONING BY-LAW AMENDMENT

### Medium-Density Residential Development

5160 & 5170 Ninth Line  
Part of Lot 1, Concession 9, NS  
City of Mississauga

PREPARED FOR:

*Branthaven Ninth Line Inc.*



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An aerial photograph of a suburban neighborhood, showing a mix of residential streets, houses, and green spaces. A large, solid orange circle is centered over the image, serving as a background for the title text. The text is in a light orange, sans-serif font.

# 1.0

## Introduction

# 1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Branthaven Ninth Line Inc. to prepare this Planning Justification Report in support of a Zoning By-law Amendment (ZBA) application required to permit the proposed medium-density residential development, on lands municipally referred to as 5160 and 5170 Ninth Line (*Figure 1 – Aerial Photo*).

A pre-consultation DARC meeting was held on June 22<sup>nd</sup>, 2021 where a development checklist was provided. The applicant has retained the assistance of additional specialized consultants. Our opinions rely on the conclusions of the materials prepared by those specialized contacts. The following plans and reports have been prepared separately in support of the proposed application:

- |  |   |
|--|---|
| – Aerial Photo & Context Map   | – Korsiak Urban Planning                  |
| – Concept Plan and Shadow Study  | – ZO1                                     |
| – Housing Study  | – Altus Group                             |
| – Functional Servicing & Stormwater Management Report (FSSWM), Civil Engineering | – Urbantech Consulting                    |
| – Heritage Impact Assessment (HIA)   | – Archaeological Research Associates Ltd. |
| – Noise (Acoustical Feasibility Study)   | – HGC Engineering                         |
| – Phase I Environmental Site Assessment (ESA)                                    | – DS Consulting                           |
| – Environmental Impact Statement (EIS)   | – Savanta                                 |
| – Traffic Impact & Parking Utilization Study                                     | – Crozier                                 |
| – Landscape Plans, Tree Canopy Cover Plan & Arborist Report                      | – Adesso Design Inc.                      |
| – Pedestrian Wind Study  | – Gradient Wind                           |

## 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, north of Eglinton Avenue West and south of Erin Centre Boulevard (*Figure 1- Aerial Photo*). The site has approximately 105 metres of frontage along Ninth Line, with a total site area of 0.727 hectares. Ninth Line is an arterial road, under the jurisdiction of the City of Mississauga, with a proposed 35-metre right-of-way (ROW) with an Environmental Assessment completed in June of 2021. To the rear of the site is the Mattamy townhouse subdivision (approved) and Highway 407 with a future 407 Transitway Corridor along the Highway 407 right-of-way. The Mattamy Phase 1 Subdivision is conditionally approved providing access to the subject lands through condominium road and a future Street 'A'



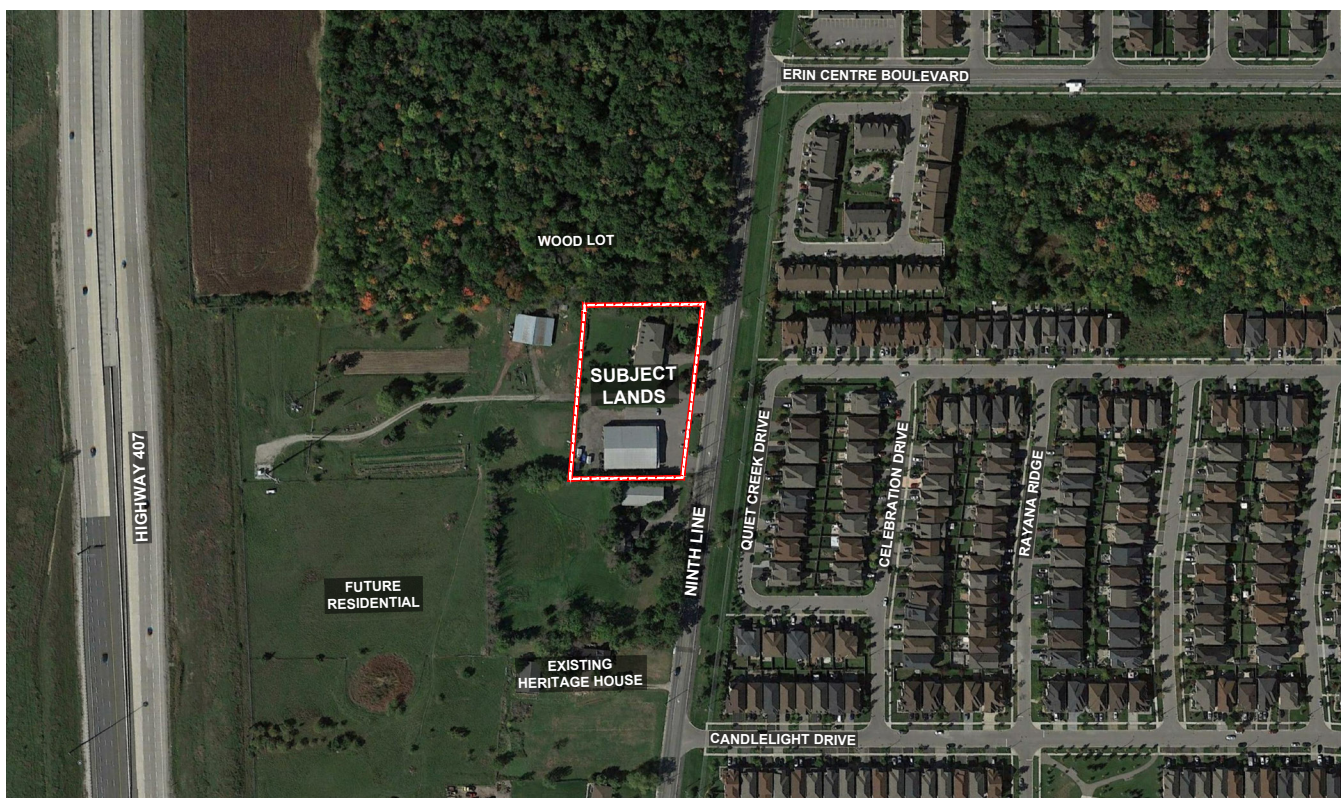


FIGURE 1 - Aerial Photo

(reserved as Viola Desmond Drive) to Ninth Line. The lands are mostly flat with a slight gradient from north to south and is currently occupied by one single-detached dwelling and a single storey commercial building used as a veterinary clinic, both to be demolished and removed.

### 1.3 SITE CONTEXT

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

- North/Northeast: Woodlot; Churchill Meadows Community Centre and Park (with a local MiWay transit hub); and a future MTO Transitway Hub at Britannia Road).
- East: Ninth Line; existing low and medium density residential (single detached and townhouse dwellings); and McLeod Park;
- West: Mattamy approved Subdivision (street and

back-to-back townhouses); Future 407 Transitway; existing Highway 407 ETR; Town of Milton Rural Lands; and

- South: Mattamy subdivision (approved); listed heritage house (5104 Ninth Line); vacant lands proposed for residential apartments by Your Homes Development; vacant lands (Corridor Gateway); Lower Base Line / Eglinton Avenue West; future Transit Connection for the Highway 403 Busway and 407 Transitway; and future business employment development lands lands.

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 and a MiWay Transit hub located within the Churchill Meadows Community Centre, providing access to a facilities within the City including the City Centre Transit



Terminal. 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, showing a mix of residential housing, green spaces, and a multi-lane highway on the left. A large, solid 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".
- In 2018, zoning was created with "Development (D)" zones.
- In the fall of 2020, an Environmental Assessment (EA) for the 407 Transitway Corridor received the Minister's approval, which also identified the future limits of the Parkway Belt West Plan (PBWP), with the subject lands lying outside this area.
- In summer of 2021, a Municipal Class Environmental Assessment (EA) draft report was presented to Council for the Ninth Line roadway and boulevard design.

The Ninth Line EA design has confirmed required land for road widening, with Ninth Line expanded to four lanes of traffic, with a multiuse path and future intersections with Viola Desmond Drive to be constructed.



An aerial photograph of a suburban neighborhood. On the left, a multi-lane highway runs vertically. To its right is a green field. Further right is a residential area with rows of houses and some undeveloped land. A large, solid orange circle is centered over the image, containing the text '3.0 Proposed Development' in a light orange, sans-serif font.

# 3.0

Proposed  
Development



### 3.0 PROPOSED DEVELOPMENT

The applicant is proposing a medium-density development with a six-storey residential building. A 10-metre buffer to the Woodlot is required to be dedicated to the City. Communal amenity areas include a large rooftop amenity area overlooking the woodlot and buffer and an interior courtyard (Figure 3 - Site Plan). Limited surface parking is provided at the rear, with limited visitor parking provided at the surface (rear of the site). The development incorporates setbacks, stepbacks, and articulations with enhanced building frontages (Figure 4 – Building Sections) (Figure 5 – Preliminary Renderings).

No direct vehicular access will be permitted from the site Ninth Line, which is a 35-metre arterial road and a designated Corridor with additional land required for widening of the right-of-way, per the approved

Environmental Assessment. Access to the site will be gained from Ninth Line via the Mattamy development (5150 Ninth Line) with Street 'A' (Viola Desmond Drive), which will extend to the south and reconnect with Ninth Line through other developments.

A total of 198 residential units is proposed on a developable area of 0.648 ha after dedication of land for the woodlot buffer and road widening, achieving a net density of 305.6 units per hectare (uph) with a 2.0 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 density of approximately 733 residents per hectare.

The site is currently zoned "Development" (D), requiring a Zoning By-law Amendment to permit the proposed medium-density residential development and dedicate land for the Woodlot buffer.

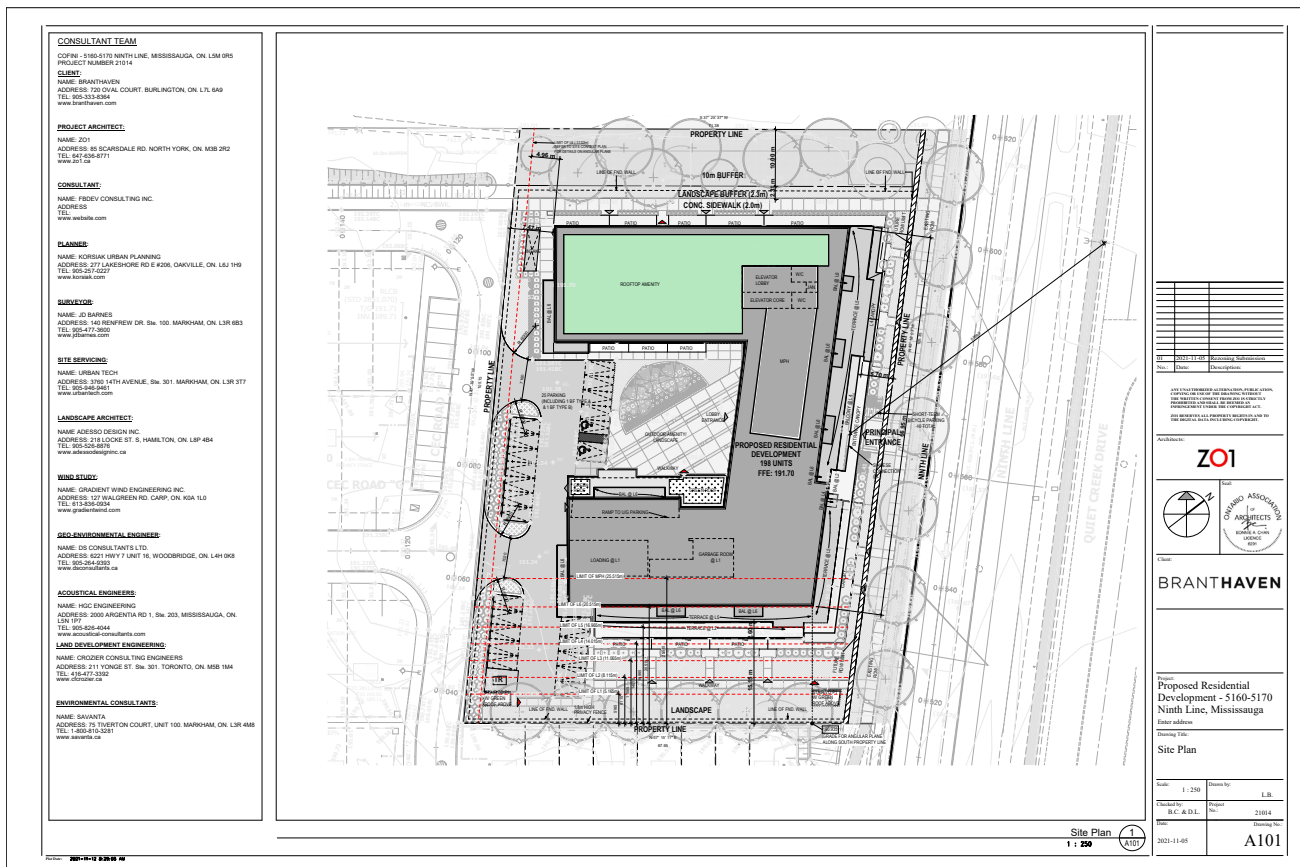


FIGURE 3 - Conceptual Site Plan



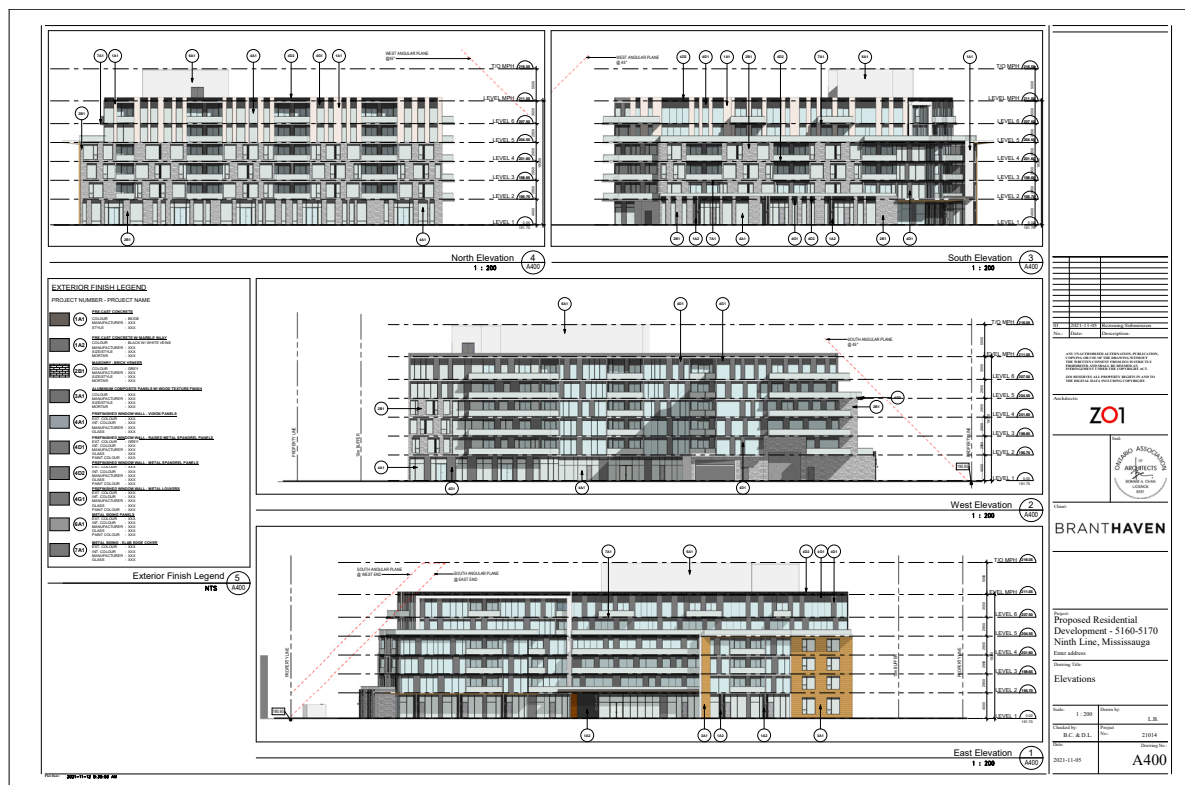


FIGURE 4 - Building Sections



FIGURE 5a - East Perspective



FIGURE 5b - Pedestrian View from Ninth Line



FIGURE 5c - South Perspective




FIGURE 5d - West Perspective



FIGURE 5e - North Perspective



An aerial photograph of a suburban neighborhood. On the left, a multi-lane highway runs vertically. To its right is a green field. Further right is a residential area with many houses and streets. A large, solid orange circle is centered over 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

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 1.6.3 for 'Infrastructure and Public Service Facilities'; Section 1.6.7 for 'Transportation Systems', and Section 1.8.1 for 'Energy Conservation, Air Quality and Climate Change'.

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; 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 Growth Plan established minimum intensification targets for Designated Greenfield Areas with a minimum of 50 people and jobs per hectare.

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'; and Section 2.2.6 for 'Housing'.



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

- The proposal is located within a Settlement Area and Built-up Area-Conceptual;
- 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 the minimum density target;
- The proposal provides a range of unit sizes for different household sizes, incomes, and ages;
- The proposal is supportive of active transportation and planned transit corridors; and
- The proposal increases long-term economic prosperity by optimizing land, infrastructure, and public services.

## 4.3 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 6 – Growth Plan Policy Areas in Peel). Relevant ROPA 33 policies that apply are further described in Appendix IV.

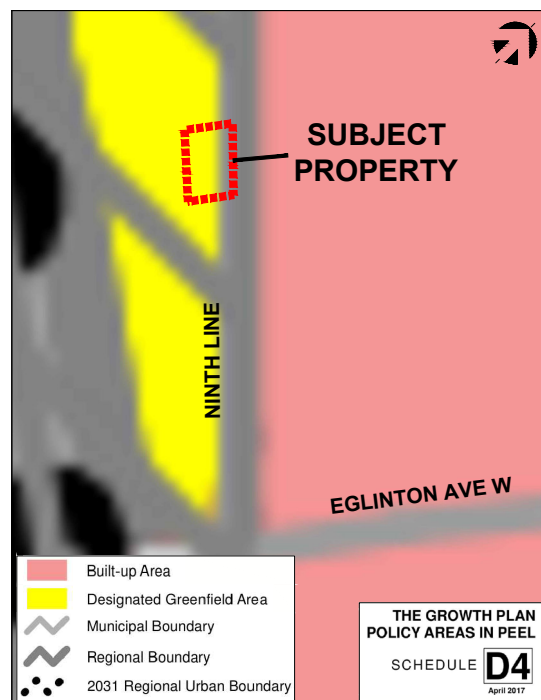


FIGURE 6 - Growth Plan Policy Areas in Peel

ROPA 33 establishes a minimum intensification target for Designated Greenfield Areas with a minimum of 79 people and jobs per hectare.

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 natural systems with a dedicated 10-metre buffer to the woodlot;
- The proposed development will achieve the minimum density target; and
- The proposal provides a compact built form that appropriately transitions to the adjacent community and promotes active transportation.

## 4.4 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 7), the subject lands are identified within a 'Neighbourhood', with frontage onto the designated Ninth Line 'Corridor'. The subject lands are part of the Ninth Line Character Area and are designated 'Residential Medium Density', as per Map 16.20.4 (Figure 8) located within Precinct 5 (Community Park/Residential Area). The Residential Medium Density designation permits all forms of townhouses as well as low and mid-rise apartments.



FIGURE 7 - City of Mississauga Schedule 1: Urban System

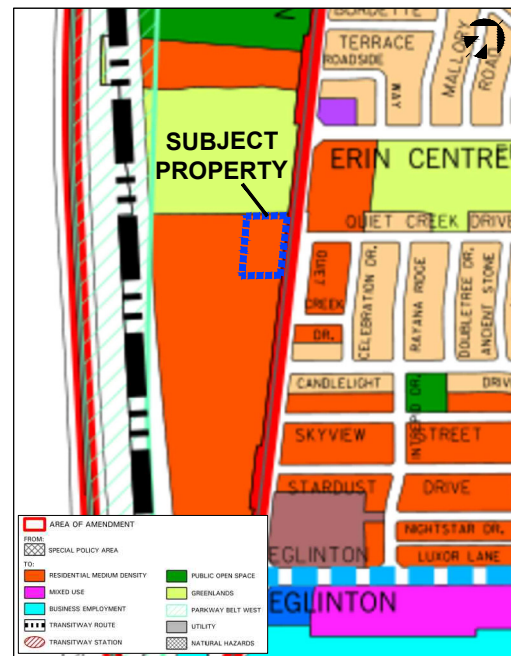


FIGURE 8 - Map 16.20.4

Relevant Official Plan policies include:

### Chapter 5.0 Direct Growth

*5.1.6 Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.*

*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.*

*5.3.5.5 Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.*

*5.3.5.7 Transportation planning within Neighbourhoods*

*will give priority to active transportation modes.*

*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.*

*5.4.5 Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.*

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

*5.6.1 Character Area policies may specify alternative density requirements, provided the total designated greenfield area in the Region will achieve a minimum density target of 50 residents and jobs combined per hectare, excluding environmental take-outs.*

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. The site will have access via the Mattamy Subdivision utilizing a grid network of planned private and public roads that facilitates vehicular and active transportation uses. The proposal 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.

## **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.*

The proposed development will increase housing options within the City by providing apartment units with various sizes in the form of studio, one-bedroom and two plus bedroom units. The proposed development will make use of the existing and planned community infrastructure and amenities in context of the surrounding area, 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.

## 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.*

9.1.9 *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.*

9.3.1.4 *Development will be designed to:*

- i) achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;*
- j) meet universal design principles;*
- k) address new development and open spaces;*
- l) be pedestrian oriented and scaled and support transit use;*
- m) be attractive, safe and walkable;*
- n) accommodate a multi-modal transportation system; and*
- o) 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:*

- 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*

*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 through the Mattamy Subdivision that connects to existing and future transportation routes to encourage active transportation and transit use. The proposal transitions to the future townhouses with building setbacks and stepbacks to ensure compatibility with the existing neighbourhoods on the east side of Ninth Line and the future Mattamy townhouse development to the south and west.

Landscaped open space, outdoor amenity areas within a courtyard and rooftop amenity areas provides residents with access and views to the woodlot to the north. Pedestrian circulation follows logical patterns for access and connectivity to abutting lands. The building frontage along Ninth Line provides a principal entrance and fenestrations fronting onto the main public street, with limited surface parking at the rear and resident parking provided underground which are not visible from public roads.

## **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. The lands are not within the designated Parkway Belt West (Figure 9).

## 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.*

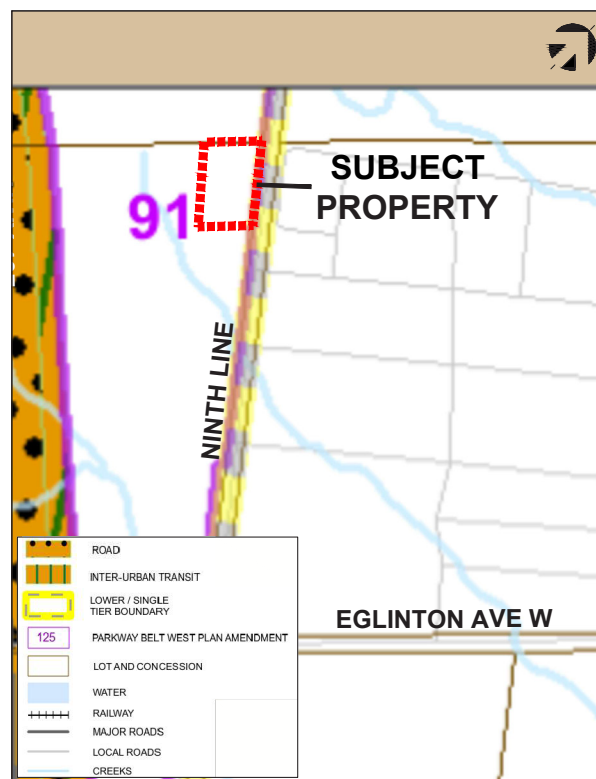


FIGURE 9 - Parkway Belt West Plan

*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 though 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 3-to-6-storeys are permitted for the site (Figure 10). The proposal

conforms to the maximum height of 6-storeys. The 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. Therefore, other lands (i.e., Residential Medium Density) need to reach higher densities to achieve the overall planned average of minimum target. A total of 198 residential units is proposed achieving a net density of 305.6 units per hectare (uph) with a 2.0 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 density of approximately 733 residents per hectare, which helps to achieve the overall density target for the area.

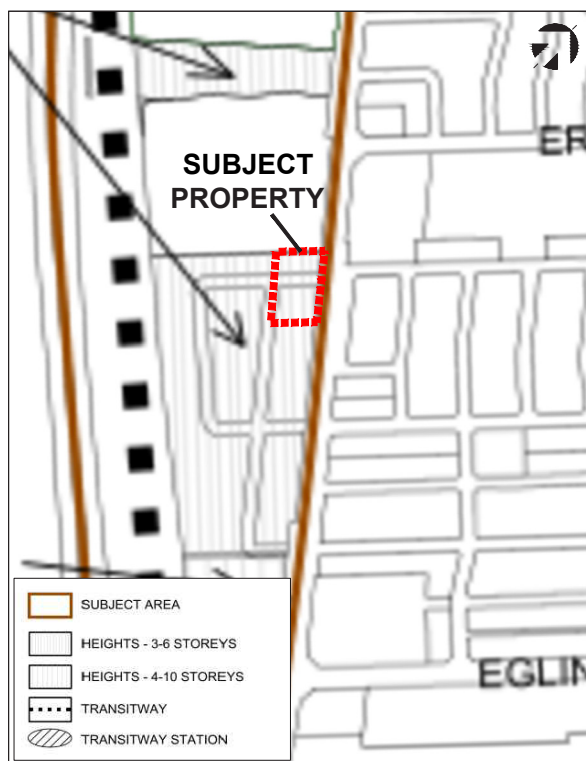


FIGURE 10 - Mississauga Height Limits

## 16.20.2 Urban Design Policies

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

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 the future MiWay bus hub with access to several routes.

### 16.20.2.2 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:*

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

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

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

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 is a 6-storey apartment building along Ninth Line that will appropriately transition to the existing and planned neighbourhoods through the use of stepbacks, setbacks and articulations. 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 connects to a grid network with private and public roads planned through Mattamy Subdivision. The development provides connectivity with sidewalks to a multi-use trail along 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 with terraces. Building designs will frame the streets as described further through the review of the Shaping Ninth Line Urban Design Guidelines.

### **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 and Park is constructed and opened in the fall of 2021. The proposed six-storey residential apartment building located along Ninth Line conforms to height limits on Map 16-20.2 (Figure 10). The massing and layout provides for open space and amenity areas at the surface (internal courtyard) and rooftop overlooking the woodlot.

#### **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.*

The proposal conforms with a mid-rise apartment at 6 storeys.

#### **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 supports transit and encourages active transportation through good quality

urban design and an interconnected road network through the abutting developments and multi-use pathways along Ninth Line and Highway 407. The proposed 407 Transitway is a 'Bus Rapid Transit Corridor' includes a future station at Britannia Road and Ninth Line accessible by local transit, with a new MiWay transit collection area at the Churchill Meadows Community Centre (Figure 11- City of Mississauga Schedule 6 - Long Term Transit Network).

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 198 residential units through a mid-rise apartment building, which adds to the range of housing options available in the City of Mississauga;
- The proposal meets the intent of the Community Park/Residential Area (Precinct 5) by providing apartment dwelling units that support the viability of the community facilities and services and do not impose undue shadow impacts on these facilities;
- The proposal provides a density of 733 residents per hectare helping to achieve the minimum density target for the Ninth Line Character Area;
- 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.

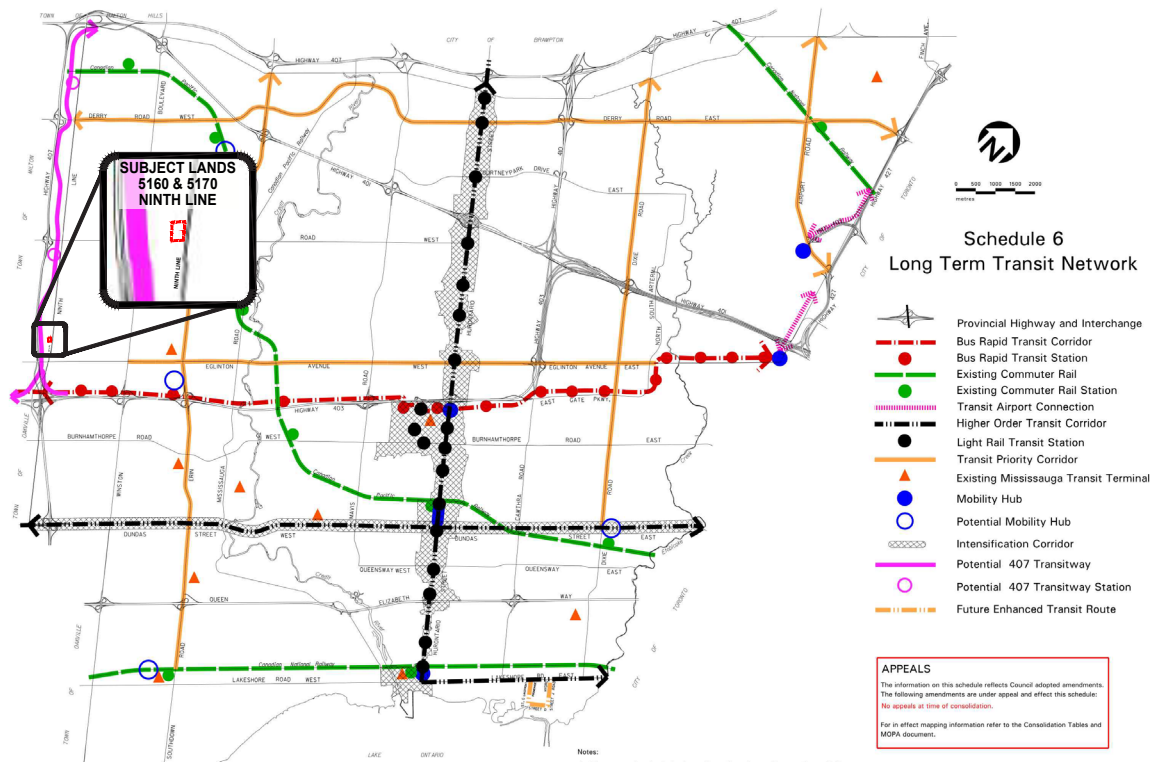


FIGURE 11 - City of Mississauga Schedule 6 - Long Term Transit Network

## 4.5 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.

The proposal has taken into consideration for 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 areas to the across Ninth Line and the proposed medium density development to the west and south.



An aerial photograph of a suburban neighborhood. On the left, a multi-lane highway runs vertically. To its right is a green field. Further right is a residential area with rows of houses and some undeveloped land. A large, semi-transparent orange circle is centered over the image, containing the text '5.0 Zoning By-law Amendment' in a light orange, sans-serif font.

# 5.0

## Zoning By-law Amendment



# 5.0 ZONING BY-LAW AMENDMENT

## Existing Zoning

The subject lands are currently zoned 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 (*Figure 12*).

## Proposed Zoning

The proposal seeks to rezone the subject lands to Residential Apartment (RA2) Zone and Open Space (G1) zone to accommodate the woodlot buffer and required stormwater swales. The draft Amending Zoning By-law is appended to this report as *Appendix V*.

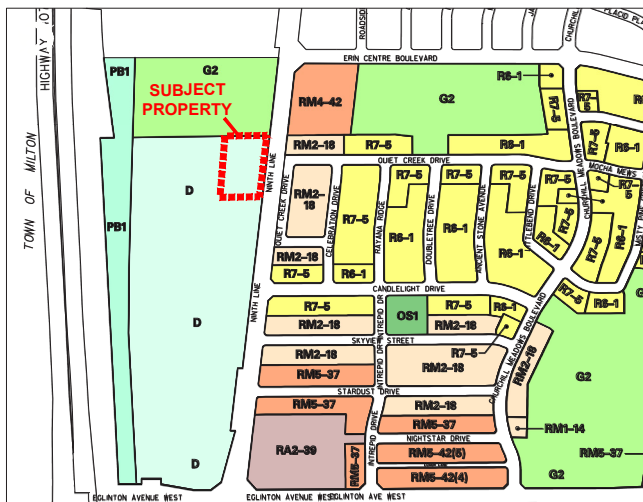


FIGURE 12 - Existing Zoning Schedule

An aerial photograph of a suburban neighborhood. On the left, a multi-lane highway runs vertically. To its right is a green field. Further right is a residential area with rows of houses and some undeveloped land. A large, solid orange circle is centered over the image, containing the text '6.0 Planning Opinion' in a light orange, sans-serif font.

# 6.0

## Planning Opinion

## 6.0 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 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;
4. The proposed Rezoning is consistent with the objectives of the Ninth Line Character Area and the intent of the Community Park/Residential Area (Precinct 5) ;
5. The proposal will help to achieve the minimum density target for the Ninth Line Character Area;
6. The proposal protects the natural system with a woodlot buffer;
7. The proposal provides appropriate and compatible growth that adds to the mix of housing options;
8. The proposal is a cost effective development that minimizes land consumption and servicing costs;
9. The proposal is supportive of existing and future transit services and active transportation;
10. The proposal makes use of a planned interconnected road pattern with other developments that creates an efficient and safe pedestrian movement system via sidewalks, walkways and trails; and,

11. The proposal complements and benefits from many of the adjacent services and amenities.

Respectfully submitted,

**KORSIAK URBAN PLANNING**



Wayne Coutinho, MPI, BSc (Env), RPP



Terry Korsiak, M.A., 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, livable 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 affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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 proposal conforms to Section 1.1.1 and 1.2.2 of the PPS by redeveloping an underutilized site with a medium density residential use and promotes cost effective and efficient development patterns with the abutting developments.

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 west 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.

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 residential development conforms to the 'Housing' policies of the PPS as it provides a residential apartment building that contributes to the range and mix of housing types and densities in the area with abutting developments that include various townhouses, rental and condominium apartment buildings, and existing low density housing east of Ninth Line. 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 Section 1.6 'Infrastructure and Public Service Facilities' 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 Systems' section state:

*1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

*1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and*

*number of vehicle trips and support current and future use of transit and active transportation.*

The proposed development provides transit-supportive densities along Ninth Line that support current and future planned transit services. The proposal will connect to existing and planned active transportation routes and is in proximity to existing and future services and amenities.

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;*
- 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; 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 second units and affordable housing, to serve all size, 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.*
- d) *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 second 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 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 and planned transit services and making it an appropriate location for growth. The design of the development will provide a compact residential built form with convenient access to existing and planned services and facilities to support the achievement of a complete community.

## **2.2.2 Delineated Built-up Areas**

- 2. 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. 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. 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.*
- 10. *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 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 (Appendix III).

#### **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 second 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:*

- b) *Planning to accommodate forecasted growth to the horizon of this Plan;*
- c) *Planning to achieve the minimum intensification and density targets in this Plan;*
- d) *Considering the range and mix of housing options and densities of the existing housing stock; and*
- e) *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 residential apartment building with a range of units (bachelor, single, two-plus bedroom) 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 proposal is located within a Settlement Area and Built-up Area-Conceptual;
- 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 the minimum density target;
- The proposal provides a range of unit sizes for different household sizes, incomes, and ages;
- The proposal is supportive of active transportation 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

**SUBJECT  
PROPERTY**



### Legend

- |   |   |
|---|---|
| Urban Growth Centres                    | Priority Transit Corridors*                             |
| Future Transportation Corridors*        | Existing Higher Order Transit*                          |
| Existing Major Highways*                | Committed GO* Transit Rail Extensions                   |
| Highway Extensions*                     | Future High-Speed Rail Corridor*                        |
| Welland Canal*                          | International Airports                                  |
| Gateway Economic Zone                   | Proposed Airport  |
| Gateway Economic Centre                 | Major Ports   |
| Border Crossings                        |   |
| Built-Up Area – Conceptual              | Greenbelt Area <sup>+</sup>                             |
| Designated Greenfield Area – Conceptual | Greater Golden Horseshoe Growth Plan Area <sup>++</sup> |

\* Lines shown are conceptual and not to scale. They are not aligned with infrastructure and municipal boundaries.

Sources: Ministry of Municipal Affairs and Housing, Ministry of Natural Resources and Forestry, Ministry of Transportation

<sup>+</sup>Ontario Regulation 59/05

<sup>++</sup>Ontario Regulation 416/05

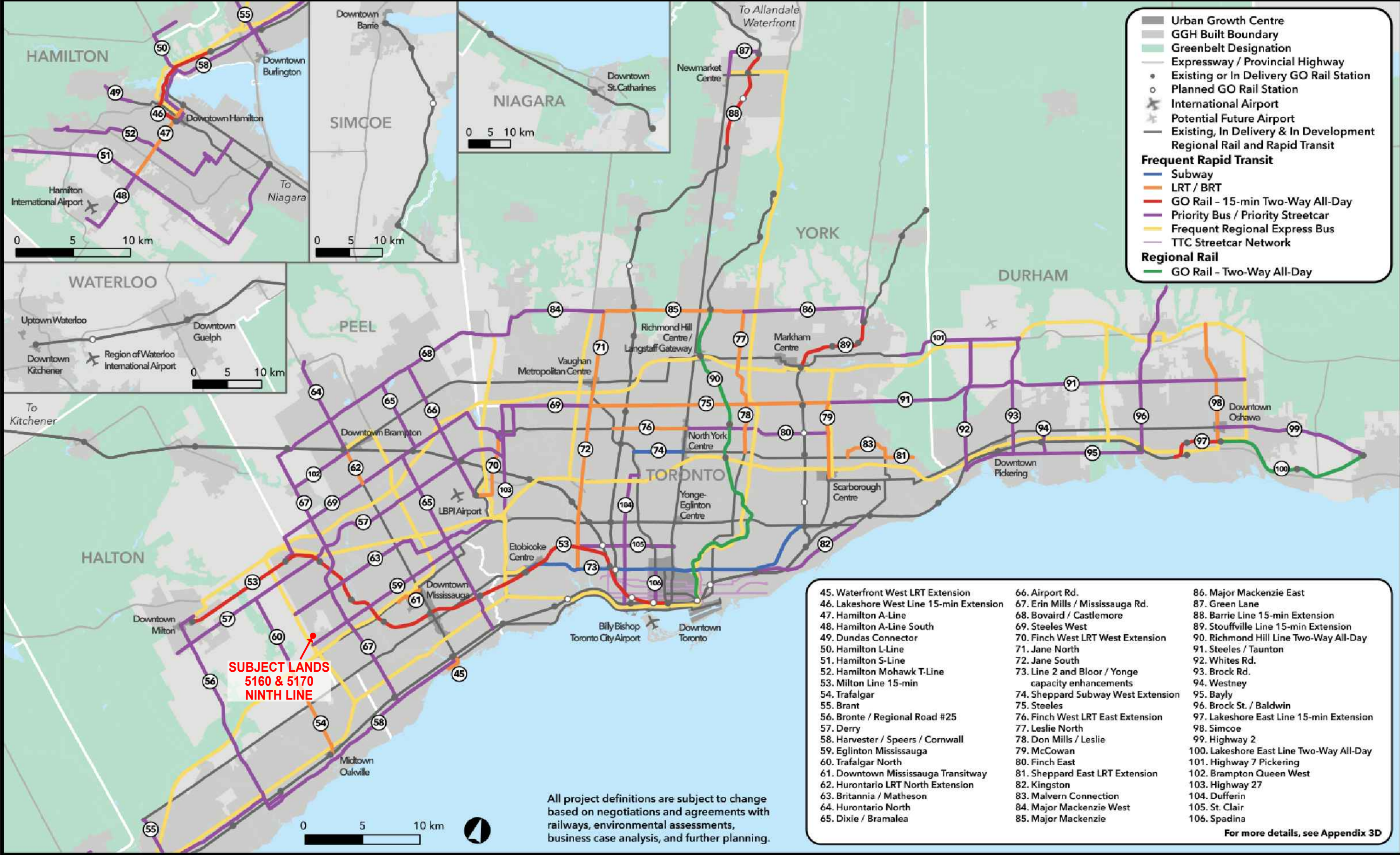
20 10 0 20 40 Km





Map 5: 2041 Frequent Rapid Transit Network

APPENDIX III





## APPENDIX IV: REGIONAL POLICIES APPLICABLE TO THE PROPOSAL

### 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.*

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

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. Furthermore, the development would protect and provide for the abutting Woodlot with a buffer to be dedicated to the City for protection of the natural system as part of Greenlands System.

#### 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 733 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 natural systems with a dedicated 10-metre buffer to the woodlot;
- The proposed development will achieve the minimum density target; and
- The proposal provides a compact built form that appropriately transitions to the adjacent community and promotes active transportation.



# APPENDIX V: Draft Zoning Bylaw 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:

4.15.1.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/regulations</b> shall apply:			
<b>Regulations</b>			
4.15.5.XX.1	Ninth Line will be deemed the <b>front lot line</b>		
4.15.5.XX.2	Maximum <b>Floor Space Index – Apartment Zone</b>	2.0	
4.15.5.XX.3	Minimum <b>parking</b> , residential	1.0 per unit	
4.15.5.XX.4	Minimum <b>parking</b> , residential visitor	0.15 per unit	
4.15.5.XX.5	Minimum <b>rear yard setback</b>	7.4 m	
4.15.5.XX.6	Minimum <b>landscaped area</b>	33 %	
4.15.5.XX.7	Maximum encroachment of a <b>balcony</b> above the first storey into the <b>rear yard</b>	1.8 m	
4.15.5.XX.8	Maximum projection of a <b>balcony</b> above the first storey from the outermost face of the <b>building</b>	1.8 m	
4.15.5.XX.9	Minimum setback from surface <b>parking spaces</b> to a <b>street line</b>	3.3 m	
4.15.5.XX.10	Minimum setback from a <b>parking structure</b> completely below finished grade to any <b>lot line</b>	0.8 m	
4.15.5.XX.11	Minimum depth of a <b>landscape buffer</b> along a <b>lot line</b> that is a <b>street line</b>	3.0 m	
4.15.5.XX.12	All site development plans shall comply with Schedule RA2-xx of this Exception		

2. 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" to "RA2-xx" and "G1" the zoning of Part of Lot 1, Concession 9, New Survey, in the City of Mississauga, PROVIDED HOWEVER THAT the "RA2-xx" and "G1" 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" and "G1" zoning indicated thereon..

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

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MAYOR

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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 an apartment building with a total of 198 residential units. The development includes private outdoor amenity area at the surface and rooftop, 10 metre buffer to the woodlot, as well as 30 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), and "G1" (Greenlands).

"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.

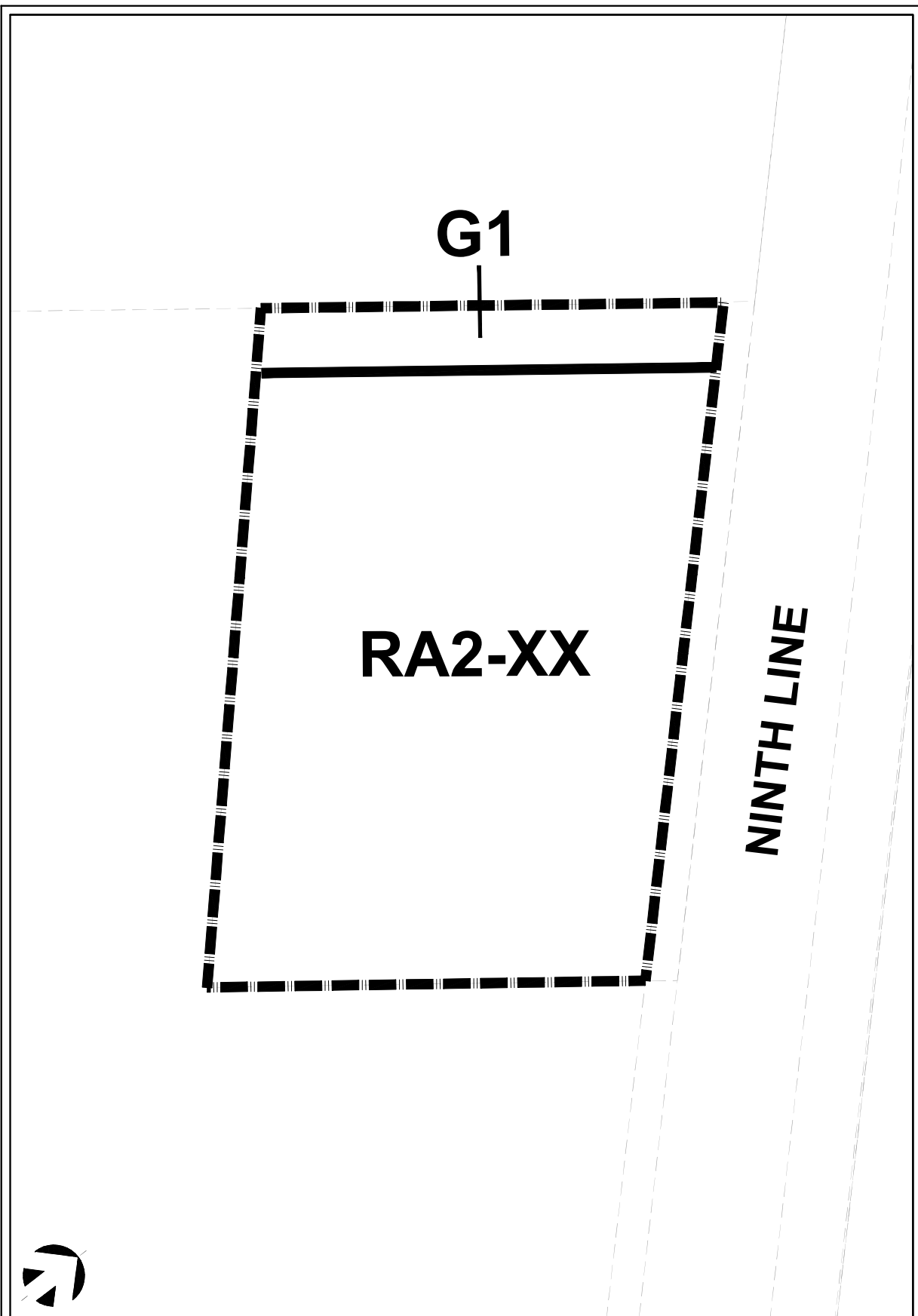
"RA2-xx" permits residential apartment buildings with a maximum FSI of 2.4.

"G1" permits natural heritage features and area conservation, flood control, stormwater management, and erosion management.

### 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  
\_\_\_\_\_



## APPENDIX V: ZONING COMPLIANCE MATRIX

## Zoning Matrix: RA2 Zone – for Res. Apartment Building (198 Units proposed)

Table 4.15.1	RA1-RA5 Zone Regulations	Required per RA2 zone	Provided & Proposed	Rationale for site specific RA2 Zone
3.0	Lot Frontages (min)	30 m	95.2 m	
4.0	FSI – Apartment Zone (min)	0.5	2.0	Refer to PJR
5.0	FSI – Apartment Zone (max)	1.0		
7.0	Height (max)	26.0 m <sup>(2)</sup> & 8 storeys	19.4 m & 6 storeys	
8.0	SETBACKS, FRONT & EXTERIOR SIDE YARD			
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>	5.7 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>	8.7 m	
9.0	SETBACKS, INTERIOR SIDE YARD			
9.1	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m (min)	4.5 m <sup>(3)</sup>	7.1 m	
9.2	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)	6.0 m <sup>(3)</sup>	7.2 m	
10.0	SETBACKS, REAR YARD			
10.1	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>	7.4 m	Pinch point at north wing, widens to 16 m at south end
10.2	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)	10.0 m <sup>(3)</sup>	7.4 m	
11.0	ENCROACHMENTS & PROJECTIONS			
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	1.8 m	Into rear yard overlooking main vehicle entrance
11.2	Encroachment into a required <b>yard</b> of a <b>porch, 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	1.8 m	
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	1.8 m	Into rear yard overlooking main vehicle entrance
12.0	ABOVE GRADE SEPARATION BETWEEN BUILDINGS			
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	17.0 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	20.5 m	
13.0	PARKING, LOADING, SERVICING AREA AND <b>PARKING STRUCTURES</b>	REQUIRED	PROPOSED	
13.1	<b>Parking Spaces</b> (min) – Residential and Non-Residential	<sup>(4)</sup> Per Table 3.1.2.1	1.0 space per unit + 0.15 visitor / unit	Refer to Parking Justification (TIS)
	<b>Accessible Parking Space</b> Table 3.1.3.1	4% total (13-100) = 2 spaces	2 spaces	At surface
	<b>Bicycle Parking Spaces – Apartments</b> (proposed per Parking Study update – Sep. 2021)	0.6 / unit Res + 0.05 / unit Visitor	0.6 / unit Res + 0.05 / unit Visitor	119 long term + 10 short term
13.2	Setback from surface <b>parking spaces</b> or <b>aisles</b> to a <b>street line</b> (min)	4.5 m	3.3 m	Parking at rear to a CEC Road with on-street 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	9.3 m	
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	

Table 4.15.1	RA1-RA5 Zone Regulations	Required per RA2 zone	Provided & Proposed	Rationale for site specific RA2 Zone
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	0.8 m	For 1 parking level, with landscaped areas above
13.6	Setback from a waste enclosure/loading area to a <b>street line</b> (min)	10.0 m	15.0 m	
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	
14.0	<b>CONDOMINIUM ROADS AND AISLES</b>			
14.1	<b>Condominium roads and 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	Site access per Mattamy condo. roads/aisles
15.0	<b>LANDSCAPED AREA, LANDSCAPED BUFFER AND AMENITY AREA</b>			
15.1	<b>Landscaped area</b> (min)	40 % of lot area	33 % of lot area	10m landscaped woodlot buffer not included in area
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	
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	
15.4	<b>Amenity area</b> (min)	Greater of 5.6 m <sup>2</sup> per <b>dwelling unit</b> or 10% site area	5.7 m <sup>2</sup> per unit or 17% lot area	Total provided 1,122 m <sup>2</sup>
15.5	Total required <b>Amenity area</b> to be provided in one contiguous area (min)	50 %	56.8 %	Roof top 630 m <sup>2</sup>
15.6	<b>Amenity area</b> to be provided outside at grade (min)	55.0 m <sup>2</sup>	440 m <sup>2</sup>	

**Total Site Area = 0.727 ha**

**Developable Area** (less land dedication for woodlot and road widening) = **0.648 ha**

#### FOOTNOTES to TABLE:

(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.*)