



MISSISSAUGA

NOTICE OF PASSING OF AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW

DATE OF NOTICE	January 26, 2023	
OPA NUMBER	OPA 154 (By-law 0004-2023)	
ZONING BY-LAW NUMBER	0005-2023	
DATE PASSED BY COUNCIL	January 18, 2023	
LAST DATE TO FILE APPEAL	February 15, 2023	
FILE NUMBER	OZ 20/021 & OPA 22/011	Ward 10
APPLICANT	Korsiak Urban Planning	
PROPERTY LOCATION	The lands affected by this Amendment are located west of Ninth Line and north of Eglinton Avenue West. The subject lands are located in the Ninth Line Neighbourhood Character Area, as identified in Mississauga Official Plan.	

TAKE NOTICE that on January 18, 2023 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 154 and Zoning By-law, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended. Council has considered the written and oral submissions from the public on this matter.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to change the land use designation of the subject lands from Parkway Belt West to Residential Medium Density to permit townhouse dwellings (42 back to back townhouse dwellings and four condominium townhouse dwellings).

The purpose of the Zoning By-law is to permit a residential development consisting of 42 back to back townhouses and 4 townhouses on common element condominium roads. The development includes two visitor parking spaces. This By law amends the zoning of the property outlined on the attached Schedule "A" from "D" (Development) and "PB1" (Parkway Belt) to "RM6 29" (Townhouses on a CEC - Road - Exception), "RM11 2" (Back to Back Townhouses on a CEC - Road - Exception), and "G1" (Greenlands - Natural Hazards). A description of the lands to which the By-law applies and/or a key map showing the location of the lands to which the By-law applies are attached.

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 154 is in full force and effect.

The proposed official plan amendment is exempt from approval by the Regional Municipality of Peel. The decision of Council is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

IF YOU WISH TO APPEAL to the Ontario Land Tribunal, a copy of an appeal form is available from the OLT website at <https://olt.gov.on.ca/>. An appeal may be filed by registered mail or courier addressed to the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, Ontario L5B 3C1 no later than **February 15, 2023**.

Only individuals, corporations and public bodies may appeal a by-law to the Ontario Land Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the City of Mississauga Council or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person or public body as a party.

The Notice of Appeal must:

- 1) set out reasons for the appeal;
- 2) be accompanied by the fee prescribed under the *Ontario Land Tribunal Act* in the amount of \$1,100.00 per application, payable by certified cheque or money order to the Minister of Finance. A copy of the Ontario Land Tribunal Fee Schedule may be found at <https://olt.gov.on.ca/appeals-process/fee-chart/>
- 3) be accompanied by a fee in the amount of \$310.00 per application, payable to the City of Mississauga.

MORE INFORMATION: A copy of the Official Plan Amendment and Zoning By-law in their entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices or from Matthew Shilton of the City of Mississauga, Planning and Building Department at (905) 615-3200 X 5299.

Sacha Smith, Manager & Deputy Clerk
Legislative Services,
Corporate Services Department
905-615-3200 X 4516

Amendment No. 154

to

Mississauga Official Plan

By-law No. 0004-2023

A by-law to Adopt Mississauga Official Plan Amendment No. 154

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 154, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in land use designation within the Ninth Line Neighbourhood Character Area;

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

1. The document attached hereto, constituting Amendment No. 154 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 18th day of January, 2023.

Signed Bonnie Coumbie

MAYOR

Signed [Signature]

CLERK

Amendment No. 154
to
Mississauga Official Plan

The following Maps "A" and "B" attached constitute Amendment No. 154.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated October 28, 2022, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to change the land use designation of the subject lands from Parkway Belt West to Residential Medium Density to permit townhouse dwellings (42 back to back townhouse dwellings and four condominium townhouse dwellings).

LOCATION

The lands affected by this Amendment are located west of Ninth Line and north of Eglinton Avenue West. The subject lands are located in the Ninth Line Neighbourhood Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Land Tribunal.

The subject lands are designated Parkway Belt West which permits uses governed by the Parkway Belt West Plan.

The Official Plan Amendment is required to bring the Official Plan into conformity with Parkway Belt West Plan Amendment No. 223. The effect of the Official Plan Amendment is to designate lands which were removed from the Parkway Belt West Plan to Residential Medium Density to permit townhouse dwellings (42 back to back townhouse dwellings and four condominium townhouse dwellings).

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. Mississauga Official Plan must conform with a hierarchy of policy and legislation at the federal, provincial, regional and municipal levels. The proposed amendments are made in response to a change in Provincial Policy and the Official Plan must conform with these changes.
2. As the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through an amendment to the PBWP. Once the PBWP is amended, the Official Plan must be brought into conformity with the PBWP.
3. The Residential Medium Density designation permits all forms of townhouse dwellings.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Map 16-20.3: Ninth Line Neighbourhood Character Area Reference Map 'M1', Section 16.20, Ninth Line Neighbourhood Character Area, of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Parkway Belt West to Residential Medium Density, as shown on Map "A" of this Amendment.
2. Schedule 10, Land Use Designations of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Parkway Belt West to Residential Medium Density, as shown on Map "B" of this Amendment.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

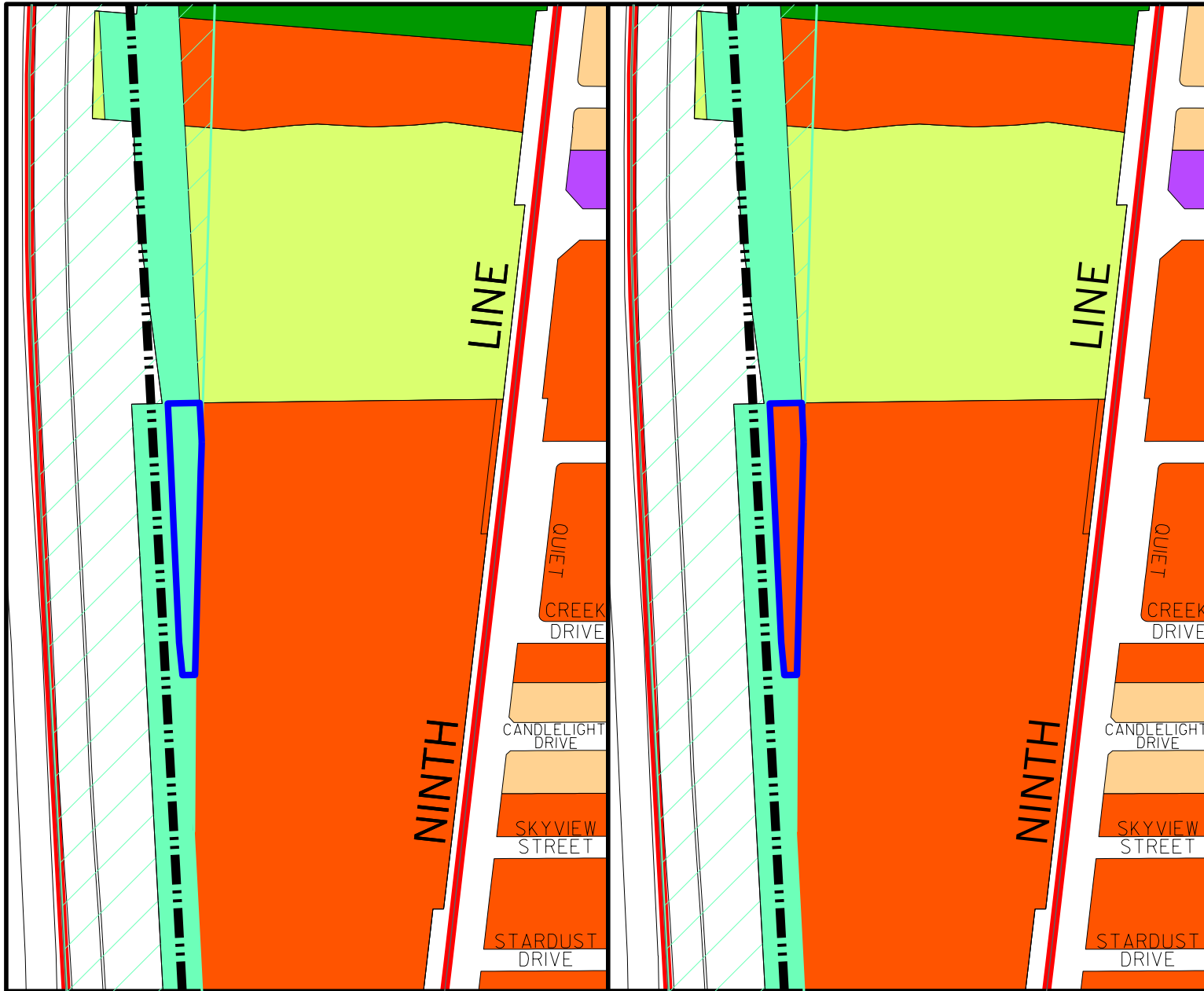
The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan August 4, 2022.

INTERPRETATION

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

This Amendment supplements the intent and policies of Mississauga Official Plan.



EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

City Structure

Downtown	Corporate Centre
Major Node	Employment Area
Community Node	Special Purpose Area
Neighbourhood	

REFERENCE MAP 'M1' - AREA OF AMENDMENT

FROM: Special Policy Area

TO: Residential Medium Density Public Open Space

Mixed Use Greenlands

Business Employment Parkway Belt West

Transitway Route Utility

Transitway Station Natural Hazards

Proposed Change to REFERENCE MAP 'M1'

FROM: Parkway Belt West

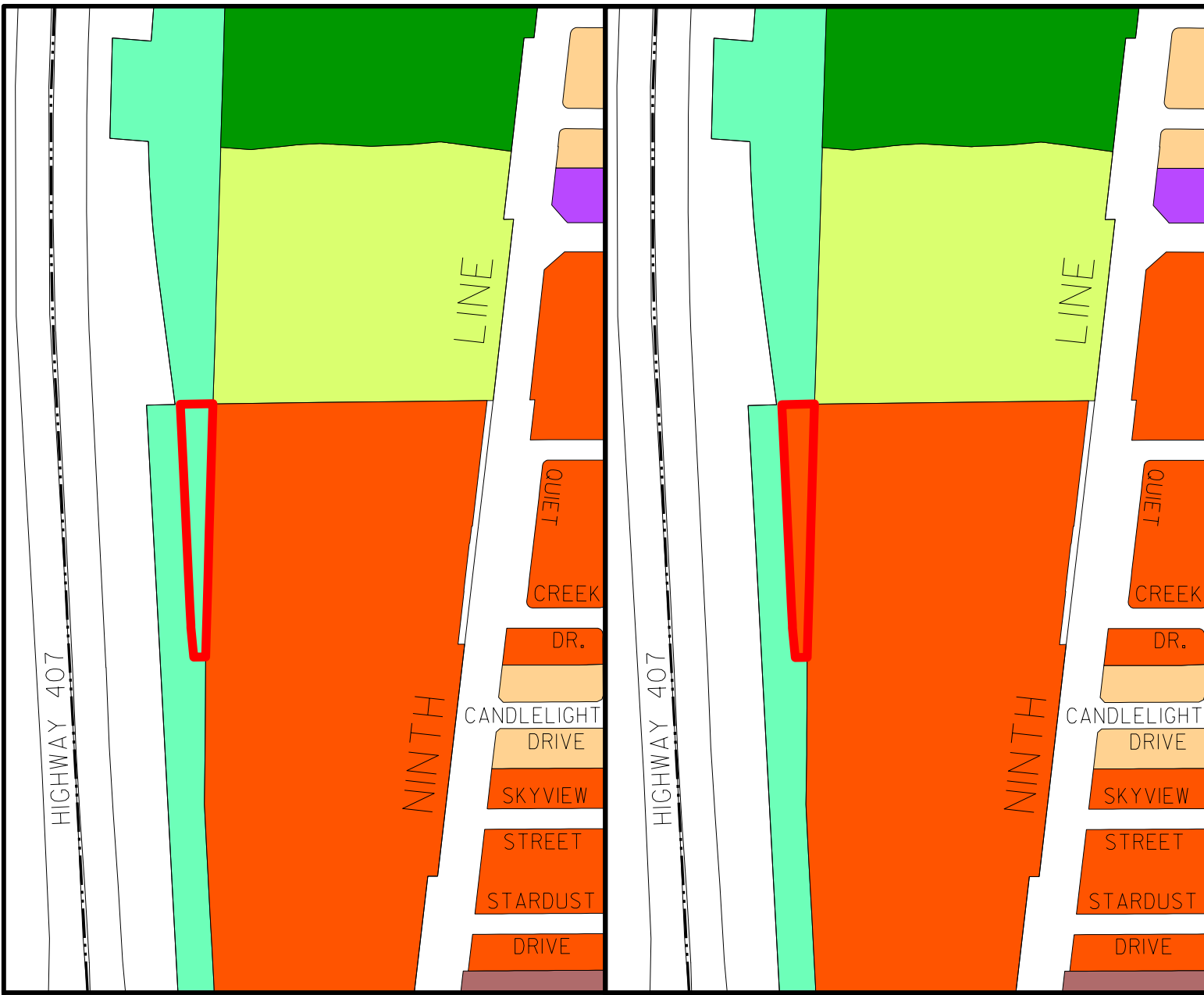
TO: Residential Medium Density

LAND USE CHANGE

0 50 100 150 200 metres

MAP 'A'

Part of Reference Map 'M1' of Mississauga Official Plan



EXISTING LAND USE DESIGNATION

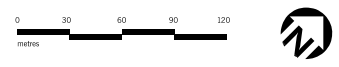
AMENDED LAND USE DESIGNATION

- ### LAND USE DESIGNATIONS
- Residential Low Density I
 - Residential Low Density II
 - Residential Medium Density
 - Residential High Density
 - Mixed Use
 - Downtown Mixed Use
 - Downtown Core Mixed Use
 - Convenience Commercial
 - Motor Vehicle Commercial
 - Office
 - Business Employment
 - Industrial
 - Airport
 - Institutional
 - Public Open Space
 - Private Open Space
 - Greenlands
 - Parkway Belt West
 - Utility

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

- ### City Structure
- Downtown
 - Major Node
 - Community Node
 - Neighbourhood
 - Corporate Centre
 - Employment Area
 - Special Purpose Area

- AREA OF AMENDMENT
- FROM: PARKWAY BELT WEST
- TO: RESIDENTIAL MEDIUM DENSITY



MAP 'B'
 Part of Schedule 10
 Land Use Designations
 of Mississauga Official Plan



APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on November 21, 2022 in connection with this proposed Amendment.

Two members of the public made depositions regarding the applications. Concerns raised were regarding the need for greater public consultation for development and infrastructure projects within the Ninth Line corridor. These concerns were addressed in the Planning and Building report dated October 28, 2022 attached to this Amendment as Appendix II, and were also by staff at the Public Meeting.

City of Mississauga
Corporate Report



<p>Date: October 28, 2022</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OPA 22-011 W10, OZ 20/021 W10, and T-M20005 W10</p>
	<p>Meeting date: November 21, 2022</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 10)

Official Plan Amendment, Rezoning and Draft Plan of Subdivision applications to permit 46 townhomes (42 back to back townhomes and 4 condominium townhomes) on condominium roads

5150 Ninth Line, west side of Ninth Line, north of Eglinton Avenue West

Owner: Mattamy (5150 Ninth Line) Limited

Files: OPA 22-011 W10, OZ 20/021 W10, and T-M20005 W10

Recommendation

1. That the applications under Files OZ 20/021 W10 and OPA 22-011 W10, Mattamy (5150 Ninth Line) Limited, 5150 Ninth Line to amend Mississauga Official Plan to **Residential Medium Density**; to change the zoning to **RM6 - exception** (Townhouses on a CEC Road – Exception), **RM11- exception** (Back to Back Townhouses on a CEC Road – Exception) and **G** (Greenlands) to permit 42 back to back townhomes and 4 condominium townhomes on condominium roads, be approved in conformity with the provisions outlined in Appendix 2 of the staff report dated October 28, 2022 from the Commissioner of Planning and Building.
2. That Council acknowledges that the Commissioner of Planning and Building, in accordance with the Commissioner's delegated authority, is contemplating imposing the draft conditions of approval outlined in Appendix 3 attached to the staff report dated October 28, 2022 from the Commissioner of Planning and Building for the draft plan of subdivision under File T-M20005 W10.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.

4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.
5. That notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height, number of dwelling units and FSI shall not increase.

Executive Summary

- The applications are to amend the policies of the official plan, change the zoning by-law and permit a plan of subdivision to allow 42 back to back townhomes and 4 condominium townhomes on condominium roads.
- Since the Public Meeting, the applicant has obtained Ministry of Municipal Affairs and Housing approval of an application to amend the Parkway Belt West Plan and subsequently filed an Official Plan Amendment to bring the City's Official Plan into conformity with the Parkway Belt West Plan.
- The applicant has made minor modifications to the proposal which include reducing the width of the western-most condominium road and eliminating the western-most street townhome unit to accommodate a multi-use trail adjacent to the future 407 Transitway.
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint and recommend that the applications be approved.

Background

A public meeting was held by the Planning and Development Committee on May 31, 2021, at which time an Information Report ([Planning and Development Committee - May 31, 2021 \(escribemeetings.com\)](https://www.escribemeetings.com)) was received for information for the rezoning and draft plan of subdivision applications. Recommendation PDC-0035-2021 was then adopted by Council on June 16, 2021.

That the report dated May 7, 2021, from the Commissioner of Planning and Building regarding the applications by Mattamy (5150 Ninth Line) Limited to permit 42 back to back townhomes and 5 condominium townhomes under Files OZ 20/021 W10 and T-M20005 W10, 5150 Ninth Line, be received for information.

Since the Public Meeting, the applicant submitted an official plan amendment application on April 11, 2022. This amendment to the official plan from **Parkway Belt West** to **Residential Medium Density** is required to implement a recent Parkway Belt West Plan Amendment that was approved by the Ministry of Municipal Affairs and Housing. The zoning by-law is also proposed to be amended from **PB1** (Parkway Belt) to **RM6 - exception** (Townhouses on a CEC Road – Exception) and **RM11- exception** (Back to Back Townhouses on a CEC Road –

Originator's files: OPA 22-011 W10, OZ 20/021 W10, and T-M20005 W10

Exception) to implement this Parkway Belt West Plan Amendment. A Draft Plan of Subdivision is required to create one residential block, one natural heritage buffer block, two multi-use trail blocks, one MTO buffer block and one transitway block.

There were some technical matters that needed to be resolved before the Planning and Building Department could make a recommendation on the applications. Given the amount of time since the public meeting and the new official plan amendment, full notification was provided.



Aerial Image of 5150 Ninth Line (Phase 1 and Phase 2 Lands)

Comments

REVISED DEVELOPMENT PROPOSAL

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

- Introducing a 3.5 m (11.5 ft.) multi-use trail along the western edge of the property which connects the proposed development and future developments to the south with Churchill Meadows Community Centre
- Reducing the proposed right of way width of condominium Road "D" from 7 m (23 ft.) to 6.6 m (22.3 ft.)

- Removing one unit to increase the setback and improve the interface between the proposed multi-use trail and townhomes

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the rezoning and subdivision applications on December 23, 2020, and of the official plan amendment application on May 4, 2022. A community meeting was held by Ward 10 Councillor, Sue McFadden, on June 24, 2019. The community meeting was held for the proposed applications at 5150 Ninth Line (Mattamy) and 5080 Ninth Line (Your Home Developments). Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting for the proposed development was held on May 31, 2021. No comments were made at the public meeting and no comments have been received by the Planning and Building Department.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change the designation from **Parkway Belt** to **Residential Medium Density**.

The proposed development is the second phase of an approved townhome development at 5150 Ninth Line and represents a continuation and completion of the overall concept plan for the property. The proposal is an appropriate form of development along the Ninth Line corridor and is consistent with the Shaping Ninth Line planning study and approved Ninth Line Character Area policies. The proposed development accommodates the approved 407 Transitway

Originator's files: OPA 22-011 W10, OZ 20/021 W10, and T-M20005 W10

alignment and allows for the continuation of the multi-use trail network starting at the Churchill Meadows Community Centre, south through the subject lands.

Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

Financial Impact

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

Conclusion

In summary, the proposed development has been designed to address the existing context and planned character of the Ninth Line corridor and is consistent with the Ninth Line Character Area policies. The proposed development adheres to the City's Shaping Ninth Line Urban Design Guidelines, protects for the future 407 Transitway and contributes to the planned Ninth Line multi-use trail network. The proposed official plan amendment, rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved.

Should the applications be approved by Council, the implementing official plan amendment and zoning by-law will be brought forward to Council at a future date.

Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis
- Appendix 3: City Conditions of Draft Plan Approval
- Appendix 4: Draft Plan of Subdivision



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

Prepared by: Matthew Shilton, Development Planner

City of Mississauga Corporate Report



<p>Date: May 7, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OZ 20/021 W10 and T-M20005 W10</p>
	<p>Meeting date: May 31, 2021</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 10)

Rezoning and Draft Plan of Subdivision applications to permit 47 townhomes (42 back to back townhomes and 5 condominium townhomes) on condominium roads 5150 Ninth Line, west side of Ninth Line, north of Eglinton Avenue West

Owner: Mattamy (5150 Ninth Line) Limited

Files: OZ 20/021 W10 T-M20005 W10

Recommendation

That the report dated May 7, 2021, from the Commissioner of Planning and Building regarding the applications by Mattamy (5150 Ninth Line) Limited to permit 42 back to back townhomes and 5 condominium townhomes under Files OZ 20/021 W10 and T-M20005 W10, 5150 Ninth Line, be received for information.

Background

These applications form the second phase of a larger development proposal encompassing the entirety of 5150 Ninth Line. The first phase of the development is being reviewed under Files OZ 19/018 W10 and T-M19006 W10, 5150 Ninth Line, and proposes 122 townhomes on condominium roads and a new municipal road extending west through the subject lands from Ninth Line.

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

PROPOSAL

The rezoning application is required to permit 42 back-to-back townhomes and 5 condominium townhomes on condominium roads and an addition to an adjacent woodlot to the north. The

zoning by-law will need to be amended from **D** (Development) and **PB1** (Parkway Belt) to **RM6-Exception** (Townhouses on a CEC-Road), **RM11-Exception** (Back to Back Townhouses on a CEC-Road) and **G1** (Greenlands) to implement this development proposal. A portion of the subject lands adjacent to the Highway 407 ETR will retain the current (Parkway Belt) zone. A plan of subdivision is required to create the residential blocks for the townhomes, the condominium roads and the woodlot block. The applicant has also submitted an application to the Ministry of Municipal Affairs and Housing to remove a portion of the subject lands from the Parkway Belt West Plan.

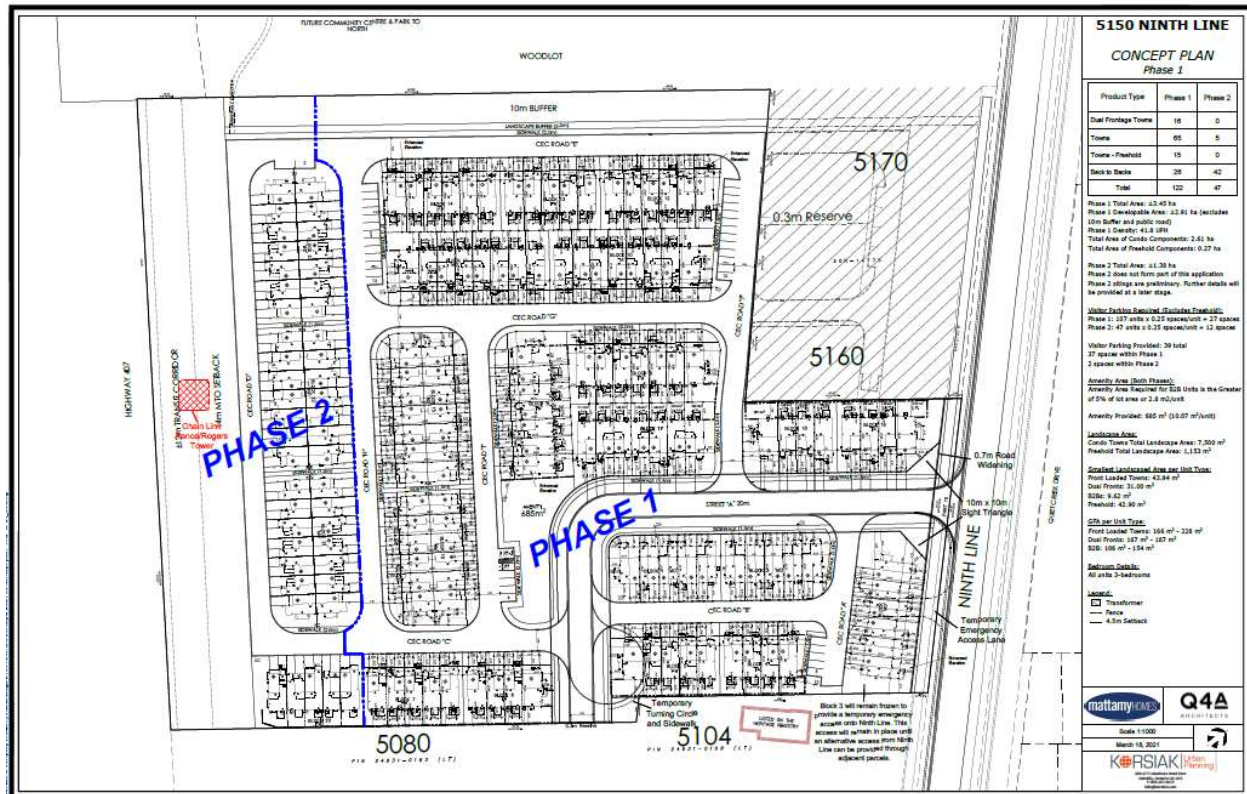
During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

Comments

The property is located on the west side of Ninth Line, north of Eglinton Avenue West within the Ninth Line Neighbourhood Character Area. The site is occupied by a telecommunications tower.



Aerial image of 5150 Ninth Line – Phase 1 and Phase 2 lands



Proposed Concept Plan

LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

Additional information and details are found in Appendix 1, Section 4.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 7.

Financial Impact

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

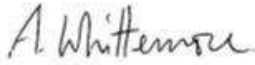
Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include:

- Provision of additional technical information
- Consistency with Ninth Line Neighbourhood Character Area policies of Mississauga Official Plan and the Shaping Ninth Line Urban Design Guidelines
- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, and lotting fabric
- Are the proposed zoning by-law exception standards appropriate
- Assessment of the proposed circulation network (i.e. multi-use trails, walkways, trails, and mid-block connections)
- Compatibility with Phase 1 of the 5150 Ninth Line development currently in process under Files OZ/19/018 W10 and T-M19006 W10
- Confirmation from the Ministry of Municipal Affairs and Housing that any required amendments to the Parkway Belt West Plan have been sought and granted
- Confirmation from the Ministry of Transportation that the proposed buffer block is adequate.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Matthew Shilton, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Mattamy (5150 Ninth Line) Limited

5150 Ninth Line (Phase 2)

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1. Proposed Development

The applicant proposes to develop the property with 42 back to back townhomes and 5 condominium townhomes on condominium roads. A rezoning application is required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments). A draft plan of subdivision application is required to create blocks for townhomes, woodlot buffer, MTO setback, and transitway purposes. This is the second phase of a two phase development. The first phase of the development is being reviewed under rezoning and draft plan of subdivision Files OZ 19/018 W10 and T-M19006 W10, and proposes 122 townhomes of various types and tenures on public and private roads.

Development Proposal	
Applications submitted:	Received: November 19, 2020 Deemed complete: December 14, 2020
Developer/ Owner:	Mattamy (5150 Ninth Line) Limited
Applicant:	Korsiak Urban Planning
Number of units:	47 units
Proposed Gross Floor Area:	7,474.0 m ² (80,449.5 ft ²)
Height:	3 storeys / 15 m (49.2 ft.)
Net Density (Phase 2)	62.7 units/hectare (154.8 units/acre)
Road Type:	Common element condominium road (CEC)
Anticipated Population:	110* *Average household sizes for all units (by type) based on the 2016 Census

Development Proposal		
Parking:	Required:	Provided:
Resident spaces	94	94
Visitor spaces	12	2*
Total	106	96
		*Phase 1 of the proposed development accommodates all required visitor parking.
Green Initiatives:	<ul style="list-style-type: none"> • Stormwater retention • Landscaped bioretention area with amphibian habitat features is proposed within the 10 m (32.8 ft.) buffer adjacent to the woodlot • LED lighting options will be integrated into buildings to reduce energy, maintenance and cooling costs 	

Supporting Studies and Plans

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

- Planning Justification Report Addendum and Zoning Matrices
- Urban Design Study
- Low Impact Design Features Memo
- Sun/Shadow Study
- Noise Study
- Arborist Report

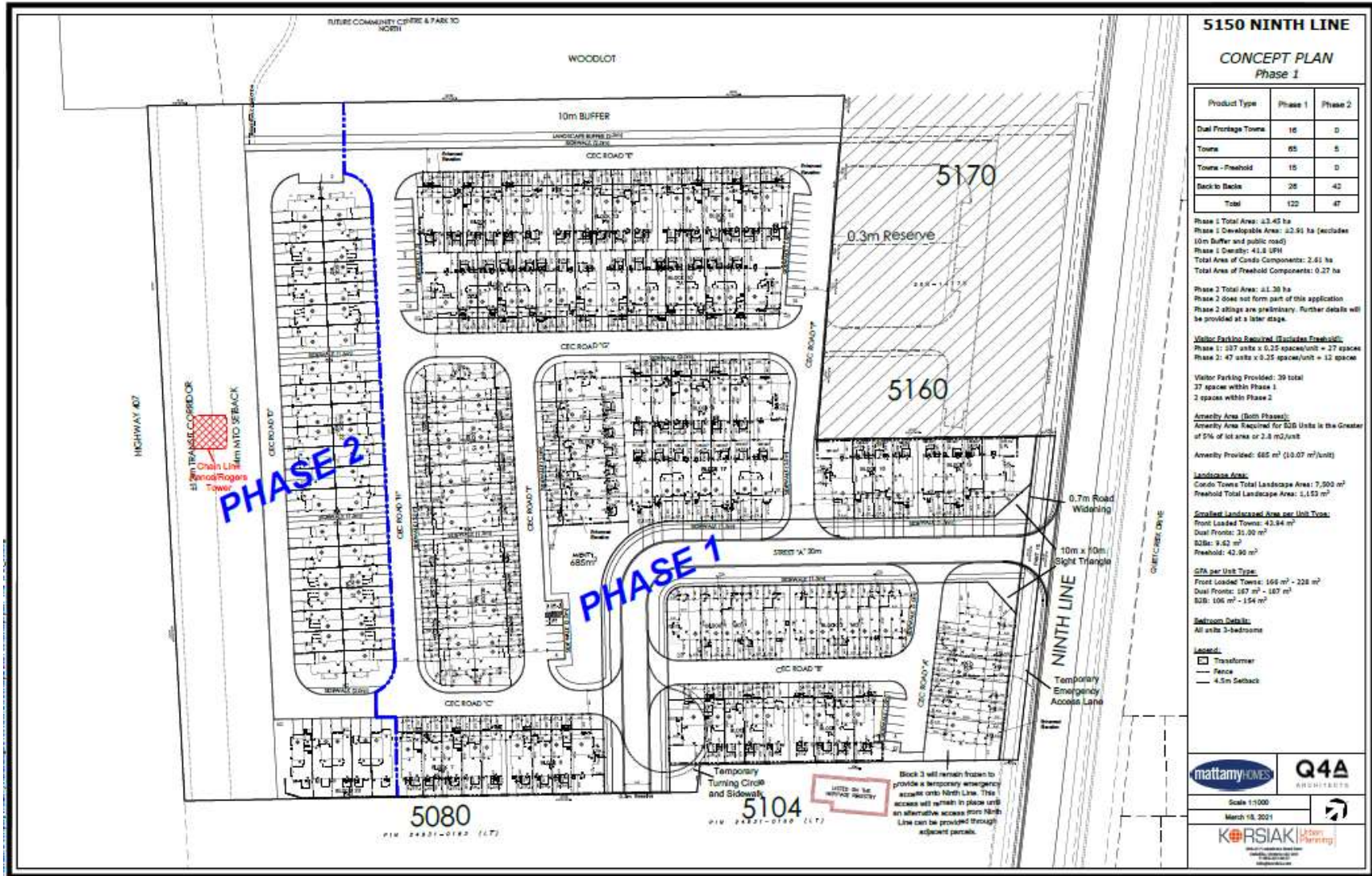
- Easements / Restrictions on Title
- Traffic Impact Study
- Transportation Demand Management Plan
- Right-of-Way Justification
- Environmental Impact Study and Memos
- Functional Servicing & Stormwater Management Report
- Ditch Slope Stability (Top of Bank Survey)
- Geotechnical Report
- Environmental Site Assessment Phase 1
- Environmental Site Assessment Phase 2
- Record of Site Condition
- Heritage Impact Assessment
- Archaeological Assessment – Stage 1 Report and Supplementary Memo
- Archaeological Assessment – Stage 2 Report and Supplementary Memo
- Archaeological Registries for Stage 1 and 2 Reports
- Housing Report
- Affordable Housing Memo
- Lease Agreement (Rogers Communications)
- Context Map
- Concept Plan and Phasing Plan
- Draft Plan of Subdivision
- Composite Plan

- Draft Zoning By-law Amendment
- Survey
- Building Elevations
- Civil Engineering Drawing Package (Grading, Servicing, ROW Cross Sections, Storm Drainage Plans)
- Landscape Concept Plan
- Tree Management Plan

Application Status

Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A pre-application community meeting was held on June 24, 2019. The community meeting was held for the proposed applications at 5150 Ninth Line (Mattamy) and the proposed applications at 5080 Ninth Line (Your Home Developments). Your Home Developments has not yet submitted development applications for 5080 Ninth Line. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received.



5150 NINTH LINE
CONCEPT PLAN
Phase 1

Product Type	Phase 1	Phase 2
Dual Frontage Towns	16	0
Towns	65	5
Towns - Freehold	15	0
Back to Backs	26	42
Total	122	47

Phase 1 Total Area: 43.42 ha
Phase 1 Developable Area: 42.91 ha (excludes 10m Buffer and public road)
Phase 1 Density: 41.8 UPA
Total Area of Condo Components: 2.61 ha
Total Area of Freehold Components: 0.27 ha

Phase 2 Total Area: 41.38 ha
Phase 2 does not form part of this application
Phase 2 siting are preliminary. Further details will be provided at a later stage.

Visitor Parking Provided (Excludes Freehold):
Phase 1: 57 units x 0.25 spaces/unit = 27 spaces
Phase 2: 47 units x 0.25 spaces/unit = 12 spaces

Visitor Parking Provided: 39 total
37 spaces within Phase 1
2 spaces within Phase 2

Amenity Area (Both Phases):
Amenity Area Required for 520 Units is the Greater of 5% of lot area or 2.8 m2/unit

Amenity Provided: 665 m² (10.07 m²/unit)

Landscape Area:
Condo Towns Total Landscape Area: 7,500 m²
Freehold Total Landscape Area: 1,153 m²

Street Landscaped Area per Unit Type:
Front Loaded Towns: 42.94 m²
Dual Fronts: 35.90 m²
S2B: 9.62 m²
Freehold: 42.90 m²

GPA per Unit Type:
Front Loaded Towns: 166 m² - 222 m²
Dual Fronts: 167 m² - 167 m²
S2B: 106 m² - 154 m²

Bedroom Details:
All units 3-bedroom

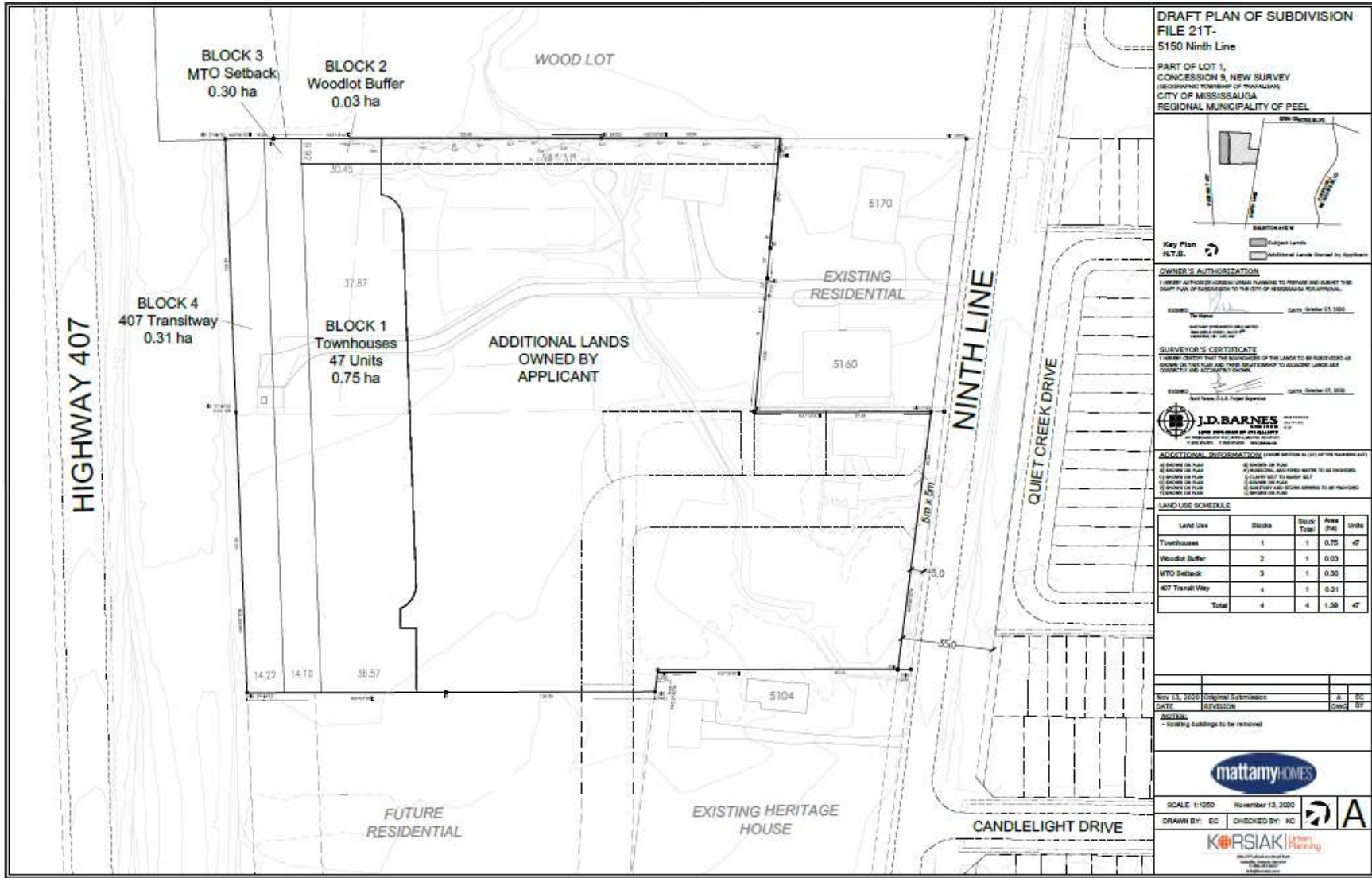
- Legend:**
- Transformer
 - Fence
 - 4.5m Setback

mattamy|HOMES **Q4A**
ARCHITECTS

Scale 1:1000
March 18, 2021

KORSIK Urban Planning

Concept Plan



Draft Plan of Subdivision

2. Site Description

Site Information

The subject property is located within the Ninth Line Neighbourhood Character Area, on the west side of Ninth Line, north of Eglinton Avenue West. The area consists of vacant agricultural land and existing rural residential properties. There is a small commercial development on the west side of Ninth Line, and low density residential development on the east side of Ninth Line. The vacant agricultural land forms part of the Parkway Belt West Plan area.



Aerial Photo of 5150 Ninth Line – Phase 1 and 2 lands

Property Size and Use (Includes Phase 1 Lands)	
Frontages:	99.3 m (325.8 ft.)
Depth:	248 m (813.6 ft.)
Gross Lot Area:	4.8 ha (11.9 ac.)
Existing Uses:	Vacant, with the exception of a telecommunications tower at the rear of the site.



Photo of 5150 Ninth Line from Ninth Line



Photo of 5150 Ninth Line from Highway 407 ETR

Site History

- January 1, 2010 – The Ninth Line lands (lands on the west side of Ninth Line, between Highway 401 and Highway 403) are transferred to the Region of Peel / City of Mississauga as a result of a municipal boundary realignment with the Region of Halton / Town of Milton.
- October 2011 – City Council directed staff to commence the Ninth Line Lands Study; a two phase joint project between the City of Mississauga and the Region of Peel to study the 350 hectares (870 acres) of lands on the west side of Ninth Line. This study resulted in the development of a land use concept used to advance a Region of Peel Official Plan Amendment and the development of Mississauga Official Plan policies, associated zoning and urban design guidelines for the lands.
- November 28, 2017 – Consent and Minor Variance applications, under files "B" 003/018, "B" 004/018, "B" 005/018, "A" 014/018, "A" 015/018 and "A" 016/018, were approved resulting in addition of lands to 5150 Ninth Line and to create new parcels at 5160 Ninth Line and 5170 Ninth Line. Minor variance applications were also required to recognize zoning by-law deficiencies on the newly created parcels.
- April 13, 2018 – Ministry of Municipal Affairs and Housing agree to the Mississauga Official Plan Amendment (MOPA) for Ninth Line proceeding in advance of the Region of Peel Official Plan Amendment (ROPA).
- June 18, 2018 – Planning and Development Committee approve staff recommendation report to bring forward amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for Ninth Line lands (PDC-005-2018)
- July 2, 2018 – By-law 0168-2018 (amending Zoning by-law) came into effect, which rezoned the Ninth Line lands from the Town of Milton "A1" and "GA" zones to City of Mississauga "OS1" (Open Space – Community Park), "G1" (Greenlands – Natural Hazards), "G2" (Greenlands – Natural Features), "PB1" (Parkway Belt) and "D" (Development) zones
- August 1, 2018 – By-law 0167-2018 (MOPA 90 implementing by-law) came into effect, which created the new Ninth Line Neighbourhood Character Area and designated the Ninth Line lands **Residential Medium Density, Mixed Use, Business Employment, Public Open Space, Greenlands, Parkway Belt West**, Utility and **Natural Hazard**, and to add Transitway Route and Transitway Stations
- October 31, 2019 – Rezoning and Draft Plan of Subdivision applications, under files OZ 19/018 W10 and T-M19006 W10, were submitted by Mattamy (5150 Ninth Line) Limited to rezone and subdivide a portion of the subject lands to permit 119 townhomes on private condominium roads and a new public road from Ninth Line. These applications were subsequently revised to permit 122 townhomes
- October 19, 2020 – The Ministry of Transportation completes the "407 Transitway – Brant Street to Hurontario Street" Environmental Assessment, which finalized the alignment of the proposed 407 Transitway and identified the impacts of the transitway to the subject property and greater Ninth Line corridor.

3. Site Context

Surrounding Land Uses

The surrounding area on the west side of Ninth Line is characterized by predominantly detached dwellings on large, rural residential lots, small scale commercial uses and community service uses. Immediately north of the property is the City owned woodlot known as P-460. Beyond the woodlot is the site of the future Churchill Meadows Community Centre and Park (under construction).

The east side of Ninth Line consists of planned, low density residential communities consisting of detached homes, semi-detached homes and townhomes.

The surrounding land uses are:

- North: Woodlot and Churchill Meadows Community Centre and Park
- East: Churchill Meadows Animal Hospital, detached, semi-detached and townhomes
- South: Rural residential uses and Eglinton Avenue West
- West: Highway 407 ETR and Future 407 Transitway.

Neighbourhood Context

The subject lands are located in Precinct 5 (Community Park/Residential Area) of the Ninth Line Neighbourhood Character Area.

The lands on the west side of Ninth Line are predominantly vacant, with limited agricultural uses remaining. The primary

use is rural residential, with approximately 20 detached homes on large lots. Other existing uses include Churchill Meadows Animal Hospital, St. Peter's Mission Church, Sid's Pond and Gardenscape (a landscaping supply business), an outdoor storage operation, and the Enbridge/Union Gas/TransCanada Joint Operating Facility (a natural gas transmission and distribution pumping station). The Churchill Meadows Community Centre and Park are currently under construction between Eglinton Avenue West and Britannia Road West, approximately 310 m (1,017 ft.) north of the subject lands.

On the east side of Ninth Line, south of Britannia Road West is the Churchill Meadows Neighbourhood Character Area, a low and medium density residential community consisting of a mix of detached homes, semi-detached homes and townhomes. Other uses on the east side of Ninth Line include schools, daycares, a Montessori School, parkland and open space, and some commercial uses, including a small commercial plaza and a gas station. Further north, are a number of large scale industrial buildings, the Garry W. Morden Centre and a driving range.



Aerial Photo of 5150 Ninth Line - Phases 1 and 2

Demographics

According to the 2016 census, the Ninth Line Neighbourhood Character Area has 63 jobs and no reported population, resulting in 0.2 PPJ (persons plus jobs) per hectare (0.49 PPJ per acre). The Ninth Line Character Area contains the last remaining greenfield lands in the City of Mississauga. Significant growth is proposed for this community, resulting from the Shaping Ninth Line study and Mississauga Official Plan policies. The City uses the 2013 Mississauga Growth Forecast to project anticipated population within specific areas of the City. Since the approved land use framework for the Ninth Line corridor did not come into effect until 2018, the anticipated population is not reflected in the 2013 Mississauga Growth Forecast.

The following table summarizes the minimum densities that are applicable to the Ninth Line Neighbourhood Character Area at Provincial, Regional and Municipal levels:

	Minimum Densities* (People Plus Jobs = PPJs)
Growth Plan for the Greater Golden Horseshoe (2017)**	Designated Greenfield Area: 80 PPJs/Ha (32.4 PPJs/Ac)
Growth Plan for the Greater Golden Horseshoe (2019)	Designated Greenfield Area: 50 PPJs/Ha (20.2 PPJs/Ac)
Region of Peel ROPA 33	Designated Greenfield Area: 79 PPJs/Ha (32 PPJs/Ac)
Mississauga Official Plan (MOPA 90)	82 PPJs/Ha (33.2 PPJs/Ac)

*does not account for minimum densities in a Major Transit Station Area (MTSA)

**in effect during the Shaping Ninth Line study

The minimum density of 82 people and jobs per hectare (33.2 people and jobs per acre) was established through the Shaping Ninth Line study and is an average density for all of the Ninth Line lands. The density for the Ninth Line lands was determined based on the total developable land area and the projected population and jobs for each land use designation in the Official Plan. The density calculation assumed 110 ha (271.8 ac) of developable land area on Ninth Line, which includes **Residential Medium Density, Mixed Use, Business Employment, and Public Open Space** land use designations. Although the Business Employment and Public Open Space areas account for nearly 30% of the developable area (32.4 ha 80 ac.), they are expected to contribute very few people and jobs towards the overall density. Therefore, other lands (i.e. lands designated Residential medium Density and Mixed Use) need to reach higher densities to achieve the overall planned average of 82 people and jobs per hectare (33.2 people and jobs per acre).

It should be noted that the densities in the Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan and Mississauga Official Plan (MOP) are minimum densities. Exceedances to these planned densities would not necessitate an Official Plan Amendment; however, the appropriateness of any exceedances would be evaluated through the processing of the development applications.

Other Development Applications

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

- SP 17/001 W10 – 5320 Ninth Line – Approval was obtained for the Churchill Meadows Community Centre and Park
- SP 18/061 W8 – 3560, 3580, 3610 and 3630 Odyssey Drive – Site Plan approval was obtained for four multi-tenant employment buildings
- SPM 18/086 W8 – 3650 Platinum Drive – Site Plan Minor application in process for a sports playing field and parking lot expansion at Sherwood Heights Private School
- SP 18/113 W8 – 3665 Odyssey Drive – Site Plan approval was obtained for 2, one-storey, multi-unit employment buildings
- SP 19/025 W8 – 3986 and 3990 Eglinton Avenue West – Site Plan application in process for a new gas bar, convenience store and drive-through
- SP 19/106 W8 – 3645 Platinum Drive – Site Plan application in process for a 6 storey hotel with surface parking
- OZ 19/012 W10 and T-M19003 W10 – 6432, 6500 and 0 Ninth Line – Rezoning and Draft Plan of Subdivision applications in process to permit a mix of residential dwelling types, parkland and school uses
- OZ 19/013 W10 and T-M19004 W10 – 6136, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400 and 6432 Ninth Line – Rezoning and Draft Plan of Subdivision applications in process to permit a mix of residential dwelling types, parkland and school uses
- OZ 19/018 W10 and T-M19006 W10 – 5150 Ninth Line – Rezoning and Draft Plan of Subdivision applications in process to permit a mix of condominium and freehold townhomes.

These applications are well within the anticipated population forecasted for the neighbourhood.

Community and Transportation Services

The Ninth Line Character Area is a greenfield neighbourhood. Therefore, services such as a school site and parks will be developed and provided through the processing of development applications.

In addition to park blocks that will be conveyed to the City as the Ninth Line Character Area is developed, future residents of the proposed development will also be served by existing parks on the east side of Ninth Line, including Sparling Woods Park (which is approximately 280 metres (918.6 ft.) from the subject lands), McLeod Park (which is approximately 250 metres (820.2 ft.) from the subject lands), and Marco Muzzo Senior Memorial Woods and Park (which is approximately 560 metres (1,837.3 ft.) from the subject lands). These parks are connected by an existing trail network to be shared by cyclists and pedestrians, which connects to other parks within the community. There are additional cycling facilities within the

community as well, including a multi-use trail on Britannia Road West, east of Ninth Line.

The Churchill Meadows Community Centre and Park is currently under construction on the west side of Ninth Line, between Eglinton Avenue West and Britannia Road West.

The following major MiWay bus routes currently service the site:

- Route 9 – Ninth Line
- Route 35 – Ninth Line

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

The 407 Transitway is a planned, 150 km (93 miles) high-speed interregional transit service extending from Brant Street in Burlington to Highways 35/115 in Pickering. The Transitway will be a two-lane, grade separated transit facility on an exclusive right-of-way, running parallel to the existing Highway 407 ETR. The Ministry of Transportation recently completed an

Environmental Project Report for the section of the Transitway between Brant Street in Burlington and Hurontario Street in Mississauga. The report finalized the preferred alignment of the Transitway route and the impacts that the route would have on properties along the corridor. There are two Transitway stations proposed along Ninth Line at Britannia Road West and Derry Road West.

Transportation and Works staff have commenced the Ninth Line Environmental Assessment (EA) Study for the 6.2 km (3.2 miles) corridor between Eglinton Avenue West and Derry Road West. An introductory Open House was held on February 20, 2020, and subsequent virtual consultation occurred between June 25, 2020 and July 17, 2020, as well as January 13, 2021 and February 3, 2021.

The purpose of the study is to review, evaluate and recommend multi-modal transportation solutions for the Ninth Line corridor in order to accommodate future transportation needs and to complete Phases 1 through 4 of the Municipal Class EA process. The Official Plan identifies a designated right-of-way width of 35 m (114.8 ft.) for Ninth Line.

4. Summary of Applicable Policies, Regulations and Proposed Amendments

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
<p>Provincial Policy Statement (PPS)</p>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p> <p>Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements. (PPS 2.1.7)</p> <p>Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. (PPS 2.6.3)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
<p>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas. (Growth Plan 4.2.7)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<p>Parkway Belt West Plan (PBWP)</p>	<p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p> <p>Lands within the PBWP are appropriately designated and zoned in the Mississauga Official Plan and Zoning By-law to implement the provisions and regulations of the Parkway Belt West Plan.</p>	<p>Portions of the subject lands are within the Public Use Area of the Parkway Belt West Plan and are designated Road and Inter-Urban Transit.</p> <p>Permitted uses in Public Use Area:</p> <ul style="list-style-type: none"> a) Legally existing uses b) Linear facilities (e.g. linear transportation, communication and utility facilities) c) Other public uses (subject to specific conditions including preservation of natural features, size of structures, landscaping, etc.) d) Interim uses (subject to specific conditions) e) Additions to existing uses (subject to specific conditions) (PBWP 5.4.1) <p>Public Works in Public Use Area:</p> <ul style="list-style-type: none"> a) Linear facilities <ul style="list-style-type: none"> i) Constructed to minimize detrimental effects on natural features ii) Transportation facilities will be constructed to restrict the number and capacity of traffic routes connecting Urban Areas and to retain the open space character of the area covered by the Plan. iv) Landscaping and buffers will be provided where appropriate, both

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>along and between facility rights-of-way. (PBWP 5.4.3)</p> <p>Specific Objection</p> <p>h) Minimize the number of transportation routes crossing this Link and connecting the Oakville Urban Area to the Mississauga Urban Area and connecting the Milton East Future Urban Area to the Mississauga Northwest Urban Area (PBWP 6.7.2)</p> <p>Implementing Actions</p> <p>a) Restrict the number of transportation routes crossing the Link to:</p> <p>i) Existing facilities and their essential expansions;</p> <p>ii) Highway 403, inter-urban transit facilities, and other essential new facilities consistent with the Plan. (PBWP 6.7.3).</p>
Halton Region Official Plan	<p>Regional Official Plan Amendment 28 (ROPA 28) came into force and effect on December 21, 2005 and implemented the Ninth Line Corridor Policy Area policies and schedules.</p> <p>Regional Plan Amendment 38 (ROPA 38) subsequently deleted all policies and schedules implemented through ROPA 28 as a result of the land transfer to the Region of Peel / City of Mississauga. ROPA 38 was approved by the Minister of Municipal Affairs and Housing on November 24, 2011 and subsequently appealed to the Ontario Municipal Board (OMB), who approved the ROPA through a series of decisions between February 2014 and April 2017.</p>	<p>There are no current Halton Region Official Plan policies for the Ninth Line. As part of Regional Official Plan Amendment 38 (ROPA 38), the land use schedules and specific policies implemented by Regional Official Plan Amendment 28 (ROPA 28) were removed to reflect that the lands were no longer within Halton Region.</p>
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The Region provided additional comments, which are discussed in Section 8 of this Appendix.</p>	<p>On March 12, 2020, the Council of the Regional Municipality of Peel passed By-law 18-2020 to adopt Regional Official Plan Amendment 33 (ROPA 33).</p> <p>The purpose and effect of ROPA 33 is to delete and replace the Ninth Line Lands policies, which amend the Region of Peel Official Plan to expand the Regional Urban Boundary to include the Ninth Line Lands and establish an updated planning framework.</p> <p>ROPA 33 includes the following key policies:</p> <p>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. (ROPA 33 – 5.3.5.1.1).</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>To achieve compact urban form and densities which are supportive of transit and active transportation as key components of the transportation network. (ROPA 33 – 5.3.5.1.2)</p> <p>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 (ROPA 33 – 5.3.5.1.3).</p> <p>That a well-connected and sustainable natural heritage system be designated to identify, protect and enhance natural heritage features in conformity with the Ninth Line Scoped Subwatershed Study. (ROPA 33 – 5.35.2.6.c).</p> <p>That development be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans. (ROPA 33 – 5.3526.d).</p> <p>Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:</p> <ul style="list-style-type: none"> • City of Mississauga: 79 residents and jobs combined per hectare (32 residents and jobs combined per acre) (applicable to existing designated greenfield area as shown on Schedule D4) (ROPA 33 – 5.5.4.2.2).

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

The subject property is not located within a Major Transit Station Area (MTSA).

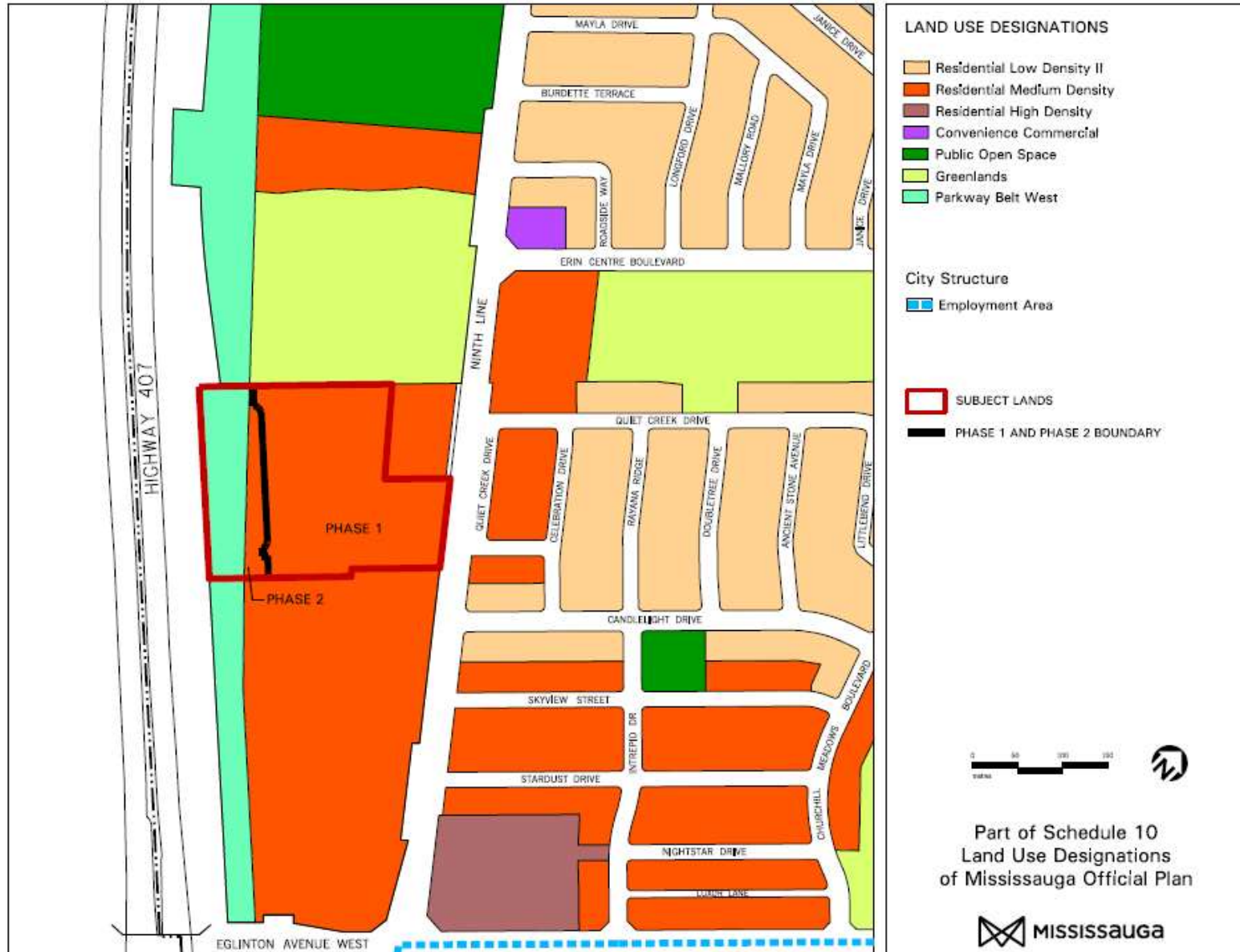
Existing Designations

The lands are located within the Precinct 5 (Community Park/Residential Area) of the Ninth Line Neighbourhood Character Area and are designated **Residential Medium Density** and **Parkway Belt West**.

In Precinct 5, the **Residential Medium Density** designation permits all forms of townhomes, low and mid-rise apartments, and at grade commercial uses on lands fronting onto Ninth Line. The permitted building height on the subject lands is three to six storeys.

Lands designated **Parkway Belt West** are governed by the provisions of the Parkway Belt West Plan. Once the Parkway Belt West Plan is amended, the land use designations shown on Reference Maps M1-M3 in MOP come into effect without amending MOP.

Ninth Line is identified as a Corridor in MOP.



Excerpt of Ninth Line Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

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

	General Intent
<p>Chapter 5 Direct Growth</p>	<p>Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations (Section 5.1.5).</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6).</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or by phased to coordinate with the provision of services and infrastructure. (Section 5.1.9).</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5).</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6).</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4).</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5).</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit (Section 5.4.7).</p> <p>There are lands in the Ninth Line Neighbourhood Character Area that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe (Section 5.6).</p>
<p>Chapter 6 Value The Environment</p>	<p>Parks also have a role in creating a complete community and strong economy. The availability of a park system is a factor for residents and businesses concerned about quality of life. (6.3).</p> <p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority. (Section 6.3.7 and Section 6.3.8).</p>

	<p>General Intent</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study. (Section 6.3.10).</p> <p>Significant Natural Areas are areas that meet one or more of the following criteria:</p> <ul style="list-style-type: none"> c) Habitat of threatened species or endangered species; f) Significant woodlands are those that meet one or more of the following criteria: <ul style="list-style-type: none"> • Any woodland greater than 0.5 hectares that: <ul style="list-style-type: none"> • Supports old growth trees (greater than or equal to 100 years old); • Supports a significant linkage function as determined through an Environmental Impact Study approved by the City in consultation with the appropriate conservation authority • Is located within 100 m (328.1 ft.) of another Significant Natural Area supporting a significant ecological relationship between the two features; • Is located within 30 m (98 ft.) of a watercourse or significant wetland; or • Supports significant species or communities. (Section 6.3.12) <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership. (Section 6.3.24.a & b).</p> <p>Development and site alteration on lands adjacent to habitat of endangered species and threatened species or other Significant Natural Area will require an Environmental Impact Study, demonstrating no negative impact to the natural heritage features or on their ecological function, to the satisfaction of the City and appropriate conservation authority (6.3.29).</p>
<p>Chapter 7 Complete Communities</p>	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6).</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> 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. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3).</p> <p>The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a Heritage Impact Assessment, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction. (Section 7.4.1.12).</p> <p>Development adjacent to a cultural property will be encouraged to be compatible with the cultural heritage property (Section 7.4.2.3).</p>

	General Intent
Chapter 8 Create a Multi-Modal City	<p>Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes. (Section 8.1.9).</p> <p>Mississauga will create a multi-modal road network through:</p> <ul style="list-style-type: none"> a. a transportation system that provides mobility and accessibility to all users; b. opportunities for transit priorities; c. pedestrian and cycling access and routes; and d. priority truck routes for the efficient movement of goods. (Section 8.2.2.2). <p>Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city. (Section 8.2.2.3).</p>
Chapter 9 Build A Desirable Urban Form	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1).</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3).</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5).</p> <p>Mississauga will promote a built environment that protects and conserves heritage resources. (Section 9.1.7).</p> <p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. (Section 9.1.9).</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purpose of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities. (Section 9.1.15).</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2).</p> <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> 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; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6). <p>Development will be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced and restored (Section 9.2.3.1).</p>

	General Intent
	<p>Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resources and makes them focal points for the community. (Section 9.2.4.1).</p> <p>Development and open spaces adjacent to significant cultural heritage resources will:</p> <ol style="list-style-type: none"> a. Contribute to the conservation of the heritage attribute of the resource and the heritage character of the area; b. Emphasize the visual prominence of cultural heritage resources; and c. Provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources. (Section 9.2.4.2). <p>Development will be designed to:</p> <ol style="list-style-type: none"> a) Respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks; b) Respect cultural heritage features such as designated buildings, landmarks and districts; c) Accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources; d) Achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible; e) Meet universal design principles; f) Address new development and open spaces; g) Be pedestrian oriented and scaled and support transit use; h) Be attractive, safe and walkable; i) Accommodate a multi-modal transportation system; and j) Allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate. (Section 9.3.1.4). <p>Natural features, parks and open spaces will contribute to a desirable urban form by:</p> <ol style="list-style-type: none"> a) Assisting with the protection, enhancement, restoration and expansion of the Natural Heritage System; b) Connecting to the city's system of trails and pathways; c) Connecting to other natural areas, woodlands, wetlands, parks and open spaces, including streets, schools, cemeteries and civic spaces; 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 structure front onto them, with direct access, and encouraging natural surveillance; and, f) Appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible. (Section 9.3.5.3). <p>Open Spaces will be designed as places where people can socialize, recreate and appreciate the environment. (Section 9.3.5.4).</p> <p>Private open space and/or amenity areas will be required for all development. (Section 9.3.5.5.).</p> <p>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. Section 9.3.5.6).</p>

	<p>General Intent</p> <p>The design of all development will foster the improvement of connections and accessibility for transit uses and promote active transportation modes. (Section 9.4.1.1).</p> <p>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. (Section 9.5.1.1).</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy; sunlight and sky views are maintained. (Section 9.5.1.9).</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare. (Section 9.5.1.11).</p> <p>Noise will be mitigated through appropriate built form and site design mitigation techniques such as fencing and berms will be discourages (Section 9.5.1.12).</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors or individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4).</p> <p>Front building facades should be parallel to the street. (Section 9.5.3.5).</p>
<p>Chapter 11 General Land Use Designations</p>	<p>Lands designated Residential Medium Density will permit the following uses:</p> <ul style="list-style-type: none"> a) All forms of townhouse dwellings (Section 11.2.5.5). <p>Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan (11.2.13.1).</p>
<p>Chapter 16 Neighbourhoods</p>	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1).</p> <p>The Ninth Line Neighbourhood Character Area will be planned to achieve a minimum density of 82 residents and jobs combined per hectare, on all lands where development is permitted. (Section 16.20.1.1).</p> <p>Land Use and Built Form Planning in the area will be based on the following land use and built form principles:</p> <ul style="list-style-type: none"> a) Provide a mix of housing to accommodate people with diverse housing preferences and socioeconomic needs. This also includes housing which is affordable as outlined in the City's housing strategy; c) Provide a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors; d) Work in collaboration with the school boards to determine the need for educational facilities. The location of these facilities will be determined through the development application process. f) Recognize the significance of cultural heritage sites and landscapes including the natural heritage system; g) Support transit and active transportation as key components of the transportation network;

	General Intent
	<p>h) Complement existing and future transportation facilities including taller, more compact mixed use buildings at the 407 Transitway Stations;</p> <p>i) Demonstrate distinct and appropriate design of all buildings, streets and open spaces; and</p> <p>j) Provide appropriate transition to neighbourhoods to the east. (Section 16.20.2.2.1).</p> <p>Planning in the area will be based on a series of connections including:</p> <p>a) A network of trails that link open spaces and key destinations, and trail networks beyond the Ninth Line Lands;</p> <p>b) Safe pedestrian crossings of Ninth Line;</p> <p>c) Key access points</p> <p>d) Pedestrian supportive streets; and</p> <p>e) Integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other roads. (Section 16.20.2.2.2)</p> <p>Parks, Open Spaces and Natural Heritage Planning in the area will be based on a series of parks, open spaces and a natural heritage system that:</p> <p>a) Creates a well-connected and sustainable natural heritage system;</p> <p>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;</p> <p>c) Provides parks and open spaces in close proximity to adjacent neighbourhoods and employment areas; and</p> <p>d) Has regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study (Section 16.20.2.2.3).</p> <p>Connections throughout the area will be supported by a modified grid system of public streets, public and privately owned public space, as well as wayfinding and signage plans. (Section 16.20.2.3.1).</p> <p>Trails and sidewalks should link 407 Transitway Stations, community facilities, parks and commercial and employment areas. The layout and design of blocks, streets, and boulevards will support the use of transit, walking and cycling. (Section 16.20.2.3.2).</p> <p>The layout and design of blocks, streets, and boulevards will support the use of transit, walking and cycling. (Section 16.20.2.3.3).</p> <p>Development fronting Ninth Line will be designed to provide appropriate transition to uses on the east side of the street. (Section 16.20.2.3.4).</p> <p>Buildings will be designed and massed to frame streets and support an active public realm. Pedestrian comfort will be supported through the use of landscaping and other features. (Section 16.20.2.3.5).</p> <p>A significant amount of land in the Ninth Line area is designated Parkway Belt as per the Parkway Belt West Plan. Once the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. Once the PBWP is amended, the land use designations shown on Reference Maps (M1-M3) will come into force and effect, without further amendment to this Plan.(Section 16.20.2.6).</p>

	<p>General Intent</p>
	<p>The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities. (Section 16.20.3.5.1).</p> <p>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. (Section 16.20.3.5.2).</p> <p>Notwithstanding the Residential Medium Density policies of this Plan, low-rise and mid-rise apartment dwellings will also be permitted. (Section 16.20.4.1.1).</p> <p>For lands fronting onto Ninth Line in Precincts 2 and 5, commercial uses will be permitted at grade. (Section 16.20.4.1.2).</p> <p>The Ninth Line Neighbourhood Character Area is designed to encourage multi-modal transportation with an emphasis on transit and active transportation modes. (Section 16.20.5.1).</p> <p>All development in the Ninth Line Neighbourhood Character Area will be designed to protect for, and support, the 407 Transitway and any related facilities. (Section 16.20.5.4).</p> <p>Local roads will be designed to serve all modes of transportation including pedestrians, cyclists and transit users. (Section 16.20.5.6).</p>
<p>Chapter 19 Implementation</p>	<p>Development applications will be evaluated and processed in accordance with the policies of this Plan, approved streetscape studies and design guidelines and other relevant City Council policies and Provincial policies. (Section 19.4.1).</p> <p>To provide consistent application of planning and urban design principles, all development applications will address, among other matters:</p> <ul style="list-style-type: none"> a) The compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density and built form; b) Conformity with the policies of this Plan; c) The sustainability of the development to support public transit and to be oriented to pedestrians; d) In circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setbacks, sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations; e) The adequacy of engineering services; f) The adequacy of community infrastructure; g) The adequacy of multi-modal transportation systems; h) The suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping and on site amenities; i) The relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm; j) The impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses;

	General Intent
	<p>k) Site specific opportunities and constraints; l) Sustainable design strategies; and m) Urban form and public health (Section 19.4.3).</p> <p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Mississauga Zoning By-law

Existing Zoning

The portion of the site proposed for redevelopment under these applications is currently zoned **D** (Development) and **PB1** (Parkway Belt).

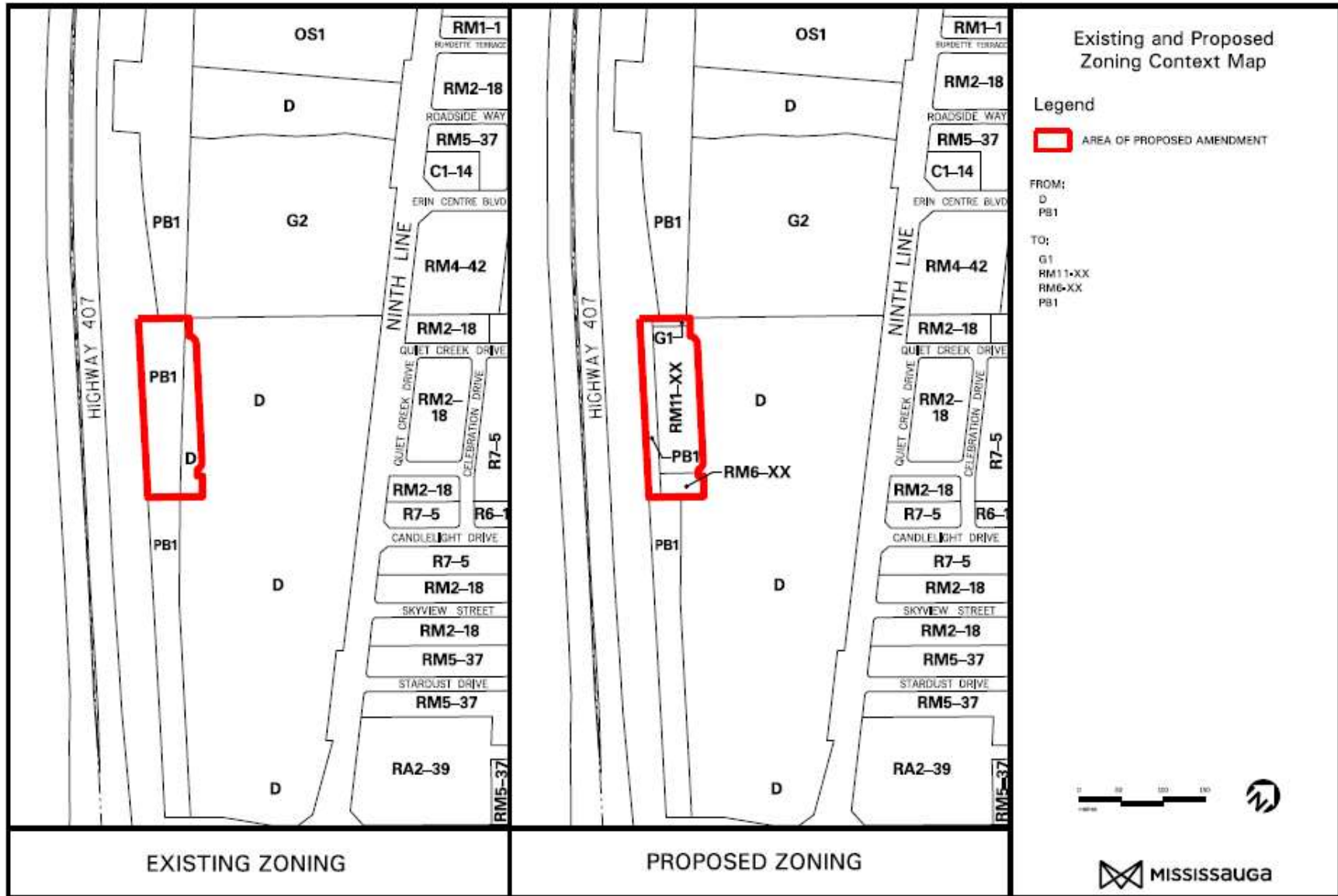
The **D** (Development) zone permits buildings or structures legally existing on the date of the passage of the By-law and the existing legal use of such building or structure. New buildings or structures and the enlargement or replacement of existing buildings and structures is not permitted.

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

Proposed Zoning

The applicant is proposing to zone a portion of the property **RM6 – Exception** (Townhouses on a CEC - Road – Exception) to permit 5 townhomes, **RM11 – Exception** (Back To Back Townhouses on a CEC - Road – Exception) to permit 42 back to back townhomes, and **G1** (Greenlands) to permit a 10 m (32.8 ft.) vegetative buffer. A portion of the subject lands will remain **PB1** (Parkway Belt) in order to implement the provisions and regulations of the Parkway Belt West Plan and facilitate the 407 Transitway.

Through the processing of the applications, staff may recommend a more appropriate zone category for the development in the Recommendation Report.



Excerpt of Zoning Map Proposed RM6 Exception Zoning Regulations

Zone Regulations	Existing RM6 Zone Regulations	Proposed Amended Zone RM6 Regulations
Minimum rear yard setback – interior lot / CEC - corner lot	7.5 m (24.6 ft.)	5.8 m (19 ft.)
Maximum height	10.7 m (35.3 ft.) & 3 Storeys	15.0 m (49.2 ft.) & 3 Storeys
Minimum landscaped area	25%	24%
Maximum encroachment of porch or deck inclusive of stairs located at and accessible from the first story or below the first storey into the required front and exterior side yards	1.5 m (4.9 ft.)	2.5 m (8.2 .ft.)
Maximum encroachment of a balcony , window, chimney , pilaster or corbel, window well, & stairs with a maximum of 3 risers, into the required rear yard	1.0 m (3.3 ft.)	2.5 m (8.2 ft.)
Maximum driveway width	3.0 m (9.8 ft.)	3.2 m (10.5 ft.)
Minimum width of sidewalk (CEC)	2.0 m (6.5 ft.)	1.5 m (4.9 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

Proposed RM11 Exception Zoning Regulations

Zone Regulations	Existing Zone Regulations	Proposed Amended Zone Regulations
Minimum front yard – interior lot / CEC - corner lot	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Minimum exterior side yard – lot with an exterior side lot line that is a street line	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Maximum driveway width	2.6 m (8.5 ft.)	3.4 m (11.2 ft.)
Minimum width of a sidewalk not traversed by a driveway	2.0 m (6.5 ft.)	1.5 m (4.9 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as		

Zone Regulations	Existing Zone Regulations	Proposed Amended Zone Regulations
the applications are further refined.		

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement (2020)*, Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that

the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

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

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

As the applications proposes less than 50 units, the City's affordable housing requirements are not applicable.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
11 Kindergarten to Grade 5 5 Grade 6 to Grade 8 5 Grade 9 to Grade 12	Artesian Drive Public School	Erin Centre Middle School	Stephen Lewis Secondary School
	Enrolment: 574 Capacity: 698 Portables: 0	Enrolment: 806 Capacity: 766 Portables: 3	Enrolment: 1535 Capacity: 1530 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
4 Kindergarten to Grade 8 3 Grade 9 to Grade 12	St. Bernard of Clairvaux Catholic Elementary School	St. Joan of Arc Catholic Secondary School
	Enrolment: 567 Capacity: 519 Portables: 8	Enrolment: 1116 Capacity: 1371 Portables: 0

6. Community Questions and Comments

A pre-application community meeting was held by Mattamy (5150 Ninth Line) Limited and Your Homes Developments on June 24, 2019. The community meeting was for applications at 5150 Ninth Line and the proposed applications at 5080 Ninth Line (applications not yet submitted). There were approximately 30 people in attendance.

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

- Concern as Ninth Line cannot accommodate the current traffic volumes and the proposed development will further increase traffic.
- Concern with the proposed density of the development.

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (April 20, 2021)	<p>Region of Peel – Water and Wastewater Servicing: The development is located within the Pressure Zone 4W of the Region’s water distribution system. Through the associated subdivision application to the east, a 300 mm (11.8 inch) watermain is proposed within the new public road (Street A) west of Ninth Line and will connect to the existing 400 mm (15.7 inch) watermain on Ninth Line. Local, looped watermains are proposed within the private roads to service the development. All proposed units will be provided with individual water service connections in accordance with Region design criteria. Hydrant testing and water modelling will be conducted as part of the detailed engineering design to confirm adequate fire flow is available.</p> <p>The development is located within the Erin Centre and Motorway Sewersheds of the west trunk system, which ultimately discharge to the Clarkson Water Pollution Control Plant. Through the associated subdivision application to the east, a new 375 mm (14.7 inch) sanitary trunk sewer is proposed along Ninth Line that will connect to an existing 900 mm (35.4 inch) sanitary sewer located just north of the subject site at Erin Centre Boulevard and Ninth Line. The new sanitary sewer will be extended through the proposed Street A to provide a drainage outlet for future developments to the south. The extension of the watermain along Ninth Line and through Street A will provide adequate servicing capacity to accommodate this site, the associated development to the east and future development to the south. The location of the proposed sanitary sewer is subject to the Ninth Line EA study. The design of the sewer will be reviewed and commented on by Region of Peel staff following an engineering submission for the infrastructure and confirmation of the new Ninth Line right-of-way design at an advanced stage of the EA study for this section of Ninth Line.</p> <p>The Region of Peel does not have any objections to the proposed water and wastewater servicing proposal for this development. Approval of this development is subject to approval of the associated subdivision application to the east and its infrastructure – T-M19006.</p> <p>Region of Peel – Waste Collection: The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste. The Region of Peel does not have any objections to the proposed waste collection design for this development.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (January 6, 2021)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p>

Agency / Comment Date	Comments
	In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.
City Community Services Department – Park Planning Section (February 11, 2021)	<p>In comments dated February, 11 2021 Community Services indicated that the proposed development is adjacent to Churchill Meadows Community Centre and Park (P-459), zoned G2 and OS1. This 20.23ha (50.0ac) park contains a woodlot, trails, play equipment, soccer pitches and a community centre, with potential for enhancements in future park development phases.</p> <p>Park Planning recommends the woodlot buffer be dedicated gratuitously to the City as Greenlands for conservation purposes. Should this application be approved, hoarding and fencing is required along the boundary of Churchill Meadows Park (P-459). Additional, securities will be required for greenbelt clean-up, restoration and protection, hoarding, and fencing.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and Bylaws.</p>
Mississauga Fire and Emergency Services (January 25, 2021)	Fire is withholding their review of the Phase 2 development until the emergency access issues associated with the Phase 1 development are addressed.
City Transportation and Works Department (March 16, 2021)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on both the rezoning and draft plan of subdivision applications, as follows:</p> <p>Stormwater</p> <p>A Functional Servicing & Stormwater Management Report (FSR & SWM), prepared by Urbantech Consulting, dated November 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The second phase of the development requires that the services be constructed through the first phase first, including a new storm sewer to service the development lands and the public road, with an outlet to the existing storm sewer on Ninth Line, as well as on-site stormwater management controls for the post development discharge. The proposed plan requires additional approvals such as the Ministry of Transportation.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • Demonstrate the feasibility of the proposed storm sewer; • Develop an acceptable strategy to accommodate external drainage from the adjacent properties; • Demonstrate that there will be no impact on the City's existing drainage system; and

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • Verify that the internal SWM strategy satisfies the criteria and overall principles of the Ninth Line Corridor Scoped Subwatershed Study (SWS). <p>Traffic A Traffic Impact Study (TIS) prepared by C.F. Crozier & Associates Inc. dated November 2020 was submitted in support of the proposed development. A full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study. The Traffic Impact Study is to be updated to include:</p> <ul style="list-style-type: none"> • The development of 5080 Ninth Line in the background development analysis; • A section to address community concerns identified through the public meetings. <p>Environmental Compliance A Phase One ESA (18-748-100), dated 2019-02-11 and Phase Two ESA (18-748-100), dated 2019-10-16, both prepared by DS Consultants Ltd were submitted in support of the proposed development. Based on these reports a Record of Site Conditions has been filed for the property.</p> <p>The applicant is required to provide further information as part of subsequent submissions, as follows:</p> <ul style="list-style-type: none"> • Reliance Letter for the Phase One and Phase Two Environmental Site Assessment; • The Temporary Discharge to Storm Sewer Commitment Letter; • Proof of the Above Ground Tank removal; • Written document which includes a plan to decommission the wells or proof of decommissioning if already completed; • Written document which includes a plan to decommission or abandon the septic system, or proof of decommissioning if already completed; • Certification letter which confirms suitability of lands to be dedicated to the City. <p>Noise An Acoustical Feasibility Study prepared HGC Engineering Ltd., dated November 17, 2020, was submitted for review. The Noise Study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road and rail traffic. Further information from the applicant is required to confirm that any noise mitigation measure is based on the latest concept configuration and grading information.</p> <p>Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.</p>
Credit Valley Conservation (January 4, 2021)	The proposal shows that the lands subject to natural heritage features, hazards and woodlot buffer are proposed to be zoned G1. CVC staff recommend that the appropriate restrictive zoning be placed over all lands beyond the approved limit of development (natural heritage features and hazards) including buffers (i.e. vegetation protection zone), and placed into public ownership for long term protection and maintenance.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • City of Mississauga – City Community Services Department – Heritage Planning Section • City of Mississauga – City Community Services Department – Public Art • City of Mississauga – Planning and Building Department – Economic Development • Bell Canada • Greater Toronto Airports Authority • Alectra Utilities • Hydro One Network
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • Region of Halton • Town of Milton • Trillium Health Partners • Enbridge Gas Inc. (Formerly Union Gas) • Enbridge Pipelines Inc. • Enbridge Gas Distribution • TransCanada Pipelines • Ministry of Transportation • Canada Post • Rogers Cable • Conseil Scolaire Viamonda • Conseil Scolaire de District Catholique Centre-Sud • Peel Regional Police • City of Mississauga – Corporate Services Department – Realty Services • City of Mississauga – Transportation and Works Department – MiWay • City of Mississauga – Fire and Emergency Services

Development Requirements

There are engineering, traffic, and planning matters that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

8. Section 37 Community Benefits (Bonus Zoning)

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as no official plan amendment is required and the proposed zoning is

implementing the in force Mississauga Official Plan policies.

9. Next Steps

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

- Is the proposed development consistent with Ninth Line Neighbourhood Character Area policies of Mississauga Official Plan and the Shaping Ninth Line Urban Design Guidelines
- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, and lot fabric
- Are the proposed zoning by-law exception standards appropriate
- Assessment of the proposed circulation network (i.e. multi-use trails, walkways, trails, and mid-block connections)
- Confirmation from the Ministry of Municipal Affairs and Housing that any required amendments to the Parkway Belt West Plan have been sought and granted
- Confirmation from the Ministry of Transportation that the proposed buffer block is adequate

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.

Recommendation Report Detailed Planning Analysis

Owner: Mattamy (5150 Ninth Line) Limited

5150 Ninth Line (Phase 2)

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1. Community Comments

Comments from the public were generally directed towards the proposed density and increased traffic on Ninth Line. Below is a summary and response to the specific comments heard.

Comment

Concern that Ninth Line cannot accommodate the current traffic volumes and the proposed development will increase traffic further.

Response

The City of Mississauga has completed a Municipal Class Environmental Assessment to study the existing and future transportation needs of the Ninth Line corridor. The study concluded that widening of Ninth Line from a two lane road to a four lane multi-modal road will support future growth along the corridor.

Refer to Transportation and Works comments on the Traffic Impact Study, which has been found acceptable.

Comment

Concern that the development is too dense.

Response

The proposed density is similar to other medium density townhome developments in Mississauga.

The City established a vision for a medium density residential community, with a variety of housing types through the

Shaping Ninth Line planning study. The proposed development is consistent with the Medium Density residential policies in the Official Plan and proposes only minor adjustments from the City's Zoning By-law regulations for condominium and back-to-back townhomes.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on December 18, 2020, with additional circulations that included the Official Plan Amendment application on April 21, 2022 and August 22, 2022. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Technical reports, plans and drawings have been submitted to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed, comply with City requirements and confirm the feasibility of the proposal from an engineering standpoint.

Stormwater

The Functional Servicing Report (FSR) and Stormwater Management Report prepared by Urbantech Engineering, dated February 2022 indicates that an increase in stormwater runoff will occur with the development of the site. In order to mitigate the change in impervious area from the proposed

development and/or the impact to the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.

The applicant has demonstrated a satisfactory stormwater servicing concept. On-site infiltration galleries are proposed. Further details related to the infiltration galleries proposed to meet the water balance requirement, as well as the overall refinement of the stormwater management report can be addressed prior to Site Plan approval.

Traffic

The Traffic Impact Study (TIS) provided by C.F. Crozier & Associates Inc., dated August 2022, complies with the City's TIS guidelines and has been found satisfactory. The study concludes that the proposed development is anticipated to generate 21 (4 in, 17 out) and 23 (15 in, 8 out) two-way site trips for the weekday AM and PM peak hours in 2024, respectively.

The study area intersections are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions with the additional traffic generated by this proposal.

Environmental Compliance

Based on the Phase One Environmental Site, dated February 11, 2019; Phase Two Environmental Site Assessment, dated October 16, 2019; and, the Certification Letter for Conveyance Lands dated August 15, 2022, all prepared by DS Consultants Ltd., the site is suitable for the proposed use. No further investigation is required at this time.

Noise

The Environmental Noise Assessment prepared by YCA Engineering Ltd., dated August 2022 evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road and rail traffic from the railway west of Highway 407. The submitted noise assessment confirms that noise mitigation will be required, including acoustical barriers for some areas and ventilation requirements such as provisions for air conditioning, the details of which will be confirmed through the site plan and building permit processes.

Engineering Plans/Drawings

New municipal infrastructure will be required to support this development including land dedications, easements, and right-of-way infrastructure (multi-use trail). The review of the detailed engineering drawings, including but not limited to grading, servicing, drainage features and supporting reports will be further evaluated as part of the municipal infrastructure detailed design, which will be addressed through a Subdivision Agreement prior to registration of the proposed development.

Transportation and Works is satisfied that the information reviewed to date is satisfactory and complies with City requirements. Any outstanding items required in support of this development will be addressed through draft plan conditions, the subdivision agreement, and/or the site plan review process.

Community Services Department

The proposed development is adjacent to Churchill Meadows Community Centre and Park (P-459), zoned **G2** and **OS1**. This 20.2 ha (50.0 ac.) park contains a woodlot, trails, play equipment, soccer pitches and a community centre, with potential for enhancements in future park development phases.

Park Planning recommends the woodlot buffer be dedicated gratuitously to the City as Greenlands for conservation purposes. Should this application be approved, hoarding and fencing is required along the boundary of Churchill Meadows Park (P-459). Additionally, securities will be required for greenbelt clean-up, restoration and protection, hoarding, and fencing.

Furthermore, Blocks 4 and 5 are intended to be utilized for a future multi-use trail and Transitway Buffer. These blocks will be dedicated to the City and the multi-use trail will be constructed by the applicant.

Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with the City's Policies and Bylaws.

Region of Peel

All the waste collection requirements have been satisfied in accordance with the Waste Collection Design Standards Manual. Therefore, the Region of Peel will provide curbside collection of garbage, recyclable materials, household

organics and yard waste. Visitor parking is to be restricted on collection days. At the site plan approval stage, details of the visitor parking restriction must be shown and labelled on the site plan drawing prior to approval.

School Accommodation

In comments, dated January 6, 2021, the Dufferin-Peel Catholic District School Board indicated that there is adequate capacity to accommodate students generated by these applications.

In comments, dated January 12, 2021, the Peel District School Board indicated that due to present school facilities, some students generated by these applications may have to be accommodated in temporary facilities or bused to schools in accordance with Peel District School Boards, transportation policy.

3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)*

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

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

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

4. Consistency with PPS

The Public Meeting Report dated May 7, 2021 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

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

Section 1.1.3.6 of the PPS states that 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 subject site and proposal represents an opportunity to modestly intensify and increase the range of housing in the area. The proposed development is the second phase of an approved townhome development at 5150 Ninth Line and represents a continuation and completion of the overall concept plan for the property. As outlined in this report, the proposed development supports the general intent of the PPS.

5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.

- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

The proposed development conforms to the Growth Plan as it provides for intensification within a delineated built-up area, in a manner which is consistent with the existing and planned character of the immediate area.

The policies of the Greenbelt Plan are not applicable to these applications.

The policies of the Parkway Belt West Plan are applicable to these applications. The subject lands were previously included in the Parkway Belt West Plan and designated 'Road' and 'Inter-Urban Transit' within the 'Public Use Area' of the Plan. The applicant applied to amend the Parkway Belt West Plan and on January 21, 2022, the Ministry of Municipal Affairs and Housing approved Amendment Number 233 to the Plan, which removed a portion of the subject lands from the Plan. The applicant has subsequently filed an Official Plan Amendment to bring Mississauga Official Plan into conformity with the Parkway Belt West Plan.

6. Region of Peel Official Plan

The proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve an intensified and compact form of development and provide a mix of land uses in appropriate areas that efficiently use land, services infrastructure and public finances while taking into account the characteristics of existing communities and infrastructure.

The proposed development conforms to the ROP as it is an appropriate form of development that efficiently uses land to contribute to housing choices in the neighbourhood.

7. Mississauga Official Plan (MOP)

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conforms to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

The subject property is not located within a Major Transit Station Area (MTSA).

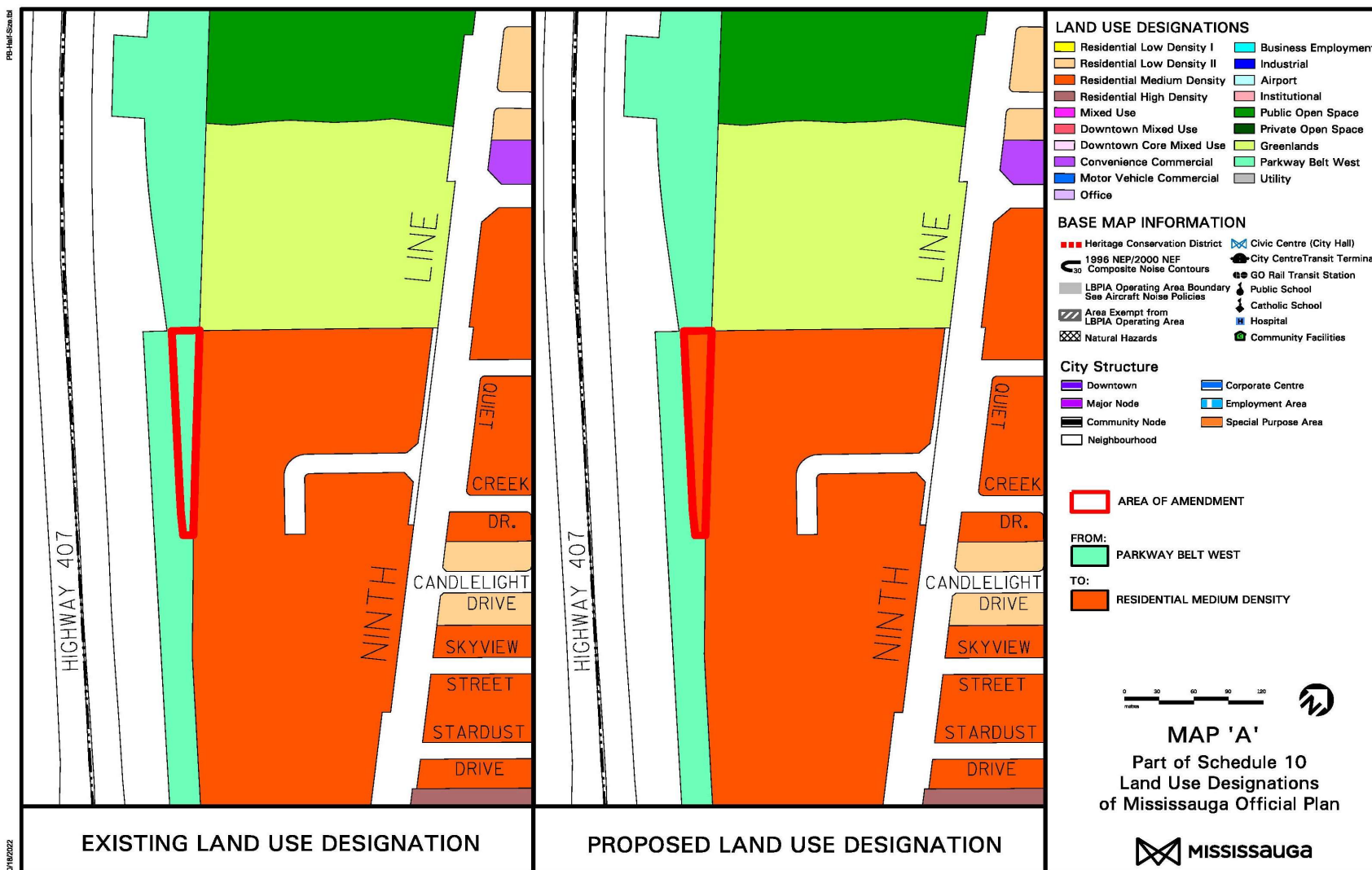
Existing Designations

The lands are located within the Precinct 5 (Community Park/Residential Area) of the Ninth Line Neighbourhood Character Area and are designated **Residential Medium Density** and **Parkway Belt West**.

In Precinct 5, the **Residential Medium Density** designation permits all forms of townhomes, low and mid-rise apartments, and at grade commercial uses on lands fronting onto Ninth Line. The permitted building height on the subject lands is three to six storeys.

Lands designated **Parkway Belt West** are governed by the provisions of the Parkway Belt West Plan. Once the Parkway Belt West Plan is amended, the land use designations shown on Reference Maps M1-M3 in MOP come into effect without amending MOP (Section 16.20.2.6.1). An Official Plan amendment is required because the development occupies land that is not designated in the applicable Reference Map, and because a portion of the lands are designated **Parkway Belt West** in Schedule 10 of MOP.

Ninth Line is identified as a Corridor in MOP.



Excerpt of the Ninth Line Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

The Information Report contained a detailed Official Plan policy chart outlining which policies were relevant to the review of the rezoning and draft plan of subdivision applications. The following policies are applicable in the review of the official plan amendment. In some cases, the description of the general intent summarizes multiple policies.

	General Intent
Chapter 11 General Land Use Designations	Lands designated Residential Medium Density will permit the following uses: a) All forms of townhouse dwellings (Section 11.2.5.5). Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan (Section 11.2.13.1).
Chapter 16 Neighbourhoods	A significant amount of land in the Ninth Line area is designated Parkway Belt as per the Parkway Belt West Plan. Once the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. Once the PBWP is amended, the land use designations shown on Reference Maps (M1-M3) will come into force and effect, without further amendment to this Plan.(Section 16.20.2.6). All development in the Ninth Line Neighbourhood Character Area will be designed to protect for, and support, the 407 Transitway and any related facilities. (Section 16.20.5.4).
Chapter 19 Implementation	Development applications will be evaluated and processed in accordance with the policies of this Plan, approved streetscape studies and design guidelines and other relevant City Council policies and Provincial policies. (Section 19.4.1). To provide consistent application of planning and urban design principles, all development applications will address, among other matters: a) The compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density and built form; b) Conformity with the policies of this Plan; c) The sustainability of the development to support public transit and to be oriented to pedestrians; d) In circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setbacks, sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations; e) The adequacy of engineering services; f) The adequacy of community infrastructure; g) The adequacy of multi-modal transportation systems; h) The suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping and on site amenities; i) The relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm; j) The impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses; k) Site specific opportunities and constraints; l) Sustainable design strategies; and m) Urban form and public health (Section 19.4.3).

	General Intent
	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Official Plan Amendment

The proposal requires an amendment to the Mississauga Official Plan Policies for the Ninth Line Neighbourhood Character Area, to change the designation on a portion of the property from **Parkway Belt West** to **Residential Medium Density** to permit 42 back to back townhomes and 4 condominium townhomes.

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP against this proposed development application.

The following is an analysis of the key policies and criteria:

Directing Growth

The subject site is located in the Ninth Line Character Area Character Area, on the west side of Ninth Line, north of Eglinton Avenue West and immediately south of a City owned Woodlot which forms part of the Churchill Meadows

Community Centre property. The Ninth Line Character Area contains the last remaining greenfield in Mississauga.

The subject site is designated **Residential Medium Density** and **Parkway Belt**. **Residential Medium Density** permits all forms of townhouse dwellings, and, in the Ninth Line Neighbourhood Character Area, low-rise and mid-rise apartment buildings are also permitted. Lands designated **Parkway Belt** are governed by the provisions of the Parkway Belt West Plan.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Ninth Line Neighbourhood Character Area on a Corridor with existing and planned transit services. A range of residential uses are permitted in the Character Area. The surrounding lands are designated **Residential Medium Density** to the east and south, which permits all forms of

townhouse dwellings, low-rise and mid-rise apartment buildings, **Greenlands** to the north which permits conservation, passive recreational activity and parkland, and **Parkway Belt** to the east, which permits uses governed by the Parkway Belt West Plan. The proposed amendment would result in lands that were previously designated **Parkway Belt West** being designated **Residential Medium Density** to permit 42 back to back townhomes and 4 condominium street townhomes.

Services and Infrastructure

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

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

- Number 9 – Rathburn –Thomas having direct access to and from Churchill Meadows Community Centre and the City Centre Transit Terminal
- Number 35 – Eglinton – having direct access to and from Churchill Meadows Community Centre and Kipling Station (TTC)

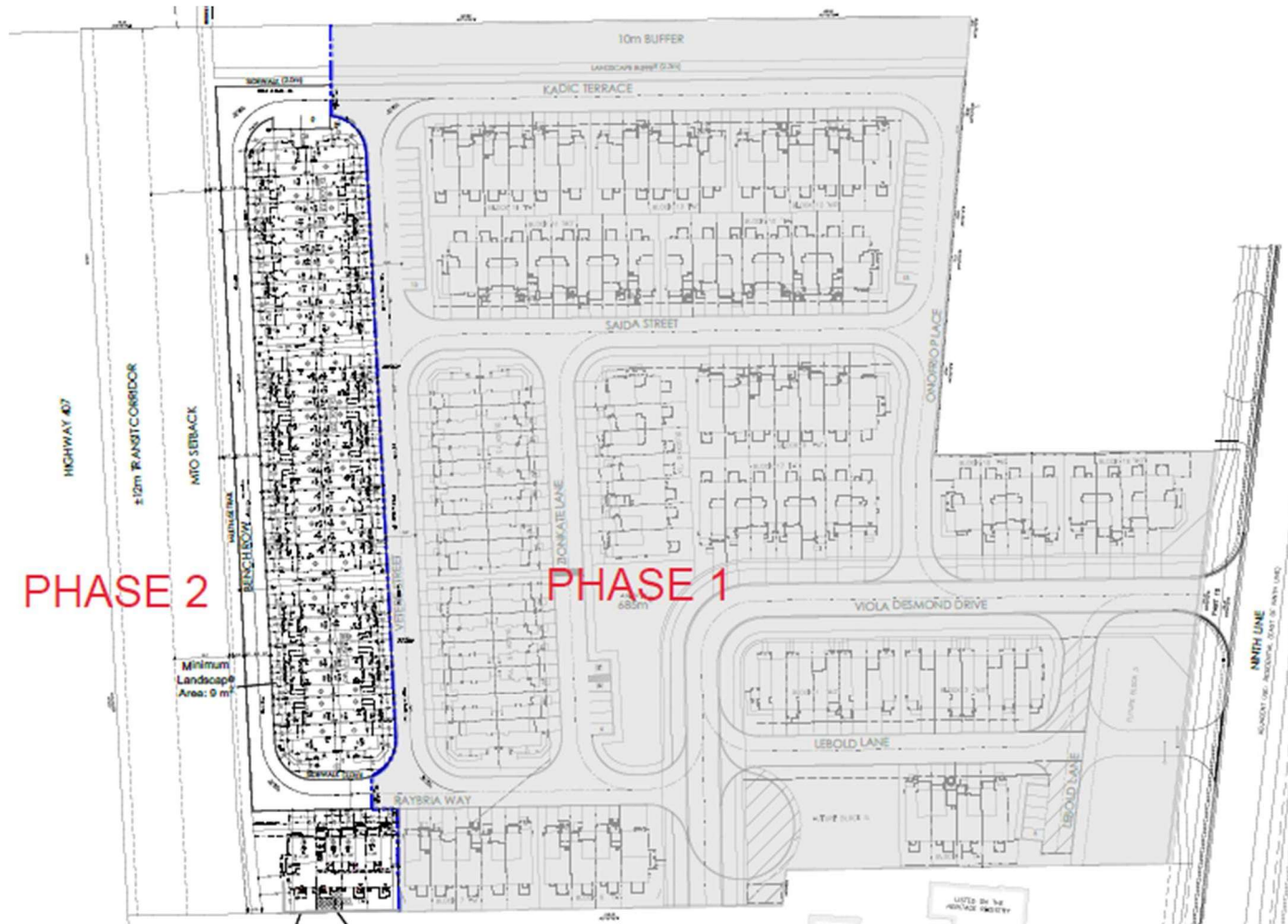
There is a transit stop on Ninth Line at Skyview Street within 200 m (656 ft.) of the site.

The lands on the west side of Ninth Line, immediately south of the subject lands are subject to development applications. There are several small businesses which exist along the Ninth Line corridor north of the subject lands, as well as the Churchill Meadows Community Centre and Park. On the east side of Ninth Line, south of Britannia Road West is the Churchill Meadows Neighbourhood Character Area, a low and medium density residential community consisting of a mix of detached homes, semi-detached homes and townhomes, as well as schools, daycares, parks and open space and some commercial uses including a small commercial plaza and gas station.

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations as follows:



Site Plan



Front Elevation of Proposed Condominium Townhomes



Typical Elevation of Proposed Back to back Townhomes

9. Zoning

The proposed **RM6 – Exception** (Townhouses on a CEC – Road - Exception) and **RM11 – Exception** (Back To Back Townhouses on a CEC – Road – Exception) are appropriate to accommodate the proposed townhomes and back to back townhomes. The **G1** (Greenlands) zone is appropriate to permit the proposed 10 m (32.8 ft.) buffer block.

Below is an updated summary of the proposed site specific zoning provisions:

Proposed RM6 Exception Zoning Regulations

Zone Regulations	Existing RM6 Zone Regulations	Proposed Amended Zone RM6 Regulations
Minimum rear yard setback – interior lot / CEC - corner lot	7.5 m (24.6 ft.)	5.8 m (19 ft.)
Maximum height	10.7 m (35.1 ft.) & 3 storeys	15.0 m (49.2 ft.) & 3 storeys
Minimum landscaped area	25%	24%
Maximum encroachment of a balcony , window, chimney , pilaster or corbel, window well, &	0.6 m (2.0 ft.)	0.6 m (2.0 ft.) and up to 7 risers

Zone Regulations	Existing RM6 Zone Regulations	Proposed Amended Zone RM6 Regulations
stairs with a maximum of 3 risers, into the required front yard and exterior side yard		
Maximum encroachment of a balcony , window, chimney , pilaster or corbel, window well, & stairs with a maximum of 3 risers, into the required rear yard	1.0 m (3.3 ft.)	2.5 m (8.2 ft.)
Maximum driveway width	3.0 m (9.8 ft.)	6.2 m (20.3 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

Proposed RM11 Exception Zoning Regulations

Zone Regulations	Existing Zone Regulations	Proposed Amended Zone Regulations
Minimum front yard – interior lot / CEC - corner lot	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Minimum exterior side yard – lot with an exterior side lot line that is a street line	7.5 m (24.6 ft.)	4.2 m (13.8 ft.)

Zone Regulations	Existing Zone Regulations	Proposed Amended Zone Regulations
Interior Side Yard – Unattached Side	1.5 m (4.9 ft.)	1.3 m (4.3 ft.)
Maximum driveway width	2.6 m (8.5 ft.)	3.5 m (11.5 ft.)
Minimum width of a CEC – Road	7.0 m (23 ft.)	6.6 m (21.7 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

10. Bonus Zoning

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City’s new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the

charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

The subject proposal does not meet the minimum threshold of both 5 or more storeys and 10 or more residential units to qualify for CBC.

11. Site Plan

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

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters pertaining to the City’s various development engineering, landscaping and urban design standards.

12. Green Development Initiatives

The applicant has identified that the following green development initiatives will be incorporated into the development:

- A landscaped bioretention area with amphibian habitat features is proposed within the 10 m (32.8 ft.) buffer adjacent to the woodlot.
- Reduced lighting levels to negate impacts on sensitive fauna while reducing energy consumption.

- Participation in the Natural Resources Canada's Energy Star for New Homes Program, resulting in up to 20% energy efficiencies.

13. Draft Plan of Subdivision

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 3. The proposed plan of subdivision is required to create one residential block, one natural heritage buffer block, two multi-use trail blocks, one MTO buffer block and one transitway block.

The lands are the subject of Draft Plan of Subdivision Conditions of Approval. Development will be subject to the clearance of conditions, completion of services and registration of the plan.

14. Conclusions

In conclusion, City staff has evaluated the applications to permit 42 back to back townhomes and 4 condominium townhomes against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposed development has been designed to address the existing context and planned character of the Ninth Line corridor and is consistent with the Ninth Line Character Area policies. The proposed development adheres to the City's

Shaping Ninth Line Urban Design Guidelines, protects for the future 407 Transitway and contributes to the planned Ninth Line multi-use trail network. The proposed official plan amendment, rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved.



**SCHEDULE A
CONDITIONS OF APPROVAL**

**NOTICE OF DECISION
TO APPROVE:** **TO BE DETERMINED**

FILE: **T-M20005 W10**

SUBJECT: **Draft Plan of Subdivision
Part of Lot 1, Concession 9, New Survey (Parts 1, 2, 6, 7,
9, 10 on Plan 20R-21132
West of Ninth Line, North of Eglinton Avenue West, East
of Highway 407
City of Mississauga
Mattamy (5150 Ninth Line Phase 2)**

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, will be valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

NOTE: City is "The Corporation of the City of Mississauga"
Region is "The Regional Municipality of Peel"

1. Approval of the draft plan applies to the plan dated _____, (revised on _____, and further revised in red on the draft plan dated _____.)
2. That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
3. The applicant/owner shall enter into a Subdivision Agreement including Municipal Infrastructure Schedules, and any other necessary agreements, in a form satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, land dedications, public easements, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals; conservation and environmental matters; phasing and insurance. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION AS CONTAINED IN THE APPLICATION STATUS REPORT DATED OCTOBER 26, 2022, THAT CORRESPONDS WITH THE RESUBMISSION DATED AUGUST 22, 2022 AND REMAIN APPLICABLE. THESE COMMENTS HAVE BEEN PROVIDED TO THE APPLICANT OR THEIR CONSULTANTS AND FORM PART OF THESE CONDITIONS.

4. All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.
5. The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, natural heritage and MTO buffer blocks, and utility or drainage easements in a form which is satisfactory to the City, Region or other authority.
6. The applicant/owner shall agree to gratuitously convey lands currently occupied by the existing telecommunications tower (the 'telecommunications tower lands') in a form which is satisfactory to the City. Prior to the gratuitous conveyance, the applicant/owner shall enter into a new lease with the owner of the telecommunications infrastructure using the standard telecommunications tower lease template provided by the City. The terms of the lease between the applicant/owner and the owner of the telecommunications infrastructure shall be to the satisfaction of the City. The lease shall be assigned to the City contemporaneously with the gratuitous conveyance of the telecommunications tower lands.
7. The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.
8. That a Zoning By-law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
9. The proposed streets shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
10. Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
11. Prior to final approval, the developer will be required to monitor wells, subject to the homeowner's permission, within the zone of influence, and to submit results to the satisfaction of the Region.
12. Prior to final approval, the City shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan.
13. Prior to final approval, the Dufferin-Peel Catholic District School Board is to be satisfied that the applicant has agreed to include in the Subdivision Agreement and all offers of purchase and sale for all residential lots, the following warning clauses until the permanent school for the area has been completed:
 - a. Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.

- b. That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.
14. Prior to final approval, the Peel District School Board is to be satisfied that the following provision is contained in the Subdivision Agreement and on all offers of purchase and sale for a period of five years after registration of the plan:
 - a. Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Resources Department of the Peel District School Board to determine the exact schools.
15. That the Subdivision Agreement shall contain a clause satisfactory to the Peel District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.
16. That the owner/applicant agree to provide a temporary location at which Canada Post Corporation may locate community mailboxes during construction, until curbing and sidewalks are in place at the prescribed permanent mailbox locations.
17. Prior to final approval, confirmation be received from Canada Post Corporation that the applicant has made satisfactory arrangements for the installation of any central mail facilities required in this development.
18. Prior to execution of the Subdivision Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.
19. Prior to execution of the Subdivision Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.
20. That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.
21. That prior to final approval, confirmation be received from the Ministry of Transportation that the following conditions have been met:
 - a. The owner shall submit to the Ministry of Transportation for their review and approval, a stormwater management report indicating the intended treatment of the calculated runoff.
 - b. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a traffic impact study to assess the impacts on Highway 407 and identify any related highway improvements.

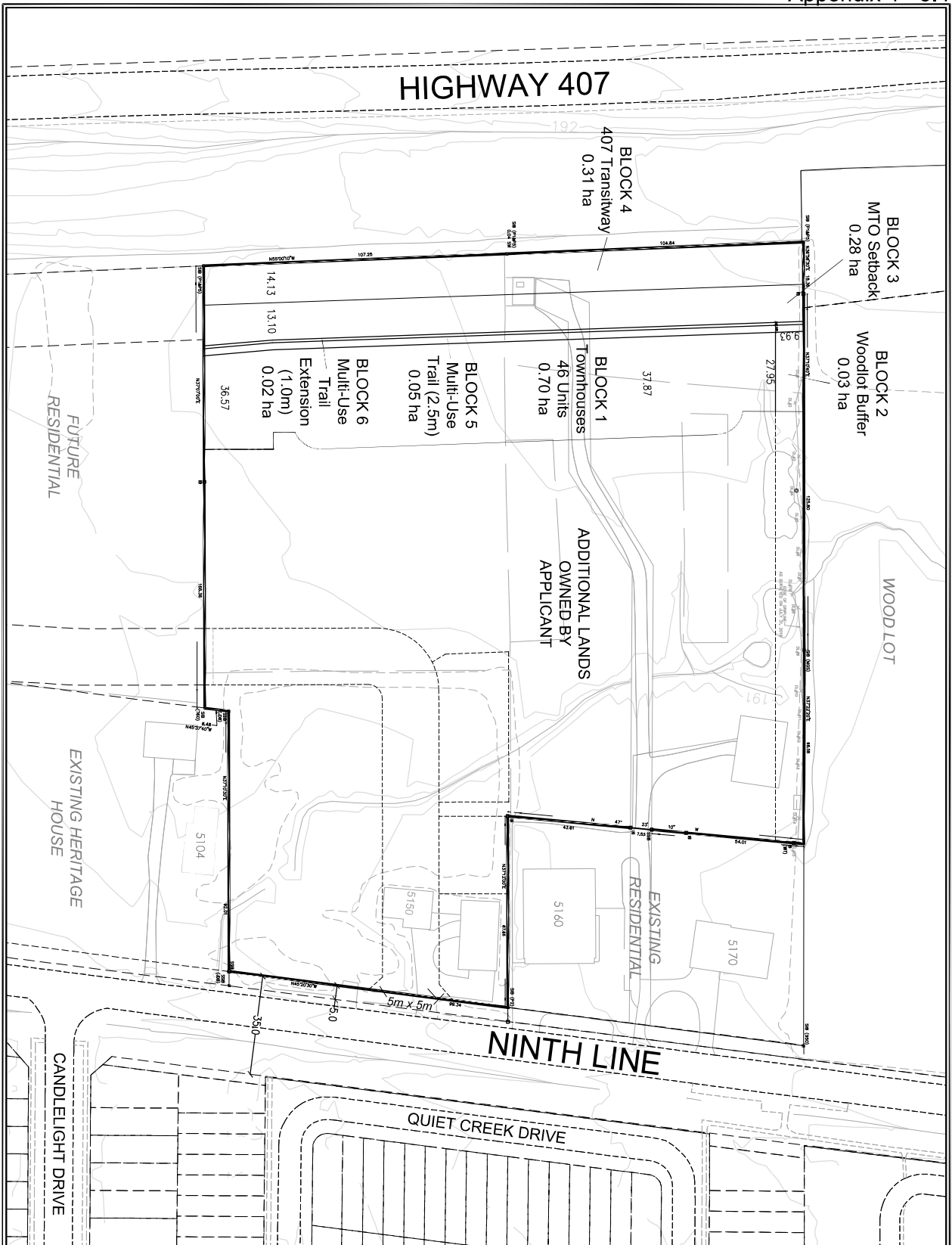
- c. That prior to final approval, the limits of the 407 Transitway, as has been designated, must be shown and labelled on all plans.
- d. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a Draft MPlan that includes a block that represents the land required for the 407 Transitway. The owner's certificate on the final plan on registration will show that the block was created as directed.

NOTES:

(Cash-in-lieu)

The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the Planning Act, R.S.O. 1990, c.P13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the Planning Act, R.S.O. 1990, c.P13, as amended, and in accordance with the City's policies and by-laws.

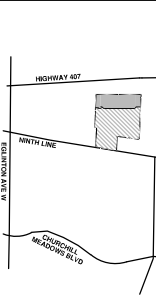
THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.



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DRAFT PLAN OF SUBDIVISION
FILE 21T-M 20005
 5150 Ninth Line

PART OF LOT 1,
 CONCESSION 9, NEW SURVEY
 GEOGRAPHIC TOWNSHIP OF FRENCHMAN
 CITY OF MISSISSAUGA
 REGIONAL MUNICIPALITY OF PEEL



Key Plan
 NTS:
 Additional lands owned by Applicant

OWNERS AUTHORIZATION
 I HEREBY AUTHORIZE ENRIQUE MERRA SAKMANN TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF MISSISSAUGA FOR APPROVAL.

SIGNED: DATE: 2022-06-28
 ENRIQUE MERRA SAKMANN
 5150 NINTH LINE, MISSISSAUGA, ON L4W 1R6
 MARRIOTT RESIDENTIAL SERVICES INC.
 1000 SHEPPARD AVENUE EAST, SUITE 1000
 MISSISSAUGA, ON L4X 1L3

ADDITIONAL INFORMATION: (UNDER SECTION 11.07 OF THE ZONING ACT)
 A) SHOWING OF ALL
 B) SHOWING OF ALL
 C) SHOWING OF ALL
 D) SHOWING OF ALL
 E) SHOWING OF ALL
 F) SHOWING OF ALL
 G) SHOWING OF ALL
 H) SHOWING OF ALL
 I) SHOWING OF ALL
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 K) SHOWING OF ALL
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 P) SHOWING OF ALL
 Q) SHOWING OF ALL
 R) SHOWING OF ALL
 S) SHOWING OF ALL
 T) SHOWING OF ALL
 U) SHOWING OF ALL
 V) SHOWING OF ALL
 W) SHOWING OF ALL
 X) SHOWING OF ALL
 Y) SHOWING OF ALL
 Z) SHOWING OF ALL

Land Use	Blocks	Block Area (ha)	Units
Townhouses	1	0.70	46
Woodlot Buffer	2	0.03	
MTO Setback	3	0.28	
407 Transit Way	4	0.31	
Multi-Use Trail (2.5m)	5	0.05	
Multi-Use Trail Extension (1.0m)	6	0.02	
Total	5	1.39	46

DATE	REVISION	BY
June 9, 2022	Resubmission	CP
June 16, 2022	Resubmission	CP
June 23, 2022	Resubmission	CP
June 30, 2022	Resubmission	CP
July 7, 2022	Resubmission	CP
July 14, 2022	Resubmission	CP
July 21, 2022	Resubmission	CP
July 28, 2022	Resubmission	CP
August 4, 2022	Resubmission	CP
August 11, 2022	Resubmission	CP
August 18, 2022	Resubmission	CP
August 25, 2022	Resubmission	CP
September 1, 2022	Resubmission	CP
September 8, 2022	Resubmission	CP
September 15, 2022	Resubmission	CP
September 22, 2022	Resubmission	CP
September 29, 2022	Resubmission	CP
October 6, 2022	Resubmission	CP
October 13, 2022	Resubmission	CP
October 20, 2022	Resubmission	CP
October 27, 2022	Resubmission	CP
November 3, 2022	Resubmission	CP
November 10, 2022	Resubmission	CP
November 17, 2022	Resubmission	CP
November 24, 2022	Resubmission	CP
December 1, 2022	Resubmission	CP
December 8, 2022	Resubmission	CP
December 15, 2022	Resubmission	CP
December 22, 2022	Resubmission	CP
December 29, 2022	Resubmission	CP
January 5, 2023	Resubmission	CP
January 12, 2023	Resubmission	CP
January 19, 2023	Resubmission	CP
January 26, 2023	Resubmission	CP
February 2, 2023	Resubmission	CP
February 9, 2023	Resubmission	CP
February 16, 2023	Resubmission	CP
February 23, 2023	Resubmission	CP
February 29, 2023	Resubmission	CP
March 6, 2023	Resubmission	CP
March 13, 2023	Resubmission	CP
March 20, 2023	Resubmission	CP
March 27, 2023	Resubmission	CP
April 3, 2023	Resubmission	CP
April 10, 2023	Resubmission	CP
April 17, 2023	Resubmission	CP
April 24, 2023	Resubmission	CP
May 1, 2023	Resubmission	CP
May 8, 2023	Resubmission	CP
May 15, 2023	Resubmission	CP
May 22, 2023	Resubmission	CP
May 29, 2023	Resubmission	CP
June 5, 2023	Resubmission	CP
June 12, 2023	Resubmission	CP
June 19, 2023	Resubmission	CP
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July 17, 2023	Resubmission	CP
July 24, 2023	Resubmission	CP
July 31, 2023	Resubmission	CP
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August 14, 2023	Resubmission	CP
August 21, 2023	Resubmission	CP
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December 11, 2023	Resubmission	CP
December 18, 2023	Resubmission	CP
December 25, 2023	Resubmission	CP
January 1, 2024	Resubmission	CP

SCALE: 1:1350
 June 9, 2022
 DRAWN BY: CP
 CHECKED BY: WJC

B