

PLANNING JUSTIFICATION REPORT

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

In Support of Draft Plan of Subdivision,
Zoning By-law Amendment & Official Plan
Amendment Applications

Derry Britannia Developments Ltd.
0, 6136, 6168, 6252, 6302, 6314, 6400,
6432, 6500 Ninth Line
City of Mississauga
October 2023



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Planning Justification Report
Derry Britannia Developments Limited
Draft Plan of Subdivision, Zoning By-law Amendment & Official Plan Amendment
0, 6136, 6168, 6252, 6288, 6302, 6314, 6400, 6432, 6500 & 6596 Ninth Line
City of Mississauga

1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by Derry Britannia Developments Limited (the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally known as 0, 6136, 6168, 6252, 6302, 6314, 6400, 6432, 6500, 6596 Ninth Line, in the City of Mississauga (the 'Subject Lands' or 'Site'). The Subject Lands are a collection of fourteen (14) lots located on the west side of Ninth Line, north of Britannia Road West and south of Derry Road East. Collectively, the Site is legally described as:

PT LT 9, CON 9 TRAFALGAR NEW SURVEY;
City of Mississauga

PT LT 8, CON 9 TRAFALGAR NEW SURVEY;
City of Mississauga

PT LT 7, CON 9 TRAFALGAR NEW SURVEY;
City of Mississauga

PT LT 6 & 7, CON 9 TRAFALGAR NEW SURVEY;
City of Mississauga

PT LT 6, CON 9 TRAFALGAR NEW SURVEY;
City of Mississauga

The Site is currently vacant. A temporary Sales Centre, agricultural fields and a forested area are also present. Access is provided via driveways off of Ninth Line.

This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of a Draft Plan of Subdivision ('Draft Plan'), Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application to facilitate redevelopment of the Subject Lands. More specifically, the proposed development is to facilitate a compact, pedestrian-oriented and transit-supportive residential development that integrates with the surrounding Neighbourhood.

The proposed Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment (hereinafter referred to as the 'Draft Plan' and 'the Amendments') have been prepared to implement contextually appropriate development, in an appropriate location, than the current local policy permissions allow.

This Report, which has been prepared in support of the application and supersedes the previous Planning Justification Report, dated July 2019, demonstrates that the proposal, corresponding Draft Plan and corresponding Amendments serve to implement the Provincial, Regional and local policy directions which support compact development in proximity to amenities and services. This Report also outlines the nature of the proposed development and presents a comprehensive assessment and justification for the proposed changes to the Mississauga Official Plan ('MOP') and City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') in relation to the current policy and regulatory framework and existing physical conditions.

/ PROPOSED DRAFT PLAN OF SUBDIVISION

To facilitate the proposed development, approval of a Draft Plan of Subdivision ("Draft Plan") is required. Given the area of the Subject Lands and prior direction from City Staff, the Draft Plan has been subdivided into a 'North' and 'South' Draft Plan. Collectively, the Draft Plans (see **Figures 5 and 6**) have been filed to implement the proposed configuration of development blocks that will facilitate the proposed development. **Table 1** on the next page provides a summary of the Draft Plan components, organized into the North and South Draft Plans.

It is noted that the Draft Plans have been structured to be consistent with the Conceptual Development Plan for the Site (see **Figure 4**) and the development vision established by the Shaping Ninth Line Urban Design Guidelines. As further discussed below, the goal for the lands subject to the Shaping Ninth Line Urban Design Guidelines is to create a compact, well-designed complete community that integrates with the established surrounding community. A mixture of housing options is also to be provided.

As described throughout this Report, the Subject Lands have been planned and designed to implement the development vision for the Subject Lands and support the creation of a complete community, by locating a mixture of residential and non-residential uses in proximity to existing and planned transit services, services, facilities and amenities.

Table 1 / Summary of Draft Plan Components

NORTH PLAN			
Land Use	Lots / Blocks	Area (Ha)	Area (Ac)
Street Townhouses	7	0.75	1.85
Condominium Detached & Townhouses	1	3.47	8.57
Condominium Apartments	1	0.82	2.03
Residential Reserve	2	0.80	1.98
Park	1	0.76	1.88
Acoustic Buffer	1	0.01	0.02
Road Widening	2	0.19	0.47
0.3 m Reserves	7	0.02	0.05
22.0 m Collector ROW		1.72	4.25
Total	19	8.54	21.10

SOUTH PLAN			
Land Use	Lots / Blocks	Area (Ha)	Area (Ac)
Street Townhouses	8	0.93	2.30
Condominium Townhouses	3	9.43	23.30
Condominium Apartments	1	0.08	0.20
Residential Reserve	3	0.19	0.47
Public Elementary School	1	2.83	7.00
Park	2	1.84	4.55
Trail Head	1	0.16	0.40
SWM Pond	2	3.00	7.41
Transitway & Transitway Buffer	2	6.12	15.12
Greenlands	1	9.79	24.19
Road Widening	2	0.74	1.83
0.3 m Reserve	1	0.00	0.00
22.0 m Collector ROW		2.68	6.62
Total	27	37.79	93.39

/ PROPOSED OFFICIAL PLAN AMENDMENT

The Subject Lands are located within the Ninth Line Neighbourhood Character Area and are designated 'Residential Medium Density' and 'Parkway Belt West' by the in-effect MOP. The in-effect land use designations reflect current conditions and the envisioned development vision for the Ninth Line, but not the proposed development. A site-specific Official Plan Amendment ('OPA') is required to implement the proposal.

More specifically, the proposed OPA seeks to re-designate the portion of the Site that has been removed from the Parkway Belt West Plan area. A draft OPA has been prepared and a copy is provided in **Appendix I** of this Report.

This Report presents an analysis of the proposed OPA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan (2022) and the Mississauga Official Plan (2023).

/ PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are subject to the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007'), as amended, which currently split zones it as 'Development (D)' and 'Parkway Belt 1 (PB1)'. The current zoning largely reflects existing conditions, but not the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is required.

The proposed ZBA seeks to implement a series of zoning categories, based on proposed tenure and built form, and modified development standards. More specifically, the ZBA seeks to introduce a series of revised zoning categories and site-specific permissions.

A summary of the in-effect and requested zone provisions has been prepared, by zoning category. A copy of these summaries, referred to as 'Zoning By-law Tables', has been prepared. We note that given the range of zoning categories requested, a Zoning By-law Schedule identifying the location of anticipated zoning categories has been prepared, as has a Zoning By-law Table for each zoning category. A copy of the Zoning By-law Schedule and Zoning By-law Tables are provided in **Appendix II** of this Report.

This Report presents an analysis of the proposed ZBA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow (2020), Region of Peel Official Plan (2022) and the Mississauga Official Plan (2023).

2 / PROCESS & ENGAGEMENT

The proposed strategy for consulting with the public with respect to the Application will follow the requirements of the *Planning Act*, as amended, for statutory meetings as well as the City of Mississauga's Draft Plan of Subdivision and Zoning By-law Amendment processes. It is anticipated that the Owner, in collaboration with the City, will host Community Meetings and the statutory Public Meeting with nearby residents and provide Notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the Subject Lands.

We note that a Development Application Review Committee ("DARC") meeting was held in March 2019 to present a preliminary concept for the Subject Lands and to determine submission requirements. Subsequent to this DARC Meeting, a Councillor-led Community Meeting was held on June 17, 2019. This Meeting provided community members with information about the proposed development and to raise any questions or concerns. A further Councillor-led Community Meeting was held on July 21, 2023. This Meeting provided community members with information about the proposed development, as currently contemplated, and to raise any areas of concern.

We note that in the time since the Applications were initially filed with City Staff, a number of discussions with City, Regional and Agency Staff have been held to address areas of technical concern. The feedback received to date from Staff and community members has informed the proposed development concept as further described in **Section 4** of this Report.

3 / SITE & CONTEXT

This Section of the Report provides an analysis of the Subject Lands in relation to the surrounding context.

3.1/ SITE CONTEXT

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the west side of Ninth Line, west of Highway 407 and north of Britannia Road East. The Subject Lands have an area of approximately 32.01 hectares (79.1 acres), with frontage and access along Ninth Line.

The Site has a rolling topography, with a change in elevation between the northern and southern property limits. This rolling topography is also attributed to the Site's location adjacent to Highway 407 and the planned 407 Transitway. Overall, the Site is currently vacant. A temporary Sales Office, agricultural fields and forested areas are also present. Access is provided via driveways off of Ninth Line. There are existing sidewalks along the eastern side of Ninth Line.

3.2 / AREA CONTEXT

The Subject Lands are located within the Ninth Line community of the City. As demonstrated in **Figure 1**, surrounding uses are as follows:

- NORTH** A vacant lot is immediately north. Further north is an existing greenspace located within walking distance of the Enbridge Gas transmission facility, a Stormwater Management ('SWM') Pond, forested areas, a Highway 407 off-ramp and Derry Road West.
- SOUTH** An agricultural field is immediately south. Further south is an institutional structure (referred to as the St. Peter's Mission Church), a commercial operation with a low-rise commercial structure, outdoor storage areas and surface parking area, a Highway 407 on-ramp and Britannia Road.
- EAST** Ninth Line is immediately east. Further east is the established Lisgar community comprised of low-density residential structures, public schools, and parks.
- WEST** A SWM Pond, forested areas and Highway 407 are immediately west. Further west are agricultural fields, a Highway 407 Patrol Yard facility and a Union Gas Parkway Compressor Station facility – all within the Town of Milton.

3.3 / SURROUNDING DESTINATIONS

As demonstrated in **Figure 2** on the next page, the Subject Lands are well-served by a multitude of services, facilities and amenities. There are several greenspaces located within walking distance of the Subject Lands, including the Lisgar Fields Community Park, Forest Park, Cordingley Park, Lisgar Green Park and Osprey Marsh. The Subject Lands are also located in proximity to retail areas along Derry Road East and Britannia Road. These retail areas include a diversity of uses and services which support the day-to-day needs of residents.

3.4 / TRANSIT CONTEXT

As demonstrated in **Figure 3** on page 9, the Subject Lands are well-served by transit services. A summary of these services is provided below.

LOCAL PUBLIC TRANSIT

The Subject Lands are serviced by an existing bus route (Route 39) operated by Mississauga Transit ('MiWay'). Route 39 (Britannia) has an existing bus stop directly in front of the Subject Lands, at the intersection of Osprey Boulevard and Ninth Line. Route 39 has a service frequency of approximately 25 minutes and operates between Renforth Station and Meadowvale Town Centre.

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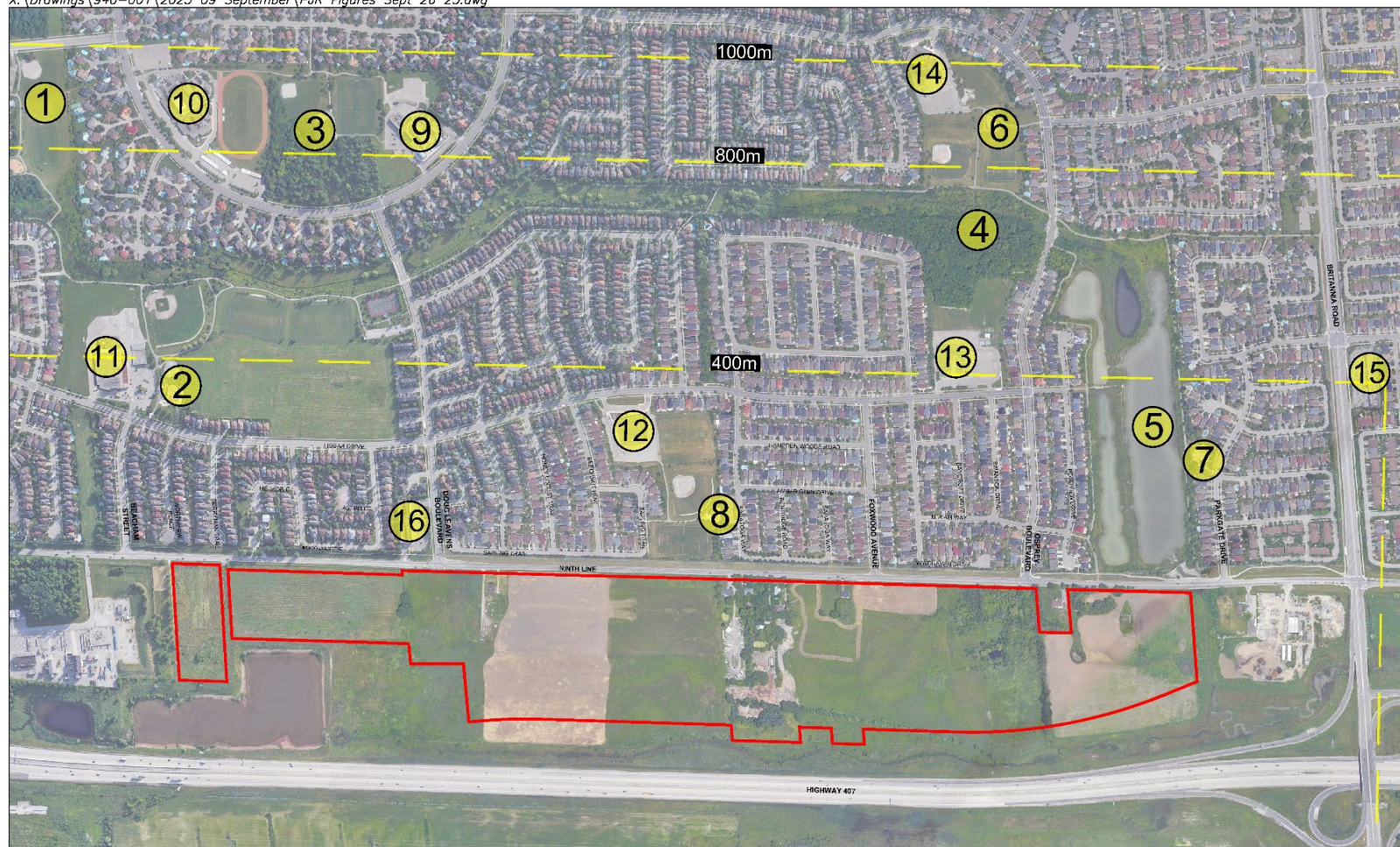



FIGURE 2
SURROUNDING DESTINATIONS

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

LEGEND

 Subject Lands

SURROUNDING DESTINATIONS	
1	Forest Park (6810 Forest Park Dr)
2	Lisgar Fields Community Park (6608 Alderwood Trail)
3	Trelawny Woods Park (3420 Trelawny Circle)
4	Osprey Woods Park (6076 Osprey Blvd)
5	Osprey Marsh
6	Lisgar Green Park (6140 Osprey Blvd)
7	Johnny Bower Park (3919 Parkgate Drive)
8	Cordingley Park (6530 Saratoga Way)

9	Trelawny Public School (3420 Trelawny Circle)
10	Our Lady of Mount Carmel Secondary School (3700 Trelawny Circle)
11	Lisgar Middle School (6755 Lisgar Drive)
12	St. Simon Stock Elementary School (6440 Lisgar Drive)
13	Osprey Woods Public School (6135 Lisgar Drive)
14	St. Edith Stein Elementary School (6234 Osprey Blvd)
15	Retail Plaza (5680 Churchill Meadows Blvd)
16	Retail Plaza (3945 Doug Leavens Blvd)


SCALE: N.T.S.
SEPTEMBER 26, 2023

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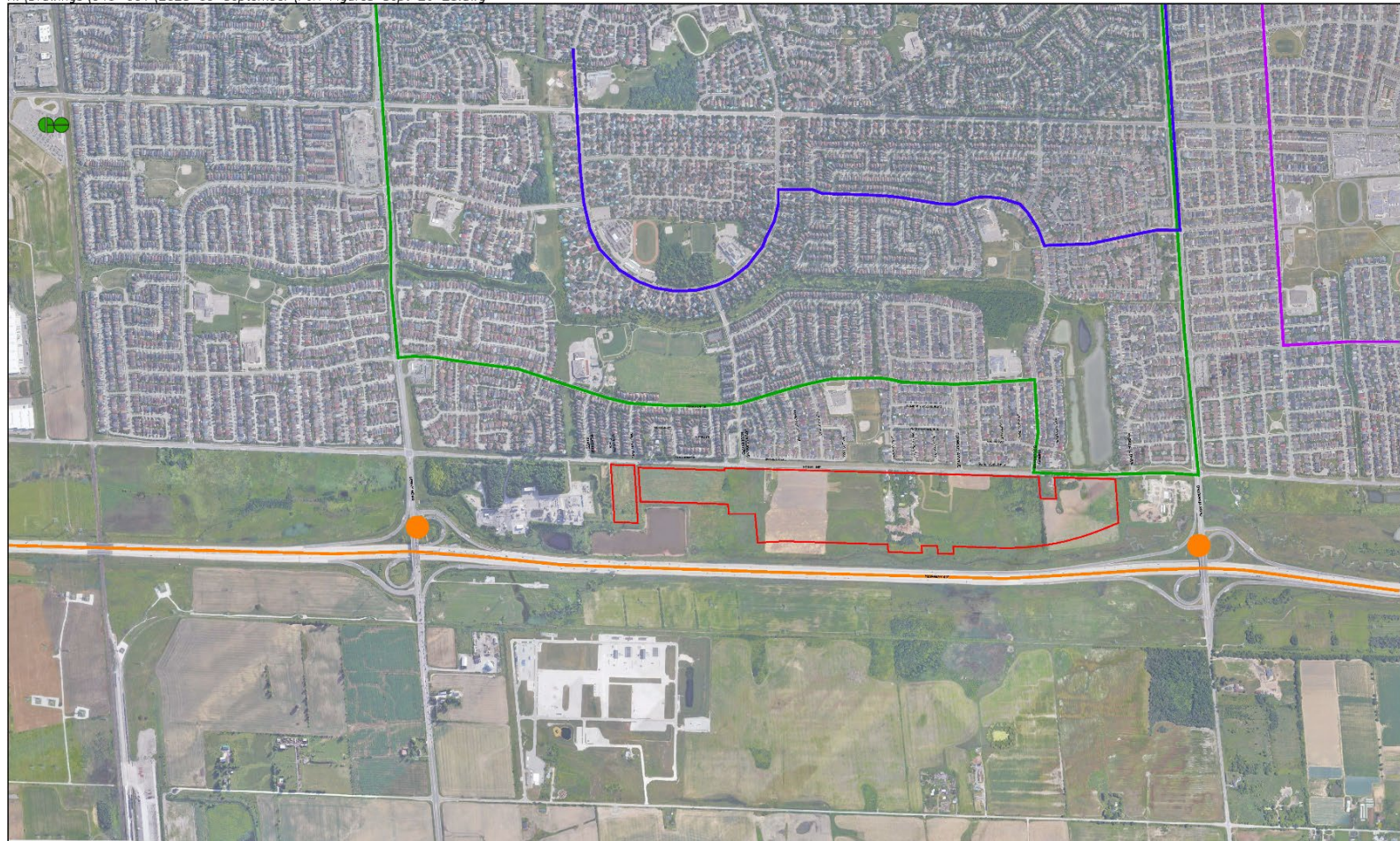


FIGURE 3
TRANSIT CONTEXT

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

LEGEND

-  Subject Lands
-  Lisgar Go Station
-  MiWAY Route 39
-  MiWAY Route 46
-  MiWAY Route 321
-  407 Transitway
-  Proposed 407 Transitway Stations



SCALE: N.T.S.
SEPTEMBER 26, 2023

Additional existing bus routes operate in the surrounding area. Collectively, the Subject Lands are located within a comfortable walking distance of various existing bus routes. Residents are able to easily access street-level transit services and are able to transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Oakville and beyond.

REGIONAL TRANSIT

The Lisgar GO Station, located approximately 2.43 kilometres northeast of the Subject Lands, is on Milton GO Transit Line (Route 21) with service to Downtown Toronto. Route 21, operated by Metrolinx, has a service frequency of 40 minutes during the peak periods. We note that the Milton GO Transit line does not offer train service during the off-peak periods nor on weekends or holidays.

Based on the above, the Subject Lands are connected by existing regional transit networks. This is further enhanced by the planned Highway 407 Transitway. When complete, the Highway 407 Transitway, which is to be constructed immediately adjacent to the Subject Lands, will facilitate safe, comfortable, convenient rapid transit services to be provided between Hurontario Street and Brock Road. It will also facilitate residents to easily transfer to a variety of areas and destinations.

ROAD NETWORK

Ninth Line is classified as an 'Arterial' with an ultimate Right-of-Way ('ROW') width of 35 metres. The current approximate width of Ninth Line is 22 metres.

CYCLING

Ninth Line is identified as having 'Primary On-Road / Boulevard Routes' (Schedule 7, Long Term Cycling Routes). Collectively, these bike lanes, combined with trails and public sidewalks, connect the Subject Lands to the surrounding active transportation network.

4 / THE PROPOSAL

This Section of the Report provides a summary of the proposed development and the supporting studies.

4.1 / THE PROPOSAL

The proposed development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial, Regional and local policy frameworks for managing and directing growth and the evolving physical neighbourhood context.

The proposal, as contemplated and demonstrated in **Figure 4** on the next page, will provide for a high-quality, compact development comprised of well-designed, pedestrian-oriented development blocks, new parkland, a new school block and a fine-grain road network. The proposed North Draft Plan of Subdivision (see **Figure 5**) and the proposed South Draft Plan of Subdivision (see **Figure 6**) serve to implement the proposal as demonstrated on the Development Concept Plan (see **Figure 4**). The proposal will facilitate a compact, vibrant, complete community to be realized on the Subject Lands that will provide for a range of residential built forms to support housing choice for current and future residents.

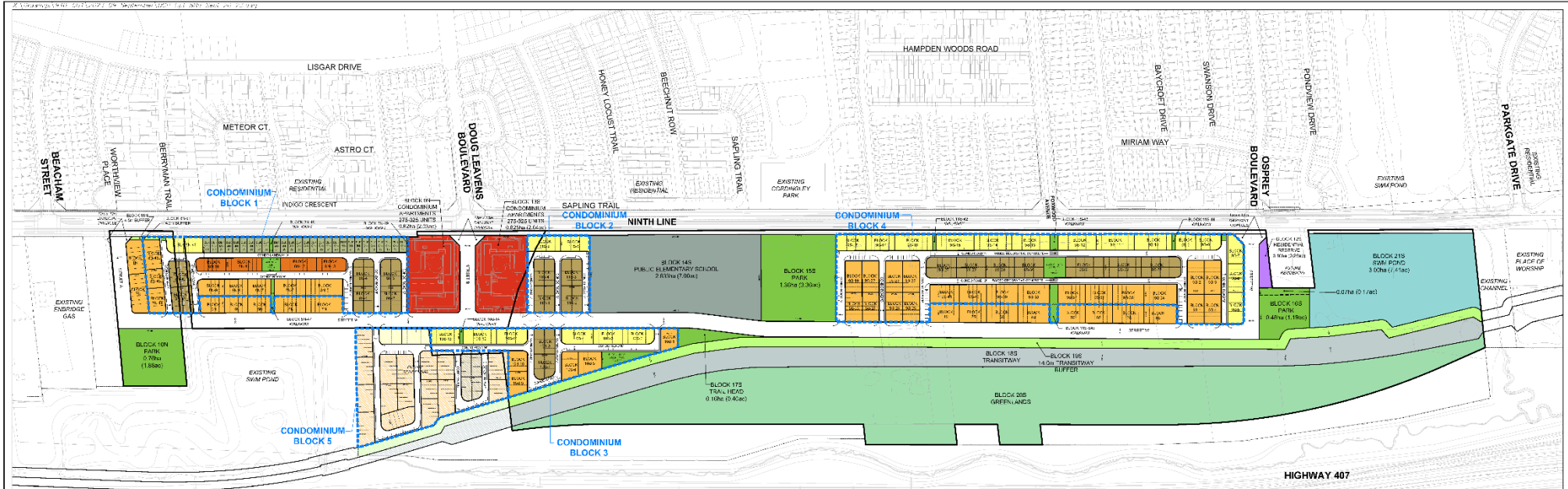
The proposed development is organized around landscaped open spaces, amenity spaces and public realm enhancements. A variety of landscaped open spaces are to be provided. This includes pedestrian connections off of Ninth Line, a series of outdoor amenity areas and a series of public parks. Landscaping and streetscape enhancements are to be provided. This includes streetscape treatments along the Site's Ninth Line frontage, along the proposed central Street 'A' and along the Highway 407 Transitway so that a high-quality, inviting, pedestrian-oriented environment is provided.

A network of pedestrian connections and public sidewalks are also to be provided to facilitate safe, comfortable and convenient access across the Site and beyond. This includes pedestrian walkways providing a view corridor into the development and beyond from Ninth Line.

As further demonstrated on **Figure 4**, the proposed development is comprised of the following components:

- Two (2) blocks of rear lane detached dwellings;
- Twenty-five (25) blocks of dual frontage townhouse dwellings;
- Fifty-one (51) blocks of street-oriented townhouse dwellings;
- Four (4) blocks of rear lane townhouse dwellings;
- Twenty (20) blocks of back-to-back townhouse dwellings;
- Two (2) blocks of mid-rise, apartment structures;
- One (1) block for a public elementary school;
- Three (3) public park blocks;
- One (1) trailhead block;
- Eight (8) pedestrian walkway blocks;
- Three (3) amenity area blocks;
- One (1) Stormwater Management ('SWM') Pond block;
- Two (2), 22.0 metre Right-of-Ways ('ROWs'); and,
- 9.4 metre private laneways.

To the greatest extent possible, the proposed development has been planned and designed to be vibrant, attractive and pedestrian-oriented, while also providing appropriate transition to the surrounding context. Overall, the proposal will contribute to the creation of the Ninth Line Neighbourhood as a vibrant, complete community where residents are able to live, work, play and shop



DERRY BRITANNIA DEVELOPMENTS LIMITED DEVELOPMENT CONCEPT PLAN (NORTH & SOUTH PROPERTIES) OPTION 8H

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

CONDOMINIUM BLOCK 1	
TOTAL AREA	3.85ha (9.02ac)
SITE DENSITY	40.0units/ha
UNIT COUNTS:	
REAR LANE DETACHED - 6.0m (20')	27
DUAL FRONT YARD TOWNHOUSE - 4.4m (14')	7
BACK-TO-BACK TOWNHOUSE - 6.0m (20')	40
REAR LANE TOWNHOUSE - 6.0m (20')	28
STREET TOWNHOUSE - 6.0m (20')	45
TOTAL UNITS	147
VISITOR PARKING STATISTICS:	
VISITOR PARKING REQUIRED (2.25/UNIT)	42 SPACES
VISITOR PARKING PROVIDED	42 SPACES
AMENITY OPEN SPACE STATISTICS:	
REQUIRED (5% OF 628.74 AREA)	245m ²
PROVIDED	525m ²

CONDOMINIUM BLOCKS 2 & 3	
TOTAL AREA	1.00ha (2.47ac)
SITE DENSITY	63.0units/ha
UNIT COUNTS:	
DUAL FRONT YARD TOWNHOUSE - 6.4m (21')	13
BACK-TO-BACK TOWNHOUSE - 6.0m (20')	40
STREET TOWNHOUSE - 6.0m (20')	22
TOTAL UNITS	75
TOWNHOUSE VISITOR PARKING STATISTICS:	
VISITOR PARKING REQUIRED (2.25/UNIT)	34 SPACES
VISITOR PARKING PROVIDED	31 SPACES
AMENITY OPEN SPACE STATISTICS:	
REQUIRED (5% OF 408.74 AREA)	204m ²
PROVIDED	1,071m ²

CONDOMINIUM BLOCK 4	
TOTAL AREA	6.57ha (16.29ac)
SITE DENSITY	78.0units/ha
UNIT COUNTS:	
DUAL FRONT YARD TOWNHOUSE - 6.4m (21')	82
BACK-TO-BACK TOWNHOUSE - 6.0m (20')	96
STREET TOWNHOUSE - 6.0m (20')	136
TOTAL UNITS	314
VISITOR PARKING STATISTICS:	
VISITOR PARKING REQUIRED (2.25/UNIT)	90 SPACES
VISITOR PARKING PROVIDED	90 SPACES
AMENITY OPEN SPACE STATISTICS:	
REQUIRED AREA (5% OF 409.74 AREA)	204m ²
PROVIDED AREA	903m ²

FREEHOLD STATISTICS	
UNIT COUNTS:	
STREET TOWNHOUSE - 6.0m (20')	97
TOTAL FREEHOLD UNITS	97
CONDOMINIUM APARTMENTS	
TOTAL AREA	1.65ha (4.08ac)
SITE DENSITY	353 - 364 units/ha
UNIT COUNTS:	
CONDOMINIUM APARTMENTS (UNIT) BLOCK	275 - 325
TOTAL UNITS	690 - 650
TOTAL CONDOMINIUM PARKING & AMENITY OPEN SPACE	
VISITOR PARKING STATISTICS:	
VISITOR PARKING REQUIRED (2.25/UNIT)	154 SPACES
VISITOR PARKING PROVIDED	155 SPACES
AMENITY OPEN SPACE STATISTICS:	
REQUIRED AREA (5% OF 628.74 AREA)	1, - 204m ²
PROVIDED AREA	2,064m ²

TOTAL OVERALL UNIT COUNT	
FREEHOLD UNITS:	
STREET TOWNHOUSE - 6.0m (20')	97
TOTAL FREEHOLD UNITS	97
CONDOMINIUM UNITS:	
REAR LANE DETACHED - 6.0m (20')	27
DUAL FRONT YARD TOWNHOUSE - 6.4m (21')	146
BACK-TO-BACK TOWNHOUSE - 6.0m (20')	214
REAR LANE TOWNHOUSE - 6.0m (20')	28
STREET TOWNHOUSE - 6.0m (20')	197
CONDOMINIUM APARTMENTS	550 - 650
TOTAL CONDOMINIUM UNITS	1164 - 1296
TOTAL CONDOMINIUM & FREEHOLD UNITS	1262 - 1393

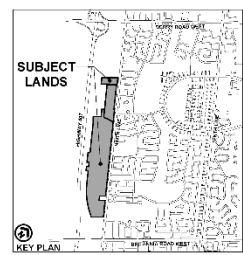
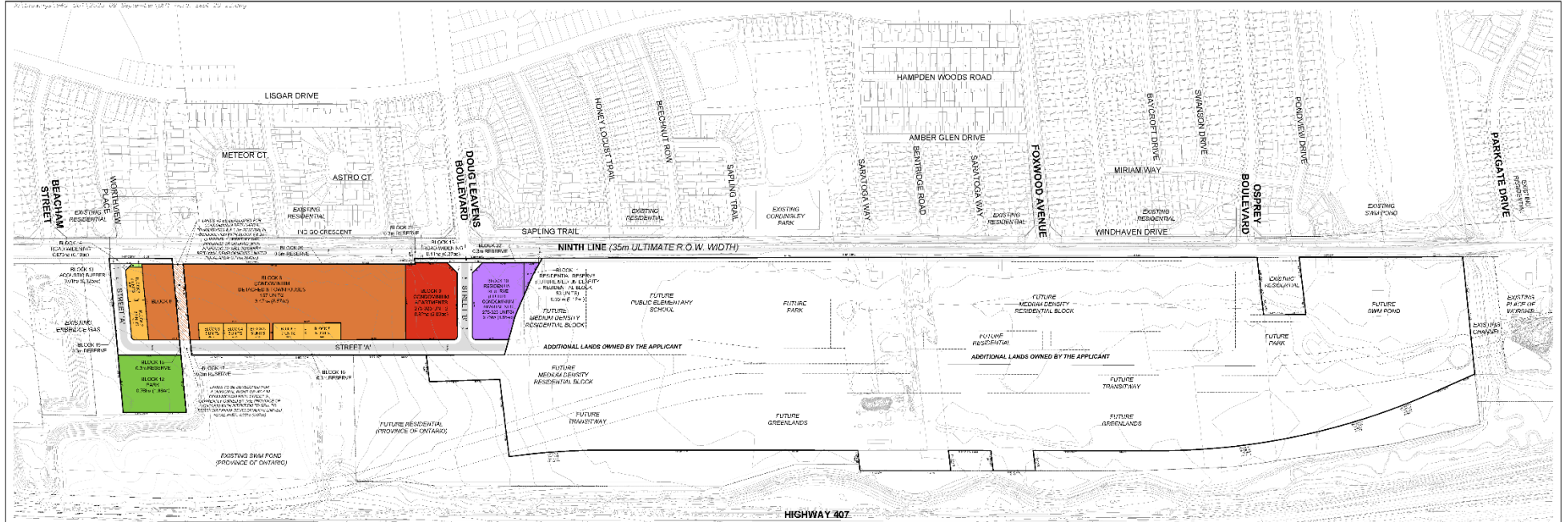


FIGURE 4



**DRAFT PLAN OF SUBDIVISION
DERRY BRITANNIA
DEVELOPMENTS LIMITED
(NORTH PROPERTIES)**

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

OWNERS CERTIFICATE

I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF MISSISSAUGA FOR APPROVAL.

SIGNED: *[Signature]* DATE: APRIL 20, 2023
GLEN SCHNARR & ASSOCIATES INC.
DERRY BRITANNIA DEVELOPMENTS LIMITED

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED: *[Signature]* DATE: APRIL 20, 2023
PROFESSIONAL SURVEYOR M.A.G. O.C.
P.E. SUBDIVISION LTD.

ADDITIONAL INFORMATION

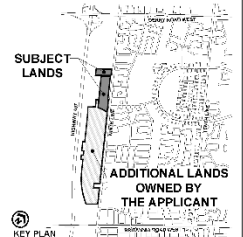
QUESTIONS (11.17) OF THE "PLANNING ACT" INFORMATION REQUIRED BY CLAUSES A, B, C, D, E, F, G, & L ARE SHOWN ON THE DRAFT AND KEY PLANS. H, I, M, N, O, P, Q, AND R PIPED WATER TO BE PROVIDED. R, SANITARY AND STORM SEWERS TO BE PROVIDED.

NOTES

- ALL DAYLIGHT ROUNDINGS ARE 5m UNLESS OTHERWISE NOTED
- PAVEMENT ILLUSTRATION IS DIAGRAMMATIC ONLY
- DENSITY INCLUDES LANDS TO BE DEVELOPED PORTION OF LOTS

LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (sq)	TOTAL UNITS	DENSITY (UNITS/HA)
STREET TOWNHOUSES - 6.0m (20')	1-7	0.75	1.85	45	60.0
CONDOMINIUM DETACHED & TOWNHOUSES	8	3.47	8.57	167	45.8
CONDOMINIUM APARTMENTS	9	0.82	2.03	275-325	335.3-386.3
RESIDENTIAL RESERVE	10-11	10.11	0.80	1.98	
PARK	12	12	0.78	1.88	
ACOUSTIC BUFFER	13	0.01	0.02		
ROAD WIDENING	14-15	14.15	0.19	0.47	
0.3m RESERVE	16-22	16.22	0.02	0.05	
22.0m COLLECTOR ROW (767m LENGTH)			1.72	4.25	
TOTAL	22	8.84	21.10	487-537	83.1-102.7

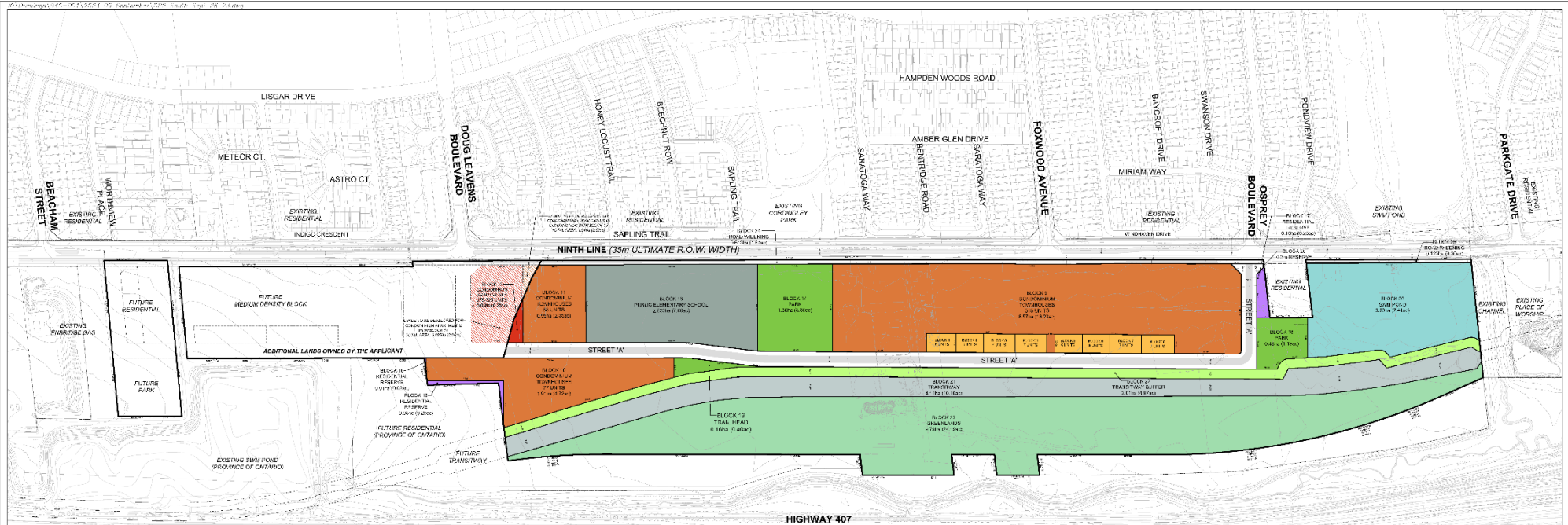


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DATE: 2023
SEPTEMBER 23, 2023



Glen Schnarr & Associates Inc.

FIGURE 5



DRAFT PLAN OF SUBDIVISION
DERRY BRITANNIA
DEVELOPMENTS LIMITED
(SOUTH PROPERTIES)
PART OF LOTS 6, 7, 8 & 9, CONCESSION 9, N.S.
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

OWNERS CERTIFICATE
I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF MISSISSAUGA FOR APPROVAL.
SIGNED: *[Signature]* DATE: APRIL 20, 2023
T. WATERS, CEO
DERRY BRITANNIA DEVELOPMENTS LIMITED

SURVEYORS CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.
SIGNED: *[Signature]* DATE: APRIL 20, 2023
R. H. COOPER, P. ENG.
R. H. COOPER & ASSOCIATES INC.

ADDITIONAL INFORMATION
UNDER SECTION 11(1) OF THE PLANNING ACT, INFORMATION REQUIRED BY CLAUSES 6.0.1.1, 6.0.1.2, 6.0.1.3 & 6.0.1.4 ARE SHOWN ON THE DRAFT AND KEY PLANS.
1) SANDY SOIL AND PIPED WATER TO BE PROVIDED
2) SANITARY AND STORM SEWERS TO BE PROVIDED

NOTES
1) ALL DRAUGHT ROUNDINGS ARE 0.1m UNLESS OTHERWISE NOTED
2) PAVEMENT ILLUSTRATION IS DIAGRAMMATIC ONLY
3) DENSITY CALCULATION BASED ON TOTAL BLOCK AREA

LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	TOTAL UNITS	DENSITY (UP/HA)
STREET TOWNHOUSES - 6.0m (20)	1-8	0.93	2.30	52	55.9
CONDOMINIUM TOWNHOUSES	9-11	9.43	23.30	448	47.5
CONDOMINIUM APARTMENTS	12	0.08	0.20	275-325	331-392
RESIDENTIAL RESERVE	13-15	0.19	0.47		
PUBLIC ELEMENTARY SCHOOL	16	2.833	7.00		
PARK	17-18	1.84	4.55		
TRAIL HEAD	19	0.16	0.40		
SWM POND	20	3.00	7.41		
TRANSITWAY & TRANSITWAY BUFFER	21,22	6.12	15.12		
GREENLANDS	23	9.79	24.19		
ROAD WIDENINGS	24,25	0.74	1.83		
0.3m RESERVE	26	0.00	0.00		
22.0m COLLECTOR ROW (1.210m LENGTH)		2.58	6.62		
TOTAL	26	37.79	93.39	775-825	69.3-73.7

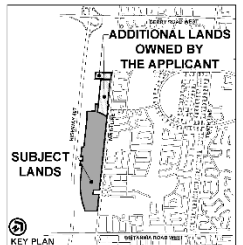


FIGURE 6

4.2 / SUPPORTING STUDIES

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of supporting studies have been prepared. These Studies were identified during the initial Pre-Consultation (DARC) process and in response to Staff and Agency comments provided to date.

For ease of reference, the following supporting studies were prepared and provided in support of the proposed development:

- A Block 2 Comprehensive Environmental Impact and Integration Study ('CEIIS'), prepared by Jennifer Lawrence & Associates et al, dated May 2023;
- A High Level Concept Plan ('HCLP'), prepared by Jennifer Lawrence & Associates et al, dated May 2023;
- A D-6 Land Use Compatibility Assessment, prepared by RWDI, dated May 8, 2023;
- A North Environmental Noise Assessment, prepared by YCA Engineering Limited, dated May 2023;
- A South Environmental Noise Assessment, prepared by YCA Engineering Limited, dated May 2023;
- A Functional Servicing and Stormwater Management Report, prepared by Urbantech Consulting, dated April 2023;
- A Housing Report, prepared by Altus Group, dated February 3, 2020;
- A Hydrogeological Investigation, prepared by DS Consultants Ltd., dated October 12, 2021;
- A Pedestrian-Level Wind Study Addendum Letter, prepared by Theakston Environmental, dated April 2023;
- A Phase One Environmental Site Assessment, prepared by DS Consultants Ltd., dated July 14, 2021;
- A Phase Two Environmental Site Assessment, prepared by DS Consultants Ltd., dated June 17, 2019;
- A Preliminary Geotechnical Investigation, prepared by DS Consultants Ltd., dated June 5, 2019;
- A Right-of-Way Justification, prepared by C.F. Crozier & Associates Inc.,, dated May 2023;
- A Stage One Archaeological Assessment for 6136 Ninth Line, prepared by Archaeological & Cultural Heritage Services, dated January 28, 2016;
- A Stage One Archaeological Assessment for 6252 Ninth Line, prepared by Archaeological & Cultural Heritage Services, dated November 16, 2018;
- A Stage One Archaeological Assessment for 6314 and 6302 Ninth Line, prepared by Archaeological & Cultural Heritage Services, dated November 16, 2018;
- A Stage One Archaeological Assessment for 6432 Ninth Line, prepared by Archaeological & Cultural Heritage Services, dated January 28, 2016;
- A Stage One Archaeological Assessment for 6596 Ninth Line, prepared by Archaeological & Cultural Heritage Services, dated January 28, 2016;
- A Stage One Archaeological Assessment for PT LT 7, CON 9 NS, prepared by Archaeological & Cultural Heritage Services, dated November 16, 2018;

- A Stage One Archaeological Assessment for PT LT 8, CON 9 NS, prepared by Archaeological & Cultural Heritage Services, dated November 16, 2018;
- A Stage One Archaeological Assessment for PT LT 9, CON 9 NS, prepared by Archaeological & Cultural Heritage Services, dated November 16, 2018;
- A Stage Two Archaeological Assessment for 6136 Ninth Line, prepared by Archaeological & Cultural Heritage Services, dated September 20, 2016;
- A Stage Two Archaeological Assessment for 6432 Ninth Line, prepared by Archaeological & Cultural Heritage Services, dated September 13, 2018;
- A Stage Two Archaeological Assessment for 6596 Ninth Line, prepared by Archaeological & Cultural Heritage Services, dated September 28, 2016;
- A Sun / Shadow Study, prepared by Q4, dated May 2023;
- A Traffic Impact Study, prepared by C.F. Crozier & Associates Inc., dated May 2023;
- A Transportation Demand Management Plan, prepared by C.F. Crozier & Associates Inc., dated May 2023;
- A Tree Management Plan, prepared by LGL Limited, dated April 2023;
- An Urban Design Study, prepared by NAK Design Strategies, dated May 2023; and,
- A Waste Review Removal Letter, prepared by C.F. Crozier & Associates Ltd., dated May 2023.

Each of the above-noted items have been provided under separate cover in support of the application. For clarity, the above-noted items do not include previous iterations which have been prepared in support of previous submissions. Additionally, to avoid duplication, a summary of these above-noted supporting studies has not been provided.

5 / POLICY CONTEXT

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development, proposed Draft Plan of Subdivisions ('Draft Plans') and proposed Zoning By-law Amendment ('ZBA' or 'Amendment') align with and serve to further implement the in-effect policy and regulatory framework.

5.1 / PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement ('PPS'), 2020 was issued under Section 3 of the *Planning Act*, as amended, and updated on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act*, as amended, requires that decisions affecting a planning matter be 'consistent with' the policies of the PPS.

Overall, the PPS provides Provincial policy direction related to Building Strong Healthy Communities (Section 1.0), the Wise Use and Management of Resources (Section 2.0) and Protecting Public Health and Safety (Section 3.0). When considered together, the PPS strongly encourages developments that provide for long-term prosperity, environmental health and social well-being, while also making the best use of available land, infrastructure and resources as well as facilitating economic growth.

An analysis of the applicable PPS policies that apply to the Subject Lands and how the proposed development, together with the corresponding Amendments, are consistent with these is provided below.

1.0 / Building Strong Healthy Communities

Section 1 of the PPS establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need for efficient land use and development patterns so that strong, livable, healthy and resilient communities that protect the environment and public health are attained. This is to be achieved by directing growth and development to appropriate locations. The following policies apply to redevelopment of the Subject Lands.

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

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term;*
- b) *accommodating an appropriate and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional ... recreation, park and open space and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health or safety concerns;*

- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.'*

The Subject Lands are located within a Settlement Area, as defined by the PPS, and can be accommodated on full municipal services. The proposal supports the Provincial objectives for healthy, liveable and safe communities in the following ways:

- by proposing medium density development on lands that are currently underutilized;
- by locating a mixture of residential uses within the City of Mississauga, on a site designated for development by both the Region of Peel Official Plan and the Mississauga Official Plan;
- by introducing more than 1,360 residential dwelling units of varying size, configurations and tenure in an area well-served by surrounding uses, amenities and transit networks;
- by introducing development forms that will integrate with the surrounding environment and will serve to implement the development vision established by local policies for the Ninth Line as a vibrant, compact, complete community;
- by introducing development forms that support public health and safety through active public frontages and public landscaped open spaces;
- by making better, higher use of land and existing infrastructure networks; and,
- by incorporating contextually appropriate low impact development strategies, including additional plantings and landscaped open spaces in order to respond to a changing climate and to promote biodiversity.

1.1.3 Settlement Areas

As stated above and in accordance with the PPS, the Subject Lands are located within a Settlement Area. As such, the following policies apply.

'1.1.3.1. Settlement areas shall be the focus of growth and development.'

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

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

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

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

'1.1.3.6. New development taking place in designated growth areas should occur adjacent to the existing built-up areas 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 Lands are located within a Settlement Area and a designated growth area. As such, the proposed development has been planned and designed to facilitate a high-quality, compact built form that makes efficient use of land, infrastructure, resources and public service facilities. It will provide for development that includes a mixture and range of residential uses, at an appropriate location, at an appropriate density, to support existing and planned transit services and active transportation networks.

Additionally, the provision of various landscaped areas will advance climate change goals. Finally, as further described in the accompanying Functional Servicing and Stormwater Management Report ('FS – SWM Report'), the proposal can be accommodated by municipal infrastructure networks

1.5 Public Spaces, Recreation, Parks, Trails & Open Space

'1.5.1. Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*

- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and where practical, water-based resources'*

The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. This includes the provision of new public parks, outdoor amenity areas, landscaped open spaces and public spaces along the proposed road network.

Overall, the landscaped areas have been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. As demonstrated on the accompanying Development Concept Plan, the landscaped areas have been strategically located to facilitate space for the use and enjoyment of residents and visitors and to foster social interaction. Furthermore, the proposed development is to provide for a network of pedestrian pathways that offer safe, comfortable and convenient access across the Site and beyond. Outdoor amenity areas will also provide opportunities for outdoor enjoyment and social interaction. Finally, active streetscapes are to be provided. This will enable direct pedestrian connections to public sidewalks and the public realm, street furniture and other public realm enhancements to be provided. It will also facilitate connections with the sidewalk zones and multi-use trails planned to be provided along the Highway 407 Transitway and Ninth Line corridor. Overall, the Site has been planned and designed to implement vibrant and inviting, pedestrian-oriented streetscapes, capable of accommodating pedestrian activity and the daily needs of residents, visitors and community members.

1.6.6. Sewage, Water & Stormwater

'1.6.6.1. Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - 1. municipal sewage services and municipal water services.'*

'1.6.6.2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services.'

As further demonstrated in the accompanying Functional Servicing and Stormwater Management Report ('FS – SWM Report'), the proposed development will make better use of existing municipal infrastructure services. Furthermore, the proposal can be serviced by the existing municipal sewage and water systems.

'1.6.6.7. Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long-term;*
- b) minimize, or where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces; and*
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency and low impact development.'*

As demonstrated in the accompanying FS-SWM Report and the accompanying Green Development Standards Cover Letter, the proposed development has incorporated a range of sustainable development strategies, including the provision of additional plantings and providing for landscape enhancements. Further opportunities for enhanced stormwater management will be explored during the detailed design stage.

1.6.7. Transportation Systems

'1.6.7.2 Efficient use should be made of existing and planned infrastructure...'

'1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.'

The Subject Lands are well-served by existing transit services, planned transit networks and active transportation networks. More specifically, the planned Highway 407 Transitway network is immediately adjacent to the Subject Lands, and MiWay operates a number of existing bus routes in the surrounding area. There is an existing bus stop for MiWay Route 39 (Britannia) directly in front of the Site. Furthermore, there is an existing network of sidewalks along the Site's Ninth Line frontages and within the surrounding area, providing safe, easy, convenient access for residents and visitors. Finally, the Site is situated along the Ninth Line corridor which features a range of uses, services and facilities within walking distance to meet the daily needs of residents.

Based on the above, the proposal for a medium-density residential development will support current and future transit ridership, the provision of local amenities, including public parkland and a new public school block, the use of active transportation, including bike lanes planned along Ninth Line and enable residents and visitors alike to walk to destinations.

1.7. Long-Term Economic Prosperity

'1.7.1. Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;*
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public facilities;*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and conserving features that help define character...;*
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*
- k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature'*

The proposal has been planned and designed to provide an appropriate range and mixture of grade-related, non-residential uses that will provide local employment opportunities, will respond to market needs and will contribute to the creation of Ninth Line as a complete, community where residents are able to live, work, play and shop within the Neighbourhood or even the same building. The proposal will also facilitate housing choice and a high-quality built form that is compatible with the surrounding community. Furthermore, the proposed landscape and streetscape improvements will provide ecological benefits.

1.8. Energy Conservation, Air Quality & Climate Change

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

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where it exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*

- e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) *promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure.'*

As stated above, the Subject Lands are well-served by existing transit services, planned transit services and active transportation networks. Furthermore, the proposal will facilitate a compact, medium density development, at an appropriate location along the Ninth Line corridor. Based on the Site's locational characteristics, the proposed development will support compact development, the use of active transportation, situating a mixture of uses in proximity to transit and energy conservation objectives. As stated above, the proposal contemplates a variety of sustainable design features in efforts to maximize conservation efforts. Finally, as further described in the accompanying Traffic Impact Study ('TIS'), the proposed development will support reduced congestion and transit supportive forms.

4.0 / Implementation & Interpretation

Section 4 of the PPS contains policy directions meant to guide how land use planning and development decisions are made. More specifically, this Section of the PPS contains policy directions which state how the PPS is to be applied in order to ensure that decisions affecting a planning matter are 'consistent with' the PPS.

'4.6. The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interest and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.'

As further described in Section 5.4 of this Report, the Mississauga Official Plan ('MOP') outlines the land use designations and policies applicable to the Subject Lands. The MOP, as amended, does not provide policy permissions that enable development of the Subject Lands to make better use of available land, resources and infrastructure. The corresponding Official Plan Amendment and Zoning By-law

Amendment ('Amendments') seek to introduce site-specific permissions which will facilitate a high-quality, compact, transit-supportive development that is permitted by Provincial policy and the Region of Peel Official Plan.

SUMMARY / CONFORMITY STATEMENT

The Provincial Policy Statement ('PPS'), 2020 outlines a series of guiding policies meant to direct land use planning and development across Ontario. As such, the PPS focuses on ensuring growth and development is directed to appropriate locations, with an emphasis on development occurring in areas well-served by transit and infrastructure while not adversely affecting protection of the natural environment.

The above analysis demonstrates that the proposed development conforms to the PPS by facilitating development, at an appropriate location, that will make better use of existing land, resources and infrastructure. It will also support energy conservation and addressing impacts from a changing climate. It is our opinion that the proposal, corresponding Draft Plans and corresponding Amendments are consistent with the policies of the PPS.

5.2 / A PLACE TO GROW, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. A Place to Grow builds on the policy foundations of the PPS, 2020 in order to respond to key challenges faced in the Greater Golden Horseshoe ('GGH') region. As such, it establishes a long-term framework for managing growth and development across the GGH up to the year 2051.

Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit supportive and provide a range of housing and employment opportunities. An analysis of the policies applicable to the proposed development and how they have been addressed is provided below.

Section 2 / Where and How to Grow

Section 2 of A Place to Grow establishes the policy framework for how forecasted growth is to be managed. Overall, growth is to be directed to settlement areas which can support the achievement of complete communities. Limited growth is also expected to occur within rural areas. The following policies apply to redevelopment of the Subject Lands.

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

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

 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;:**
- c) *within settlement areas, growth will be focused in:

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

In accordance with Schedule 2 of A Place to Grow, the Subject Lands are located within the Designated Greenfield Area of the City of Mississauga. Designated Greenfield Area lands are areas where growth and development is forecasted to occur. Development of the Subject Lands, as contemplated, is supported as the proposal will provide for reinvestment of the Site and will facilitate development that is in an appropriate location, is serviced by existing municipal water and wastewater infrastructure, is serviced by existing and planned transit services and will support the achievement of Ninth Line as a complete community.

'2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:

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

 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails and other recreational facilities;**
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) *integrate green infrastructure and appropriate low impact development.'*

The proposed development supports the achievement of complete communities by providing for a compact development that includes a mix of residential, retail / service and employment, institutional and natural area uses located in proximity to local transit services. It will also further support the provision of a broad range of local employment opportunities and the provision of local stores, services and areas to meet the daily needs of residents, visitors and the community.

Additionally, the proposal will provide for more than 1,360 new residential dwelling units of varying size and configurations in order to provide housing choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of new apartment-style, ground-related dwelling units and townhouse-style dwelling units will further support the range and mix of housing options available in the community, while also supporting greater housing opportunities and facilitating the ability for residents to remain in their community.

Finally, the proposed development contemplates a high-quality, compact built form that will foster a vibrant public realm through architectural and urban design elements as well as active street frontages. A series of public parks, landscaped open spaces and a network of pedestrian pathways are to be provided, further enhancing the pedestrian experience and access to publicly-accessible open spaces. This will be further enhanced by the provision of a outdoor amenity areas within the development blocks.

2.2.4. Transit Corridors & Station Areas

A Place to Grow identifies a series of strategic growth areas, including Major Transit Station Areas ('MTSAs'). Collectively, these strategic growth areas are to be the focus of accommodating intensification in higher density, mixed-use, compact forms.

For clarity, A Place to Grow defines an MTSA as follows:

'the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.'

As demonstrated in **Figure 7** on the next page, the Subject Lands are identified as being partially located within the Britannia 407 MTSA – an MTSA on a priority transit corridor. As such, the following policies apply.

'2.2.4.1. The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.'

X:\Drawings\940-001\2023 09 September\PIR Figures Sept 26 23.dwg



FIGURE 7
BRITANNIA 407 MAJOR TRANSIT
STATION AREA

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

LEGEND

-  Subject Lands
-  Britannia MTSA



SCALE: N.T.S.
SEPTEMBER 26, 2023

'2.2.4.3 Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:

- b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit.'*

'2.2.4.9 Within all major transit station areas, development will be supported, where appropriate, by:

- a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;*
- b) fostering collaboration between public and private sectors, such as joint development projects;*
- c) providing alternative development standards, such as reduced parking standards; and*
- d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.'*

'2.2.4.10 Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.'

In accordance with Schedule 5 of A Place to Grow, the Highway 407 Transitway is identified as a priority transit corridor. Furthermore, the planned Highway 407 Transitway BRT network and the surrounding bus routes operated by MiWay are considered to be frequent transit services as defined by A Place to Grow. Given this, development of the Subject Lands,

as contemplated, serves to implement the above-noted Provincial policy objectives for Transit Corridors and Station Areas by directing higher density, compact development to an appropriate location, at an appropriate density.

Furthermore, the proposed development will facilitate a mixing of uses in proximity to transit networks and will assist in the achievement of the Britannia 407 MTSA minimum density target of 160 residents and jobs combined per hectare.

Based on the above, the Subject Lands are an appropriate and desirable location for higher density, compact development to occur given its presence immediately adjacent to the planned Highway 407 Transitway BRT network and its partial location within an MTSA.

Overall, the proposed development supports the Provincial policy objectives for development in MTSA's by providing for a development that includes a mixing of residential, institutional and natural uses, all of which are to be located in close proximity to transit services, active transportation networks, stores and services to meet daily needs.

2.2.5. Employment

'2.2.5.3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.'

'2.2.5.15. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.'

The proposal contemplates development of underutilized lands and will introduce a range and mixture of non-residential uses, including but not limited to local retail and commercial uses. Furthermore, the proposed mixture of non-residential uses will provide local employment opportunities and will facilitate retail and service use tenants to serve the community. Overall, the proposed development supports the above-noted policy objectives by contemplating compact, mixed-use development in proximity to transit services and active transportation networks. Furthermore, the proposal will support the achievement of Ninth Line as a complete community.

SUMMARY / CONFORMITY STATEMENT

A Place to Grow, 2020 guides land use planning and development across Ontario. The above analysis demonstrates that the proposed development conforms to and serves to further implement the policies of A Place to Grow by facilitating contextually appropriate development on lands that are served by transit and active transportation networks. It will also provide for a range of residential, local retail and service, institutional and natural uses which are well-served by existing community services, parks and local businesses. Furthermore, the proposal, corresponding Draft Plans and corresponding Amendments will provide for better utilization of land, resources and infrastructure in a manner that advances complete community objectives. The proposal will also support development occurring at an appropriate location, at an appropriate density. Based on the above, it is our opinion that the proposal, corresponding Draft Plans and corresponding Amendment serve to implement the applicable policies of A Place to Grow.

5.3 / REGION OF PEEL OFFICIAL PLAN, 2022

The Region of Peel Official Plan ('ROP') serves as Peel's long-term guiding document for how land use planning and growth is to be managed across the three (3) member municipalities (City of Mississauga, City of Brampton and Town of Caledon).

Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2051 in accordance with a Regional Structure (Schedule E-1). Schedule E-1 designates the Subject Lands as 'Urban System' (see **Figure 8**).

'Urban System' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban System goals. The Subject Lands' appropriate and desirable location for redevelopment is reaffirmed by its location within a Strategic Growth Area (Schedule E-2), partial location within a Major Transit Station Area (Schedule E-5) and along a Rapid Transit Corridor (Schedule F-1, Rapid Transit Corridor).

For the purpose of this Report, the April 2022 Region of Peel Official Plan, as approved by the Province on November 4, 2022, was reviewed and assessed. The following is a summary of the in-effect Regional policies applicable to the proposed development. The following analysis also demonstrates how the proposed Draft Plans and Zoning By-law Amendment work to implement the ROP.

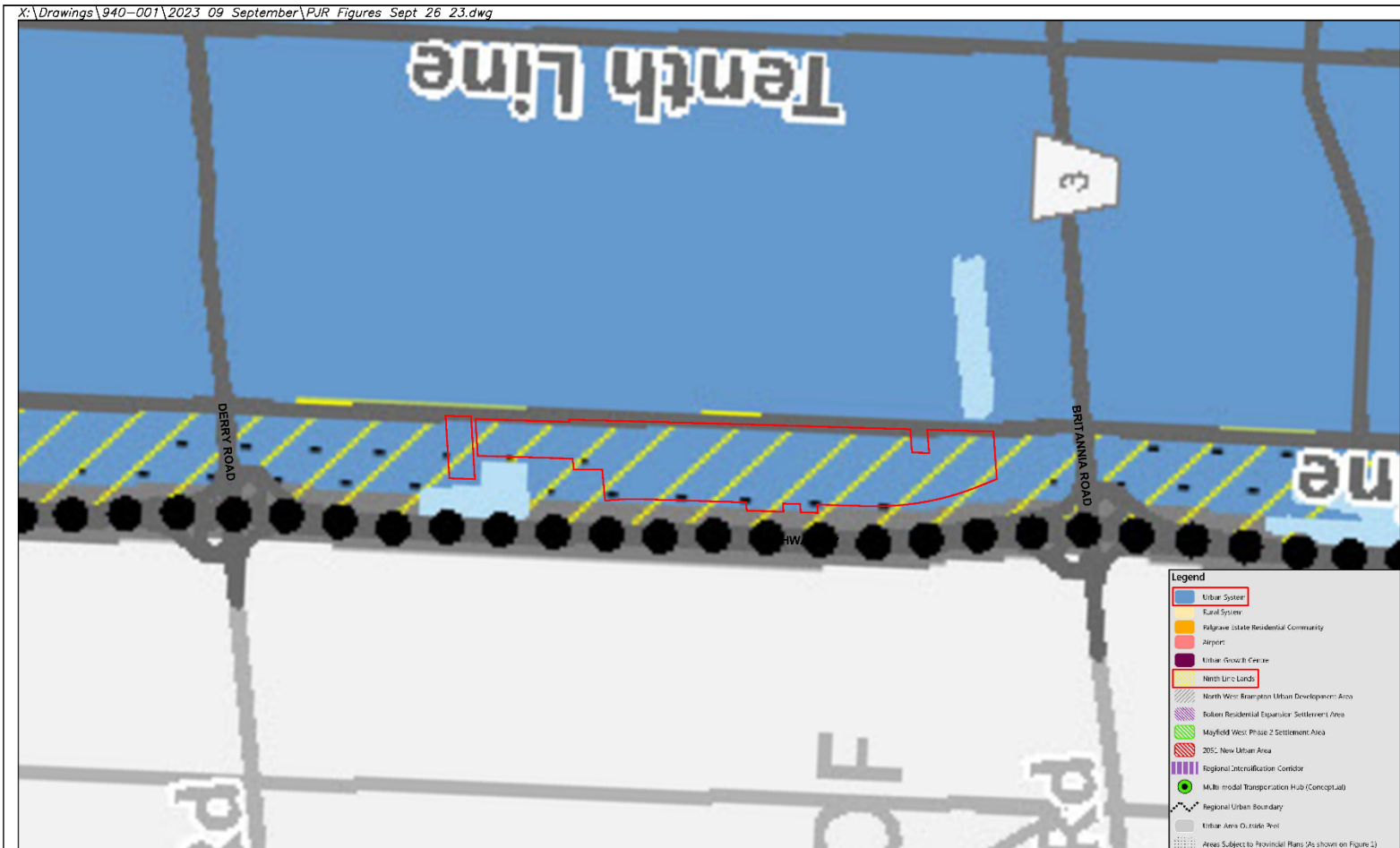



FIGURE 8
REGION OF PEEL OFFICIAL PLAN
SCHEDULE E-1 - REGIONAL
STRUCTURE

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

LEGEND

 Subject Lands



SCALE: N.T.S.
SEPTEMBER 26, 2023

5.4 Growth Management

The ROP directs that development and redevelopment is to occur in strategic locations through intensification. As lands within the Region's Built-Up Area and a Strategic Growth Area, the following apply.

It is Regional objectives to:

- '5.4.1. To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-Up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.'
- '5.4.3. To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.'
- '5.4.6. To optimize the use of the existing and planned infrastructure and services.'
- '5.4.7. Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.'
- '5.4.8. To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.'

- '5.4.18.1. To achieve efficient and compact built forms.'
- '5.4.18.2. To optimize the use of existing infrastructure and services.'
- '5.4.18.4. To intensify development on underutilized lands.'
- '5.4.18.6. To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.'
- '5.4.18.8. To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.'

It is the policy of Regional Council to:

- '5.4.10. Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services.'
- '5.4.12. Develop compact, transit-supportive communities in Designated Greenfield Areas.'
- '5.4.18.10. Facilitate and promote intensification.'

'5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-Up Area.'

The proposal contemplates intensification of underutilized lands, at an appropriate location within a Strategic Growth Area, within a Major Transit Station Area and along a Bus Rapid Transit ('BRT') Corridor.

Furthermore, the proposed development has been planned and designed to facilitate a high-quality, compact development that provides for a range of uses and open space areas, at a transit-supportive density. Overall, the proposal supports the above-noted Growth Management objectives and policies by contemplating a development in close proximity to transit services. This will contribute to the creation of Ninth Line as a complete community where residents and visitors are provided safe, comfortable, convenient access to a range of travel modes and services.

5.4.19 Greenfield Density

As stated above, the Subject Lands are located within a Designated Greenfield Area. As such, the following apply to development of the Subject Lands.

It is Regional objectives to:

'5.4.19.1. To plan and designate greenfields to contribute to complete communities.'

'5.4.19.2. To achieve efficient and compact built forms within the Designated Greenfield Area that support walking, cycling and the early integration and sustained viability of transit services.'

'5.4.19.3. To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.'

It is the policy of Regional Council to:

'5.4.19.6. Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area....'

'5.4.19.7. Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

- *City of Mississauga: 87 residents and jobs combined per hectare.'*

'5.4.19.9. Direct the local municipalities to include policies in their official plans regarding the identification of urban nodes and corridors of higher density development within the Designated Greenfield Area.'

'5.4.19.10. Direct the local municipalities to incorporate official plan policies to plan for complete communities within Designated Greenfield Areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling and direct the development of high-quality public realm and compact built form.'

In accordance with Schedule E-3 of the ROP, the Subject Lands are located within a Designated Greenfield Area. Additionally, Schedule F-1 (Rapid Transit Corridors) identifies the Subject Lands as being located adjacent to the Highway 407 Transitway – a Rapid Transit Corridor. Given the Subject Lands' locational attributes, the proposal

serves to implement the above-noted Designated Greenfield Area objectives and policies by facilitating compact, transit-supportive development in an appropriate location. Furthermore, the proposed mixture of uses, compact urban form and high-quality public realm with support the creation of the Ninth Line Neighbourhood as a vibrant, complete community. Finally, the proposal will also support achievement of the Peel-wide Designated Greenfield Area density target of 70 residents and jobs combined per hectare and the City of Mississauga Designated Greenfield Area density target of 87 residents and jobs combined per hectare. specified City of Mississauga density targets.

5.6 The Urban System

As demonstrated in **Figure 8**, the Subject Lands are located within the 'Urban System' component of the ROP. As such, the ROP directs that growth and development is permitted, and is to be directed to appropriate locations such as the Subject Lands. The following apply.

It is Regional objectives to:

- '5.6.2 *To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.'*
- '5.6.3 *To achieve intensified and compact form and 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 services.'*

'5.6.4 *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.'*

'5.6.7 *To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.'*

It is the policy of Regional Council to:

'5.6.10. *Define the Urban System, as shown on Schedule E-1, to include: all lands within the Regional Urban Boundary including lands identified and protected as ...Strategic Growth Areas ...'*

'5.6.11. *Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.'*

'5.6.12. *Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.'*

The proposed development will contribute to achieving the above-noted Urban System objectives and policies by facilitating a compact, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living. Furthermore, the proposal will provide for a mixture of residential uses in a compact form efficiently utilizing services. It will also provide for a

new public school and new parkland to be provided to further serve the needs of residents. As further discussed in the accompanying Housing Report, the proposed mixture of built forms and dwelling units will contribute to housing diversification while also providing housing choice for current and future households of varying size, income levels, life stages and lifestyle preferences.

5.6.17. Strategic Growth Areas

The ROP directs that Strategic Growth Areas are priority areas for intensification and higher density development to occur. Furthermore, the ROP identifies Strategic Growth Areas as being those lands within Urban Growth Centres, Major Transit Station Areas, Nodes / Corridors and along Intensification Corridors. As stated throughout, the Subject Lands are located within the Britannia 407 Major Transit Station Area ('MTSA') and along the Highway 407 Transitway corridor and as such, are located within a Strategic Growth Area. The following apply.

It is Regional objectives to:

- '5.6.17.1. To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.'
- '5.6.17.4. To support increased residential and employment densities within these area to ensure the viability of transit and a mix of residential, office, institutional and commercial development.'

'5.6.17.5. To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.'

'5.6.17.6. To encourage transit-supportive development in existing and new Designated Greenfield Areas.'

It is the policy of Regional Council to:

'5.6.17.7. Direct the local municipalities to establish boundaries in their official plans for Strategic Growth Areas identified on Schedule E-2 of this Plan.'

'5.6.17.11. Encourage the local municipalities to evaluate the future potential of intensification opportunities where rapid transit is planned to support compact built forms, multimodal access to jobs, housing and amenities, and connections to major trip generators.'

'5.6.17.13. Encourage the establishment of nodes and corridors in the Delineated Built-Up Area and Designated Greenfield Areas to support compact urban forms and transit-supportive development where frequent transit and higher order transit service is planned.'

The proposed development will contribute to achieving the above-noted Strategic Growth Areas objectives and policies by facilitating a compact, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living.

5.6.19. Major Transit Station Areas

In accordance with Schedule E-5 and as demonstrated on **Figure 7**, the Subject Lands are identified as being located within the Britannia 407 MTSA – which is a Primary MTSA. As such, the following apply.

It is Regional objectives to:

'5.6.19.2 Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.'

'5.6.19.4 Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.'

It is the policy of Regional Council to:

'5.6.19.7. Direct the local municipalities to delineate the boundaries of all Primary and Secondary Major Transit Station Areas in their official plan in accordance with Schedule E-5 of this Plan'

'5.6.19.8. Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed in Table 5.'

In accordance with Schedule E-5 of the ROP, the Subject Lands are located within the Britannia 407 MTSA which is a Primary MTSA. As such, development of the Subject Lands, as contemplated, serves to implement the above-noted objectives and policies for Major Transit Station Areas by directing higher density, compact development at an appropriate location, at an appropriate density. This includes a mixing of uses across the development, all of which are to be located in close proximity to transit services, active transportation networks, stores and services to meet daily needs.

5.6.20.14.20. Ninth Line Lands, Mississauga

In accordance with Schedule E-1 and as demonstrated on **Figure 8**, the Subject Lands are identified as being located within the Ninth Line Lands area of Peel. As such, the following apply.

It is Regional objectives to:

'5.6.20.14.20.1. To establish the Ninth Line Lands Designated Greenfield Areas in Mississauga as a healthy, complete, transit-supportive urban community, which provides appropriate transitions to existing neighbourhoods to the east.'

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

'5.6.20.14.20.4 To plan for the provision of major infrastructure as identified in provincial policy documents, including the Provincial rapid transit corridor along Highway 407 and other transit infrastructure....'

'5.6.20.14.20.5 To achieve orderly, cost effective and timely development.'

It is the policy of Regional Council to:

'5.6.20.14.20.6. Plan for the development of the Ninth Line Lands in conformity with the Population, Households and Employment Forecasts for the City of Mississauga...'

'5.6.20.14.20.7 Plan for the development of the Ninth Line Lands in conformity with the Designated Greenfield Area policies in Section 5.4.19 of this Plan ...'

'5.6.20.14.20.8 Encourage and support the efforts of the City of Mississauga to plan for a range and mix of housing options and densities, including units that are affordable to low and moderate income households, within Ninth Line Lands that contribute to Mississauga's annual minimum new housing targets and Peel-wide new housing unit targets...'

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

a) That the form and density of development and the transportation network be designed to maximize the role of a rapid transit corridor

along Highway 407, in addition to other transit and active transportation facilities ...;

b) That the application of transportation demand management strategies be encouraged to reinforce the use of transit and active transportation and other alternative modes of transportation beyond the single occupancy vehicle;

c) That a well-connected and sustainable natural heritage system be designed to identify, protect and enhance natural heritage features in conformity with the Ninth Line Scoped Subwatershed Study;

e) That development be designed in accordance with the Healthy Communities and the Built Environment policies in Section 7.5 of this Plan.'

The proposed development will contribute to achieving the above-noted Ninth Line Lands objectives and policies by facilitating a compact, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living. As further discussed in the accompanying Housing Reports, a mix of built forms and unit types are to be provided, in support of greater housing choice for current and future residents. Furthermore, contextually appropriate transportation demand management strategies are contemplated to support transit and active transportation networks. Finally, as further

described in the accompanying CEIS, the proposal has been planned and designed to provide for the creation of a contiguous and connected Natural Heritage System corridor west of the Highway 407 Transitway consisting of wetlands, woodlands and meadow habitat that replicate and improve the existing isolated natural heritage features.

5.10 Transportation System in Peel

The ROP directs that development and redevelopment is to be focused in strategic locations to support the Regional Transportation System. In accordance with the ROP, the Subject Lands are located along the BRT Corridor – which is a Rapid Transit Corridor. As such, the following apply.

'5.10.13. Promote intensification and mixed land uses in strategic growth areas to support sustainable transportation modes, complete communities and complete streets.'

'5.10.16. Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form ...'

As stated above, the Subject Lands are located adjacent to the Highway 407 Transitway – a recognized 'BRT Corridor' and in proximity to numerous transit services. As such, the Site is well-served by existing and planned transit services as well as by active transportation networks. The proposed development, corresponding Draft Plans and corresponding Amendment will serve to realize the development potential of the Subject Lands by facilitating a high-quality, compact development that is transit-supportive, pedestrian-oriented and appropriately situated. Additionally, the proposed mixture of uses across the development will

compliment and enhance the existing range of services and destinations present in the surrounding community, enabling residents to live, work, play and shop within the community. Overall, the proposal, Draft Plans and corresponding Amendments affirm the Subject Lands are an appropriate and desirable location for development to occur and development as envisioned should be supported.

SUMMARY / CONFORMITY STATEMENT

The Region of Peel Official Plan ('ROP') guides land use planning and development across Peel. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the ROP by providing for a high-quality, compact, transit-supportive and pedestrian-oriented development that facilitates development at an appropriate location, at an appropriate density. Furthermore, the proposed development will result in built form that is consistent and compatible with the envisioned evolution of the surrounding community as outlined by the Growth Management, Strategic Growth Area, Designated Greenfield Area, Major Transit Station Area, Urban System and Transportation System policies. In our opinion, the proposed development, corresponding Draft Plans and corresponding Amendments are in conformity with the applicable policies and objectives of the Region of Peel Official Plan.

5.4 / MISSISSAUGA OFFICIAL PLAN, 2023

The Mississauga Official Plan ('MOP'), as amended, was adopted by City Council in September 2010 and approved by the Region of Peel, with modifications, in September 2011. The MOP was appealed to the Ontario Municipal Board ('OMB', now Ontario Land Tribunal, 'OLT'), and was partially approved, save and except for those parts deferred or under appeal, in November 2012. Since this time, the MOP has been updated via a series of Tribunal Orders, approvals and Official Plan Amendments ('OPAs').

The in-effect MOP (July 2023) identifies where and how the City of Mississauga is to grow up to the year 2031 based on a City Structure (Schedule 1) comprised of seven (7) components. The Subject Lands are located within the Neighbourhood component of the City Structure and within the Ninth Line Neighbourhood Character Area (Schedule 9, Character Areas). The Subject Lands are also located along Ninth Line – an identified Corridor.

We note that the City of Mississauga is presently completing an Official Plan Review exercise that will culminate in City-initiated Official Plan Amendments ('OPAs') to ensure the MOP conforms to the 2051 planning horizon of Provincial Plans, incorporates the outcomes of the Region of Peel Official Plan Review (referred to as the 'Peel 2051+') initiative, and implements key policy recommendations arising from the completion of recent City initiatives and ongoing City initiatives.

The following is an analysis of the applicable in-effect MOP policies and an evaluation of how the proposed development, corresponding Draft Plans and corresponding Amendments serve to implement these policies.

5/ Direct Growth

Chapter 5 of the MOP establishes the policy framework for how growth is to be managed. Specifically, growth is to be directed to key components of the City Structure as well as along key Corridors. The following policies apply to development of the Subject Lands.

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

5.1.7. Mississauga will protect and conserve the character of stable residential Neighbourhoods.'

As stated above, the Subject Lands are located within the Ninth Line Neighbourhood component of the City Structure. Given the Site is currently underutilized, the Subject Lands have recognized development potential. The proposed development has been planned and designed to facilitate a compact, transit-supportive development that provides for a range and mixture of uses to meet the needs of residents. This will contribute to the creation of Ninth Line as a complete community where residents are able to live, work, play and shop within the community. Furthermore, the proposed built forms are of a scale and massing to ensure an appropriate transition to the surrounding area is provided and the character of the surrounding established Neighbourhood is preserved.

5.3.5. Neighbourhoods

As demonstrated on Schedule 1 of the MOP, the City is comprised of various Neighbourhoods, each with its own identity. As a Site located with the Neighbourhood component of the City Structure, the following policies apply.

'5.3.5.2. Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed-use areas.'

'5.3.5.3. Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with exiting apartment sites or commercial centres.'

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

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

As a Site located along Ninth Line – a recognized Corridor, the Subject Lands are recognized as an appropriate location for growth to occur. The proposed development has been planned and designed to facilitate a compact development that provides for a range and mixture of uses to meet the needs of residents. Furthermore, the built form contemplated will provide for a high-quality, refined architectural design that will facilitate development

that is complimentary to and compatible with the surrounding area. The proposal will enable a seamless integration with the surrounding community and provides for appropriate transition in terms of land use, built form, density and scale.

5.4 Corridors

A key organizing principle of the City is a network of Corridors. In accordance with Schedule 1c, Urban System – Corridors, Ninth Line is identified as a Corridor. The following policies apply.

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

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

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

'5.4.8. Corridors will be subject to a minimum building height of two storeys'

The Subject Lands are located along the Ninth Line Corridor. As such, the proposed development supports the above-noted Corridor policy objectives by facilitating a compact development at an appropriate location along the Ninth Line Corridor

and at an appropriate density. Furthermore, the proposed development has been planned and designed to frame the street such that built forms along Ninth Line addresses the public realm. The proposal also contemplates a pedestrian-oriented built form through the provision of compact development blocks, a network of outdoor amenity areas, parks and landscaped open spaces. Additionally, the proposed mixture of built forms contemplated conform to the 2-storey minimum building height requirement for development on Corridors.

The Site's appropriate location for compact, transit-supportive development is reinforced by the development objectives contained in the City's completed planning studies of the area. As further described in the accompanying Urban Design Study, the Shaping Ninth Line Urban Design Standards and Ninth Line Neighbourhood Character Area policies collectively identify the Subject Lands as an appropriate and desirable location for the type of development contemplated to occur.

For the reasons outlined above, it is our opinion that the proposed development conforms to the policy objectives for development along Corridors.

7/ Complete Communities

Chapter 7 of the MOP establishes the policy framework with regards to complete communities, housing, community infrastructure, cultural heritage and community character. The following apply.

'7.1.1. Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.'

'7.1.3. In order to create a complete community and develop a built environment supportive of public health, the City will:

- a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community and recreational land uses;*
- b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;*
- c. encourage environments that foster incidental and recreational activity; and*
- d. encourage land use planning practices conducive to good public health.'*

'7.1.6. Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.'

As further described in the accompanying Housing Reports, the proposal supports the above-noted policy objectives through the provision of new dwelling units of varying sizes and configurations which will facilitate housing choice. Additionally, the proposed development contemplates a compact form that is organized around a fine-grain street network and public realm enhancements. Collectively, these features will enable a development that encourages alternative modes of transportation, facilitates a pedestrian-oriented environment and will not adversely impact public health. Furthermore, the proposal will provide for a network of parks, amenity areas and landscaped open spaces to foster social interaction and accommodate recreational activities. For these reasons, it is our opinion that the proposal conforms to the above-noted Complete Community policy objectives.

As further described below, MOP policy objectives make reference to compatible development. We note that in accordance with Section 1.1.4.r of the MOP, 'compatible' is defined as follows:

'means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.'

As discussed below, it is our opinion that the proposed development, corresponding Draft Plans and corresponding Amendment will facilitate compatible development and can in fact seamlessly coexist with the surrounding community, without causing unacceptable adverse impact.

7.3. Community Infrastructure

As demonstrated on the Conceptual Development Plan, the proposed development has incorporated a new school site – a community infrastructure component, as defined by the MOP. As such, the following apply.

'7.3.3. Community infrastructure located within Neighbourhoods may include schools, emergency services, private clubs, daycare/day programs and places of religious assembly. Where community infrastructure is located in Neighbourhoods it will generally serve the local or nearby Neighbourhoods.'

'7.3.5 Community infrastructure will generally be:

- a. in proximity to transit facilities;*
- b. on Corridors, major and minor collector roads, preferably at intersections;*
- c. connected to trails, cycling facilities, where possible;*
- d. in proximity to other community infrastructure and places of gathering, where possible; and*
- e. accessible to persons with disabilities.'*

'7.3.7. The type of community infrastructure as well as its scale, design, layout and configuration permitted at any location, may be limited to ensure visual and functional compatibility with surrounding development.'

As stated above, the Subject Lands are located within the evolving Ninth Line community. The proposed development has been planned and designed to provide for a future public school block in a central,

visible location along the Ninth Line corridor. Furthermore, the proposed school block has been planned and designed to provide for a school in an appropriate location that co-locates a public park facility. This proposed design will enable the future school and park to be utilized by local and surrounding community members. Additionally, as further described in the accompanying Urban Design Study, the proposed block is located in proximity to transit services and will support the surrounding active transportation network. For the reasons outlined above, the proposed development, with the provision of a new community infrastructure block, conforms to the above-noted MOP policies.

7.6. Distinct Identities

In terms of community character, the following apply.

'7.6.1.1. Mississauga will strive to protect and enhance the desirable character of areas with distinct identities and encourage the development of distinct identities for other areas.'

'7.6.1.3. A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.'

'7.6.1.5. New development will be compatible with the physical, social and environmental attributes of the existing community.'

The Subject Lands are located within the evolving Ninth Line community. The proposed development has been planned and designed to provide for high-quality, refined built form that integrates with and is

complimentary to the established and evolving character of the community. Specifically, the proposal provides for a development that is appropriate, desirable and maintains compatibility with the surrounding community. The ways in which this is achieved is further discussed in the accompanying Urban Design Study.

9/ Build a Desirable Urban Form

Chapter 9 of the MOP establishes the City's built form policy framework. It is understood that the City's built form policies pertain to the physical layout and design of lands across the City. The following policies apply to redevelopment of the Subject Lands.

'9.1.1. Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure shown on Schedule 1: Urban System.'

'9.1.3. Infill and redevelopment within Neighbourhoods will respect the existing and planned character.'

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

'9.1.11. A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.'

'9.1.13. Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.'

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

The proposed development has been planned and designed to further implement the City's urban form policy objectives. More specifically, the proposal implements the above-noted policy objectives through the introduction of a compact, transit-supportive, pedestrian-oriented development form that respects the established City Structure hierarchy. Furthermore, the proposal has been planned to facilitate high-quality, refined built forms that are complimentary to and compatible with the character of the surrounding community. Additionally, a range of sustainable building strategies are to be implemented as further described in the accompanying Urban Design Study and Green Development Standards Cover Letter. Finally, the proposal has also been planned and designed to recognize the planned function of the adjacent Highway 407 corridor and the future Highway 407 Transitway to be constructed by the Province.

9.2.2. Non-Intensification Areas

As a Site located within the Neighbourhoods component of the City Structure, the Subject Lands are identified as being within a 'Non-Intensification Area'. As such and in terms of urban form considerations, the following policies apply.

'9.2.2.1. Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.'

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

- a. respect existing lotting patterns;*
- b. respect the continuity of front, rear and side yard setbacks;*
- c. respect the scale and character of the surrounding area;*
- d. minimize overshadowing and overlook on adjacent neighbours;*
- e. incorporate stormwater best management practices;*
- f. preserve mature high quality trees and ensure replacement of the tree canopy; and*
- g. be designed to respect the existing scale, massing, character and grades of the surrounding area.'*

'9.2.2.6. Development on Corridors will be encouraged to:

- a. assemble small land parcels to create efficient development parcels;*
- b. face the street, except where predominate development patterns dictate otherwise;*
- c. not locate parking between the building and the street;*
- d. site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall;*
- e. provide entrances and transparent windows facing the street for non-residential uses;*
- f. support transit and active transportation modes;*
- g. consolidate access points and encourage shared parking, service areas and driveway entrances, and*
- h. provide concept plans that show how the site can be developed with surrounding lands.'*

The proposal supports the above-noted policy objectives by providing a development that respects the lotting pattern, scale and character of the surrounding area. It also provides for built forms of varying styles and built form features that face the public realm while also addressing shadowing and overlook concerns. As a Site along the Ninth Line corridor, the proposal also conforms to the Corridor-related policy objectives. As demonstrated on the accompanying Development Concept Plan, the proposal will facilitate a high-quality, compact development that has been planned and designed to provide for an appropriate transition to and integration with the surrounding community.

Furthermore, the proposed development contemplates consolidated access as well as shared parking and servicing areas in efforts to provide an optimal site design.

Based on the above, it is our opinion that the proposal, corresponding Draft Plans and corresponding Amendments comply with the City's urban form policy objectives. The ways in which the proposal conforms to the Official Plan's urban form objectives is also further described in the accompanying Urban Design Study.

9.3. Public Realm

Section 9.3 of the MOP contains the City's public realm policy directions. The following policies apply.

'9.3.1.1. Street patterns, development blocks and public open spaces together should create distinctive communities.'

'9.3.1.2. Mississauga will ensure that urban form, street patterns and public open space systems are coherent, orderly and legible.'

'9.3.1.4. Development will be designed to:

- 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.'*

'9.3.1.5 *The improvement of existing streets and the design of new streets should enhance connectivity by:*

- a. *developing a fine-grained system of roads;*
- b. *using short streets and small blocks as much as possible, to encourage pedestrian movement;*
- c. *avoiding street closures; and*
- d. *minimizing cul-de-sac and dead end streets.'*

'9.3.1.7 *Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.'*

'9.3.1.8 *The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.'*

'9.3.5.1 *Mississauga will promote public open space design that is fully integrates with the urban design and built form of the community..'*

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

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

'9.3.5.6 *Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.'*

'9.4.1.2 *A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city.'*

'9.4.1.3 *Development will support transit and active transportation by:*

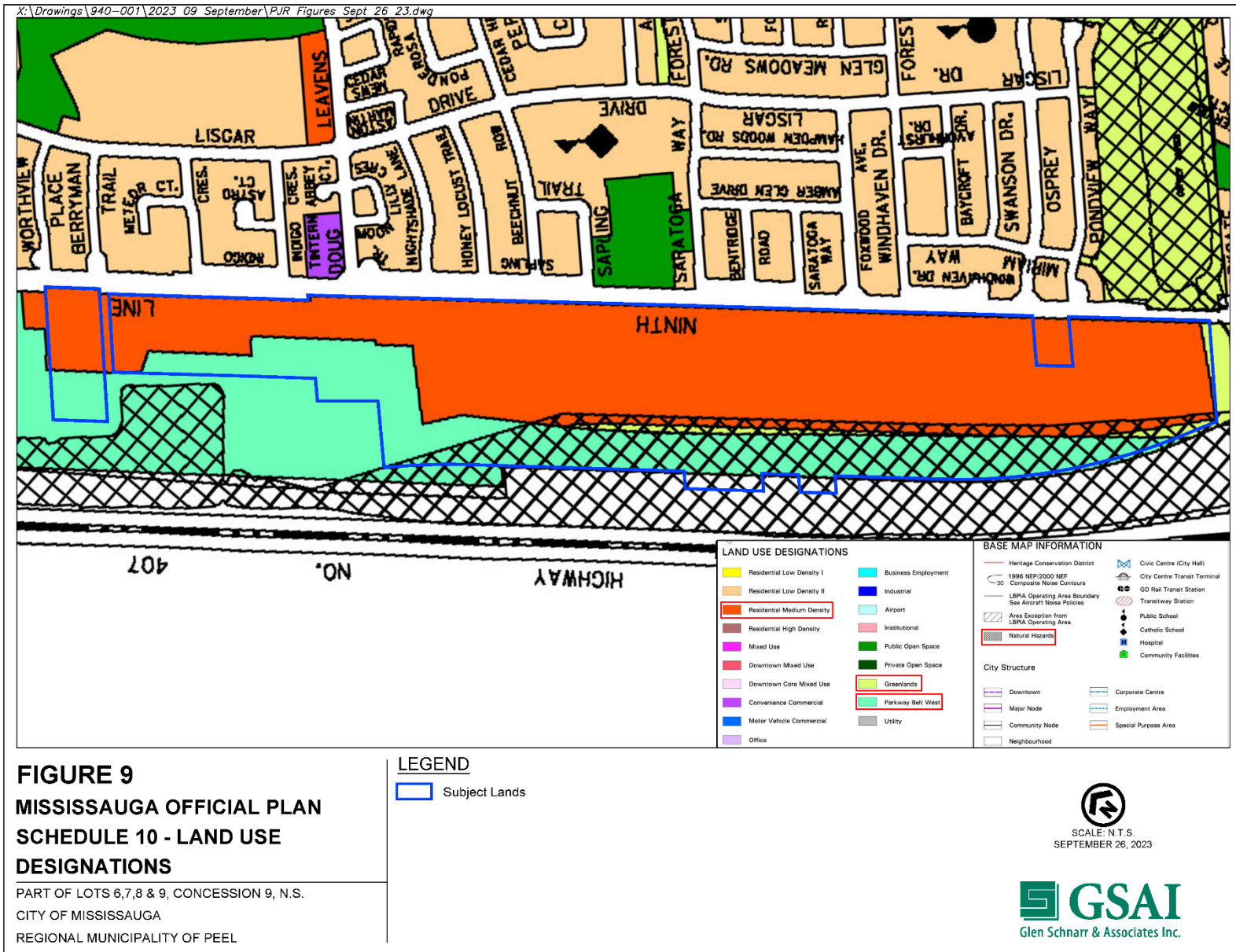
- a) *locating buildings at the street edge, where appropriate;*
- b) *requiring front doors that open to the public street;*
- c) *ensuring active / animated building facades and high-quality architecture;*
- d) *ensuring buildings respect the scale of the street;*
- e) *ensuring appropriate massing for the context;*
- f) *providing pedestrian safety and comfort; and*
- g) *providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.'*

The proposal supports the above-noted City's public realm policy objectives by providing for a high-quality, compact, transit-supportive and pedestrian-oriented development. Furthermore, the proposal complies the City's public realm policy objectives through the provision of a fine-grain road network, built forms that frame the street edge, the provision of parkland, amenity areas and landscaped open spaces, the provision of direct pedestrian connections to the public realm, and an urban form that facilitates a pedestrian-scaled and transit-supportive development. Furthermore, the development has been planned and organized around landscaped open spaces, parks and outdoor amenity areas.

We note that the City's Public Realm policy directions are further implemented by site development and building-related policy directions outlined in Section 9.5 of the MOP. Collectively, Policies 9.5.1.1 through 9.5.1.15 require developments to be compatible and integrate with the surrounding area. The proposal, corresponding Draft Plans and corresponding Amendment will facilitate a high-quality, refined development that is compatible and integrates with the surrounding area. The ways in which the proposal further responds to the City's urban design policy framework is described in the accompanying Urban Design Study.

11 / Land Use Designations

Chapter 11 of the MOP establishes the policy framework for how lands are to be used. More specifically, the MOP establishes policies based on nineteen (19) land use designations. As demonstrated in **Figure 9** on the next page, the Subject Lands are currently designated 'Medium Density Residential' and 'Parkway Belt West'. We highlight that in the time since the last Office Consolidation of the MOP, approval has been received from the Ministry of Municipal Affairs and Housing. This approval has granted permission for the developable portion of the Subject Lands to be removed from the Parkway Belt West Plan. As such, the identified 'Parkway Belt West' designation is no longer applicable. The corresponding Official Plan Amendment seeks to re-designate the applicable areas of the Subject Lands to 'Medium Density Residential' designation. In our opinion, the 'Residential Medium Density' designation for the entirety of the Subject Lands is the most appropriate and will facilitate the proposal. The following policy applies.



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

- a) all forms of townhouse dwellings.'*

The proposal will provide for a mixture of high-quality, refined residential built forms in a location where development ought to be directed. As further described below, the Ninth Line Neighbourhood Character Area policies provide policy permissions for ground-related residential units, such as semi-detached dwellings, and apartments. Therefore, it is our opinion that the proposed mixture of ground-related, townhouse-style and apartment-style dwelling units on the Subject Lands are appropriate and comply with the permitted use provisions of the 'Residential Medium Density' designation.

The proposal also represents an appropriate form and advances the City's development objectives. For the reasons outlined above, it is our opinion that the proposed development conforms to the in-effect Residential Medium Density policy objectives and the corresponding Official Plan Amendment to redesignate the applicable components of the Subject Lands is appropriate.

16 / Neighbourhoods

Chapter 16 of the MOP establishes the policy framework for how growth and development is to be managed in the City's Neighbourhoods components of the City Structure. As stated, the Subject Lands are located within the Neighbourhoods component of the City Structure and are located within the Ninth Line Neighbourhood Character Area. The following policies apply.

Section 16.20 of the MOP establishes the policy framework for lands within the Ninth Line Neighbourhood Character Area. Given the Subject Lands are located centrally within this Character Area, the following policies apply.

'16.20.1. Ninth Line Neighbourhood Character Area

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

'16.20.1.2. The Ninth Line Neighbourhood Character Area, is intended to accommodate a variety of medium and high density housing, employment uses and an extensive open space network. The planned 407 Transitway runs through the area in a north/south direction. Higher density development will be focused around the two Major Transit Station Areas located at Britannia Road West and Derry Road West.'

As demonstrated by the accompanying Development Concept Plan, the proposal has been planned and designed to facilitate a mixture of medium and high density residential uses as well as select non-residential uses along with a school block, parks and landscaped open spaces.

In an effort to accommodate an optimized site design that provides for a compact, pedestrian-oriented and transit-supportive form, higher density development has been strategically located in the northern quadrant of the Site. The proposed higher density

development blocks are located in a manner to facilitate built forms that frame the street and contribute to a sense of arrival into the community. These blocks also provide an opportunity to provide grade-related non-residential uses in order to support the ability for residents to live, work, shop and play within their Neighbourhood. The proposal will provide for a mixture of high-quality, refined built forms in an appropriate location within the Ninth Line Neighbourhood Character Area. It will also contribute to achievement of the Character Area's density target of 82 residents and jobs combined per hectare.

'16.20.2. Community Design

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

- a. provide a mix of housing to accommodate people with diverse housing preferences and socioeconomic needs. This also includes housing which is affordable as outlined in the City's housing strategy;*
- 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 board(s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process;*

- e. schools will be combined with another permitted use on the same lot to create a compact urban form;*
- g. support transit and active transportation as key components of the transportation network;*
- h. complement existing and future transportation facilities including taller, more compact mixed use buildings at the 407 Transitway Stations;*
- i. demonstrate distinct and appropriate design of all buildings, streets and open spaces; and*
- j. provide appropriate transition to neighbourhoods to the east.'*

'16.20.2.2.2. Connections

Planning in the area will be based on a series of connections including:

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

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

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

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

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

The proposal supports the above-noted City's community design policy objectives by providing for a high-quality, compact, transit-supportive and pedestrian-oriented development. Furthermore, the proposal complies the City's development vision for the Site and policy objectives through the provision of a fine-grain road network, built forms that frame the street edge and are of an appropriate scale, mass and character to provide an appropriate transition, the provision of landscaped open spaces, provision of direct pedestrian connections to the public realm, and an urban form that facilitates a pedestrian-scaled and transit-supportive development. Furthermore, the development has been planned and organized around landscaped open spaces, parks and outdoor amenity areas as well as a school site that is centrally located and appropriately sized to accommodate the

needs of the community. Furthermore, the proposal will support active transportation networks and transit usage given the presence of existing and planned transit networks in the surrounding area and within a comfortable walking distance.

'16.20.2.3. Connectivity / Interface

'16.20.2.3.1. Connections throughout the area will be supported by a modified grid system of public streets, public and privately owned public space (POPS) ...'

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

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

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

The proposal has been planned and designed to support the above-noted connectivity / interface policy objectives. More specifically, the proposal has organized compact, pedestrian-oriented and transit-supportive development forms around a fine-grain road network and public realm enhancements. As further demonstrated in the Conceptual Development Plan and accompanying Urban Design Study, a series of

connections are provided across the planned community through the provision of public and private roadways of varying widths, pedestrian connections and public and private open spaces. Furthermore, built forms face onto and address the public realm across the Site and development is of a form, mass and scale that provides for an appropriate and desirable transition to the surrounding context.

'16.20.3. Precincts

In accordance with Map 16-20.1, Ninth Line Neighbourhood Character Area Precincts, the Subject Lands are identified as being located within the North Britannia Area (Precinct 3) area (see **Figure 10** on the following page) . The following policies apply.

'16.20.3.3.2. Residential development will include a mix of housing forms such as townhouses and midrise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.2: Ninth Line Neighbourhood Character Area Height Limits.'

'16.20.3.3.3. Notwithstanding policy 16.20.3.3.2 and 11.2.5.5, consideration may be given to ground related units such as semi-detached dwellings abutting Ninth Line between Doug Leavens Boulevard and Beacham Street. The overall density target for the entire Character Area must be maintained.'

'16.20.4. Land Use

'16.20.4.1.1. Notwithstanding the Residential Medium Density policies of this Plan, lowrise and mid-rise apartment dwellings will also be permitted.'

In accordance with Map 16-20.2 of the MOP (see **Figure 11** on page 53), the Subject Lands have height permissions of 3 to 6 storeys. Furthermore, townhouse, ground-related and apartment built forms are permitted.

The above-noted policy provisions are the result of careful planning and study of the Ninth Line Neighbourhood Character Area lands. Specifically, City Staff undertook the Ninth Line Lands Study in 2011. This Study culminated in a comprehensive Official Plan Amendment that reflected a land use concept for the Character Area and implementing policy. It is our opinion that the proposed development conforms to the above-noted policy objectives for the Ninth Line Neighbourhood Character Area, and in particular Precinct 3 lands, through the provision of high-quality, refined built forms that will facilitate an appropriate transition to be provided.

As stated throughout this Report, the Subject Lands are identified as an appropriate and desirable location for a mixture of residential built forms and compact development to occur.


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FIGURE 10
MISSISSAUGA OFFICIAL PLAN MAP
16-20.1, NINTH LINE NEIGHBOURHOOD
CHARACTER AREA PRECINCTS

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

LEGEND

 Subject Lands



SCALE: N.T.S.
SEPTEMBER 26, 2023

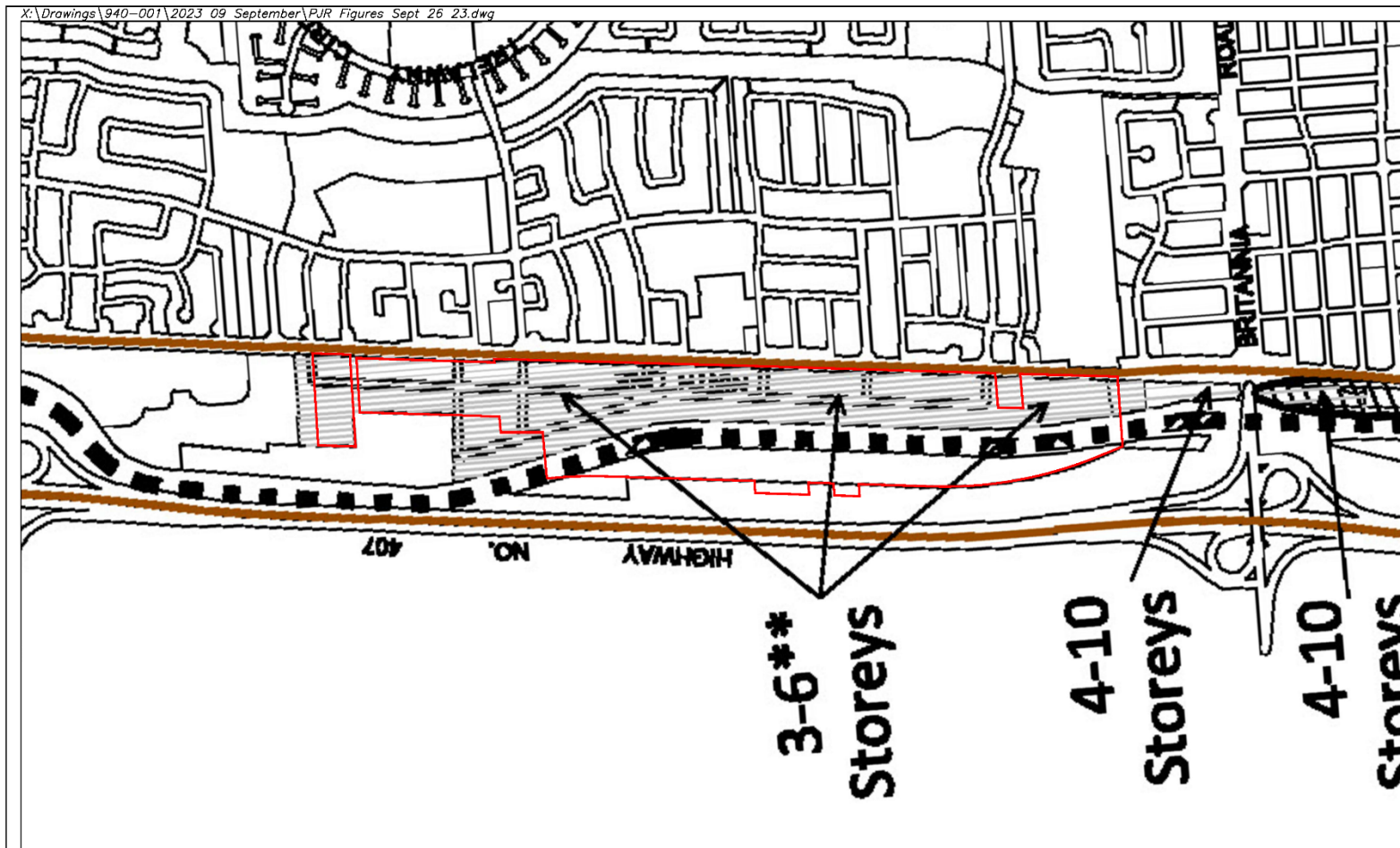


FIGURE 11
MISSISSAUGA OFFICIAL PLAN MAP
16-20.2, NINTH LINE NEIGHBOURHOOD
CHARACTER AREA HIEGHT LIMITS
PART OF LOTS 6,7,8 & 9, CONCESSION 9, N.S.
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

LEGEND
 Subject Lands


SCALE: N.T.S.
SEPTEMBER 26, 2023

Based on this, it is our opinion that the proposed development, as contemplated, the corresponding Draft Plans, corresponding Official Plan Amendment and corresponding Zoning By-law Amendment are appropriate, respect the City Structure hierarchy and conform to the policy context for the Ninth Line Neighbourhood Character Area. Specifically, the proposed mixture of townhouse, ground-related dwellings and apartment-style dwellings is appropriate and permitted. Based on the above, it is our opinion that the proposed development, corresponding Draft Plans, corresponding Official Plan Amendment and corresponding Zoning By-law Amendment conform to the above-noted Ninth Line Neighbourhood Character Area policy objectives.

'16.20.7. Implementation

As stated throughout this Report, the Subject Lands are located within the Ninth Line Neighbourhood Character Area which is comprised of various lands, owned by various landowners. The following policies apply.

'16.20.7.1. Development will generally occur by way of one or more master plans of subdivision which will determine detailed alignment of municipal streets, parkland and development phasing.'

'16.20.7.2. Development is to be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner.'

'16.20.7.3. In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs for municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner.

Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement.

The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary, for the purposes of facilitating a front end agreement, the City may utilize area specific development charge by-laws enacted pursuant to the Development Charges Act, 1998, as amended..'

As stated throughout this Report, the Subject Lands are a component of the broader Ninth Line Neighbourhood Character Area. As such, the proposed development seeks to further implement the policy objectives for the Ninth Line community and will provide for an appropriate, well-designed, compact, complete community. This includes the appropriate location of a fine-grain road network, a refined park and open space network and built forms of varying size, scale and architectural features. As

currently contemplated, the lands that are proposed for development are entirely owned by one corporation. Should the nearby lands owned by others become available and can be seamlessly integrated into the proposed development, the Subject Lands' ability to implement the envisioned development vision for the community will not be comprised.

SUMMARY / CONFORMITY STATEMENT

The Mississauga Official Plan ('MOP'), as amended, guides land use planning and development across the City. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the MOP, as amended, by providing for a high-quality, compact, pedestrian-oriented and transit-supportive development that facilitates a range and mixture of residential forms at an appropriate location and density. The proposal also facilitates the provision of a fine-grain road network, landscaped open spaces and pedestrian connections. It also directs better utilization of land, resources and infrastructure to facilitate a development that will contribute to Ninth Line as a vibrant, complete community that is in proximity to transit networks, services and facilities. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of the community. Therefore, the proposed development, corresponding Draft Plans and corresponding Amendment serve to implement the applicable policies and objectives for 'Residential Medium Density' lands within the Ninth Line Neighbourhood Character Area of the Mississauga Official Plan.

5.5 / SHAPING NINTH LINE URBAN DESIGN GUIDELINES, 2017

The Shaping Ninth Line Urban Design Guidelines ('Shaping Ninth Line' or 'Guidelines') were adopted by City Council in June 2017. The Shaping Ninth Line Guidelines, while not an operative part of the MOP, provides detailed policy objectives in order to guide development and redevelopment of lands along the Ninth Line corridor and further implement land use, urban design, public realm, built form and transportation policies of the MOP. Specifically, the Guidelines provide detailed design policy directions, organized by thematic areas.

The accompanying Urban Design Study provides further detail on the ways in which the proposed development serves to further implement and conform to the design policy objectives outlined in the Guidelines. The Urban Design Study concludes that the proposed development is appropriate and serves to implement the applicable detailed design directions of the Guidelines.

5.6 / ZONING

The City of Mississauga Zoning By-law 0225- 2007 ('By-law 0225 – 2007') currently zones the Subject Lands as 'Development (D)' (see **Figure 12**). The current zoning recognizes that future development will occur, but does not permit the proposal. A site-specific Zoning By-law Amendment ('ZBA') is requested to appropriately re-zone the Subject Lands to a selection of zone categories, based on the proposed tenure and built form contemplated.

Given the range of built forms contemplated as described throughout this Report and as demonstrated on the accompanying Development Concept Plan, a range of site-specific zoning categories are requested.

Copies of the draft Zoning By-law Schedule identifying the requested zone categories and draft Zoning By-law Tables, by zone category, with the requested site-specific provisions have been prepared. The draft Zoning By-law Schedule and draft Zoning By-law Table for each respective zoning category are provided in **Appendix II** of this Report. The ZBA seeks to introduce a series of zones and site-specific permissions to facilitate the proposal.

Table 2A on the right provides a rationale for the requested zoning and site-specific exceptions for the proposed low-rise built forms, while **Table 2B** on the right and on page 58 provides a rationale for the requested zoning and site-specific exceptions for the proposed mid-rise built forms.

Table 2A / Summary of Requested Exceptions & Rationale for Low-Rise Built Forms

REQUESTED EXCEPTION	RATIONALE
<i>Modified Building Envelope</i>	To implement the desired range and mixture of built forms, while maintaining appropriate compatibility and transition to the surrounding community

Table 2B / Summary of Requested Exceptions & Rationale

REQUESTED EXCEPTION	RATIONALE
<i>Modified Building Envelope</i>	To implement the desired mid-rise, terraced built forms, while maintaining appropriate compatibility and transition to the surrounding community
<i>Modified Parking Standard</i>	In order to implement the desired built forms, a modified shared parking standard is requested. As further demonstrated in the accompanying Traffic Impact Study ('TIS'), the requested shared parking standard is appropriate given the Site's proximity to transit services and active transportation networks. The requested parking standard is also capable of accommodating the proposed parking demands, will serve to further implement Council's direction to encourage developments which support increased transit ridership and sustainable modes and will facilitate an optimized site design

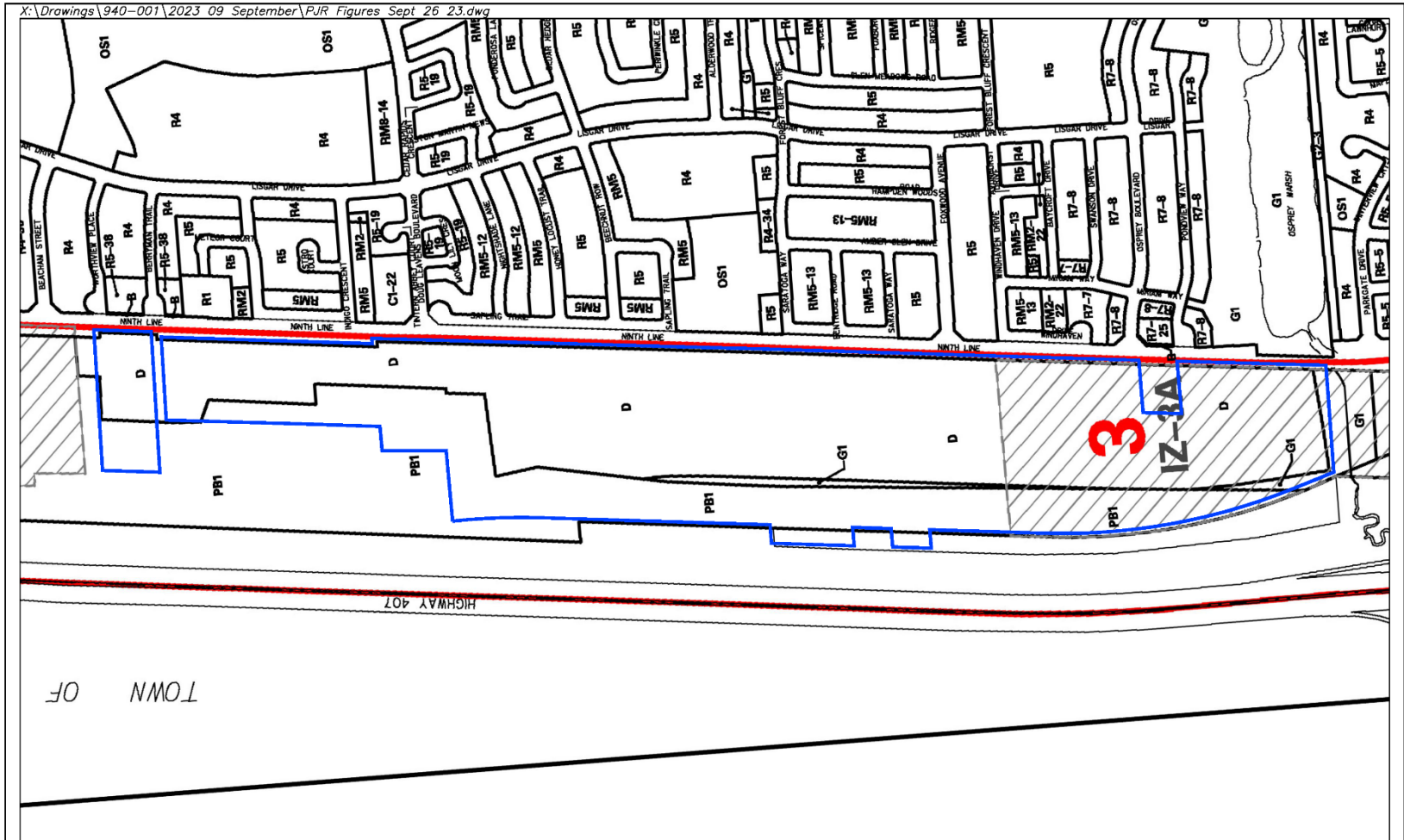



FIGURE 12
CITY OF MISSISSAUGA ZONING
BY-LAW 0225-2007

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

LEGEND
 Subject Lands


SCALE: N.T.S.
SEPTEMBER 26, 2023

5.7 / AMENITY AREAS & PARKLAND

Table 2B / Summary of Requested Exceptions & Rationale

<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>
<i>Modified Landscaping Standard</i>	<p>In efforts to accommodate the desired built forms and sustainable building strategies, a modified landscaping standard is requested. The requested standard seeks to implement reduced landscape buffer widths in order to accommodate a safe, comfortable and attractive pedestrian environment that includes streetscaping and landscaped open spaces. The requested standard will also enable the provision of outdoor amenity areas and landscaped open spaces. As demonstrated in the accompanying Urban Design Study, a variety of landscape enhancements are to be provided. These enhancements, coupled with the requested landscaping standard, will enable a development that is well-designed, appropriate and desirable</p>
<i>Modified Amenity Space Standard</i>	<p>To implement the desired built forms and optimized site design, an alternative amenity space standard is requested. The requested standard will also enable the provision of a high-quality, safe, comfortable and attractive outdoor amenity area that is directly visible from the public realm</p>

As stated throughout this Report, a key organizing aspect of the proposed development is the provision of pedestrian connections, public parkland, outdoor amenity areas and landscaped open spaces. Collectively, these attributes enable a development that is high-quality, compact, pedestrian-oriented and transit-supportive, while also advancing the City's policy objectives and achievement of complete communities.

In accordance with the Mississauga Official Plan and the City of Mississauga Zoning By-law 0225 – 2007 ("By-law 0225 – 2007"), public parkland and amenity areas are required. Specifically, the MOP contains policies requiring the provision of public parkland and amenity areas as a component of any development application. The precise amount of public parkland is based on a project's net land area and Provincial legislation, while By-law 0225 – 2017 requires amenity areas to be provided for certain built forms in accordance with an applicable zoning category. An analysis of the proposed amenity area and public parkland components is provided below.

Amenity Areas

In accordance with By-law 0225 – 2007, amenity areas are required for certain types of built forms, in certain zoning categories. The proposed development, as currently contemplated, is to provide for built forms in the applicable zoning category that triggers the requirement to provide amenity areas. We highlight that not all of the built forms contemplated trigger the need to provide amenity areas. In accordance with By-law 0225 – 2007, amenity areas are required for lands within the RM9, RM11 and RA Zones, respectively.

Based on the accompanying Development Concept Plan, Table 3 below summarizes the amount of required amenity areas, by built form type.

UNIT TYPE	UNIT COUNT	(ANTICIPATED) PARENT ZONE	AMENITY SPACE REQUIREMENT
<i>FREEHOLD UNITS</i>			
Street-Oriented Townhouses	97	RM6	Not Applicable
<i>CONDOMINIUM UNITS</i>			
Rear Lane Detached	27	R16	Not Applicable
Back-to-Back Townhouses	214	RM11	The greater of 2.8 square metres per dwelling unit or 5% of the lot area
Dual Frontage Townhouses	149	RM6	Not Applicable
Rear Lane Townhouses	28	RM6	Not Applicable
Street-Oriented Townhouses	197	RM6	Not Applicable
Apartments	650	RA2	The greater of 5.6 square metres per dwelling unit or 10% of the lot area
TOTAL	1,362		

Based on the above, it is anticipated that the proposed development will be subject to a range of zoning categories. In accordance with the City's in-effect By-law 0225 – 2007 and the proposed development, the proposed condominium back-to-back townhouse and apartment units trigger a requirement to provide amenity areas to serve the needs of residents. As such, the table on the next page identifies the required and proposed amenity area provision rates.

UNIT TYPE	ZONE CATEGORY	UNIT COUNT	ZONE LOT AREA (sq m)	REQUIRED AMENITY AREA (% of Lot Area)	REQUIRED AMENITY AREA (sq m per unit)	PROVIDED AMENITY AREA (sq m)
Back-to-Back Townhouses	RM11	212	23,802	1,180	593.6*	2,553
Apartments	RA2	650	16,450	1,645	3,640**	1,979***

NOTE*: In accordance with By-law 0225 – 2007, the back-to-back townhouse dwellings anticipated category of RM11 would require the greater of 2.8 square metres per dwelling unit or 5% of the lot area

NOTE**: In accordance with By-law 0225-2007, the apartment dwellings anticipated category of RA2 would require the greater of 5.6 square metres per dwelling unit or 10% of the lot area

NOTE***: The above-noted identified amenity area is based on preliminary Architectural Plans, dated March 2023 and may be refined in the future

Based on the above, the proposed development would trigger the requirement for approximately 4,820 square metres of amenity areas based on the greater of the By-law’s required amenity area rates (a provision rate of 5% of the collective back-to-back townhouse lot areas and a provision rate of 5.6 square metres per 650 apartment-style dwelling units). As demonstrated above, the proposed development is to provide a total of 4,532 square metres of dedicated outdoor amenity areas.

The proposed development includes three (3) dedicated outdoor amenity area blocks, centrally positioned within the proposed condominium townhouse development blocks. This is further enhanced by the trail head block which provides additional landscaped open space areas and can be programmed to meet the needs of community residents. As further demonstrated on the accompanying Development Concept Plan (see **Figure 4** above), each of the condominium townhouse blocks can be designed to include large amenity space blocks that exceed the minimum By-law requirement. Additional outdoor amenity areas are also to be provided within an outdoor courtyard area associated with each mid-rise, apartment block and a rooftop outdoor amenity area to be provided on each mid-rise structure. These outdoor amenity areas will be supplemented by a network of landscaped pedestrian mews (referred to as ‘Walkway Blocks’) which are to be provided across the Site to facilitate safe, comfortable and convenient access across the Site and beyond.

Overall, the proposed provision of 4,532 square metres of outdoor amenity areas across the development blocks is in exceedance of the minimum required By-law standard for back-to-back townhouses, is appropriate, will provide ample opportunity for residents to have safe, comfortable, convenient access to outdoor greenspace, can encourage social interactions and will support an optimal site design.

Public Greenspace & Open Space

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

- a North Park (on Block 10N), approximately 0.76 hectares (1.88 acres) in size;
- a Trail Head (on Block 17S), approximately 0.16 hectares (0.4 acres) in size;
- a Central Park (on Block 15S), approximately 1.36 hectares (3.36 acres) in size;
- a South Park (on Block 16S), approximately 0.55 hectares (1.36 acres) in size;
- a Stormwater Management ("SWM") Pond with pedestrian trails and pedestrian amenities;
- a network of pedestrian walkways;
- a Transitway Buffer; and,
- 4.5 metre Buffer Blocks.

Based on the above and the accompanying Development Concept Plan, the proposal contemplates the provision of 2.6 hectares (6.43 acres) of public parkland. The proposed network of parkland has been distributed across the Subject Lands, enabling residents ample opportunities for passive outdoor enjoyment and social interaction. The proposed network of pedestrian walkways, pathways and public sidewalks will provide safe, comfortable and convenient access to the parkland and landscaped open spaces to be provided.

We highlight that the proposed public parkland provision is consistent with the in-effect Mississauga Official Plan policies as described in **Section 5.4** of this Report and with Provincial legislation, More specifically, the *Planning Act* was recently amended by the passage of Bill 23, the *More Homes Built Faster Act, 2022*. Of relevance to the Subject Lands, Bill 23 modified the Provincially-mandated alternative parkland dedication requirement to be 1 hectare per 600 net residential units. We note that the Mississauga Official Plan contains the implementing policies (Policy 19.19.1 and 19.19.2) that enables application of an alternative parkland dedication rate. As such, the proposal as currently contemplated meets the qualification criteria for application of an alternative parkland dedication rate.

Based on the above and the accompanying Development Concept Plan, development of the Subject Lands triggers a requirement for the Owner to provide parkland in accordance with the following formula: 1 hectare per 600 net residential units. Given the proposed development is to provide approximately 1,310 residential units (a mid-range value), this would trigger a parkland dedication requirement of 2.18 hectares of land for public park or other recreational purposes. **Currently, the proposal is to provide 2.6 hectares of land for public parks which is an over dedication.**

As described throughout this Report, additional lands are also to be provided as landscaped open space, enabling a high-quality network of park, amenity areas and landscaped open spaces for residents to enjoy and be provided safe, comfortable and convenient access to an interconnected network of greenspaces.

Overall, the proposed development provides an array of parkland, outdoor amenity areas and landscaped open spaces which collectively provide ample opportunity for residents, visitors and community members to enjoy passive recreation opportunities and foster social interactions. Furthermore, these above-noted aspects have been planned and designed to seamlessly integrate with the surrounding context. For the reasons outlined above, it is our opinion that the proposed outdoor amenity areas, public parkland areas and landscaped open space areas conform to the policies of the Mississauga Official Plan, are appropriate and are desirable. Collectively, these features represent an appropriate, desirable and attractive development form.

Opportunities to further refine the proposed public and open space network will be undertaken during the future detailed design stage. It is acknowledged that should additional residential reserve or future lands owned by others be incorporated into the development vision, the proposed public park and open space network may be modified.

6 / SUMMARY & CONCLUSION

As outlined above, together with the supporting studies, the proposed development, corresponding Draft Plan of Subdivisions ('Draft Plans') and associated Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA', or the 'Amendments'), represent an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Region of Peel Official Plan and the Mississauga Official Plan. Furthermore, based on the existing physical context and surrounding community, a technical assessment of the proposal as well as an analysis of the proposal within the current policy and regulatory context of the Province, Region and City, we conclude the following:

1. The proposed Draft Plans, Official Plan Amendment and Zoning By-law Amendment represent appropriate development on the Subject Lands given the existing use of the Site and surrounding context;
2. The proposal provides an appropriately designed and compatible development for the Ninth Line community that will contribute to the provision of new housing options, new parkland, a new school and the achievement of a complete community;
3. The proposed Draft Plans and Amendments are consistent with the Provincial Policy Statement, 2020;
4. The proposal conforms to A Place to Grow: A Growth Plan for the Greater Golden Horseshoe, 2020;
5. The proposal conforms to the policy directions of the Region of Peel Official Plan, 2022;
6. The proposal can be adequately serviced by existing municipal services;
7. The proposed development will not create any adverse impacts to the existing uses or the surrounding area; and,
8. The proposal is in keeping with the character and planned context of the Ninth Line community, and it provides an opportunity for contextually appropriate development within the City's Designated Greenfield Area where compact, transit-supportive and pedestrian-oriented growth is to be directed. Additionally, the proposal upholds the overall City Structure and implements the development objectives as identified by the Mississauga Official Plan for Ninth Line Neighbourhood Character Area lands.

Accordingly, we conclude that the proposed Draft Plans and Amendments are appropriate, represent good planning and implement the City, Regional and Provincial vision for the Subject Lands.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.




Jim Levac, MCIP, RPP
 Partner

Stephanie Matveeva, MCIP, RPP
 Associate

APPENDIX I / Draft Official Plan Amendment

Amendment No. XXX
to
Mississauga Official Plan

The following text and Map 'A' attached hereto constitute Amendment No. XXX

PURPOSE

The purpose of this Amendment is to amend Schedule 10 to re-designate a portion of the Subject Lands.

LOCATION

The lands affected by this Amendment are located on the west side of Ninth Line, south of Derry Road. The land is municipally addressed as 0 Ninth Line. The Subject Lands are located within the Ninth Line Character Area, as identified in the Mississauga Official Plan.

BASIS

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

The Mississauga Official Plan ('MOP') contains a City Structure which outlines where growth ought to be encouraged and discouraged within the City. The City Structure is comprised of Intensification Areas and Non-Intensification Areas. Intensification Areas include Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. Intensification Areas are the principal location for future growth within the City. Non-Intensification Areas include Neighbourhoods. The Subject Lands are located along a recognized Corridor and partially within the Britannia 407 Protected Major Transit Station Area (PMTSA) where compact, mixed-use growth is to be encouraged.

As per the in-effect Ninth Line Neighbourhood Character Area policies, a maximum building height of six storeys is permitted and a density is not specified.

The Subject Lands are currently designated 'Residential Medium Density' and 'Parkway Belt'. Permitted uses on the Subject Lands include townhouses, ground-related units and mid-rise apartment dwellings.

The Official Plan Amendment is required to re-designate a portion of the Subject Lands to 'Medium Density Residential'. This redesignation is required to further implement the Minister's approval of site-specific Parkway Belt West Plan Amendments and designate the entirety of the Subject Lands as 'Medium Density Residential'. Overall, the proposed Official Plan Amendment is to further implement the evolving context of the Ninth Line corridor. The proposed Official Plan Amendment is acceptable from a planning perspective and should be approved for the reasons as follows:

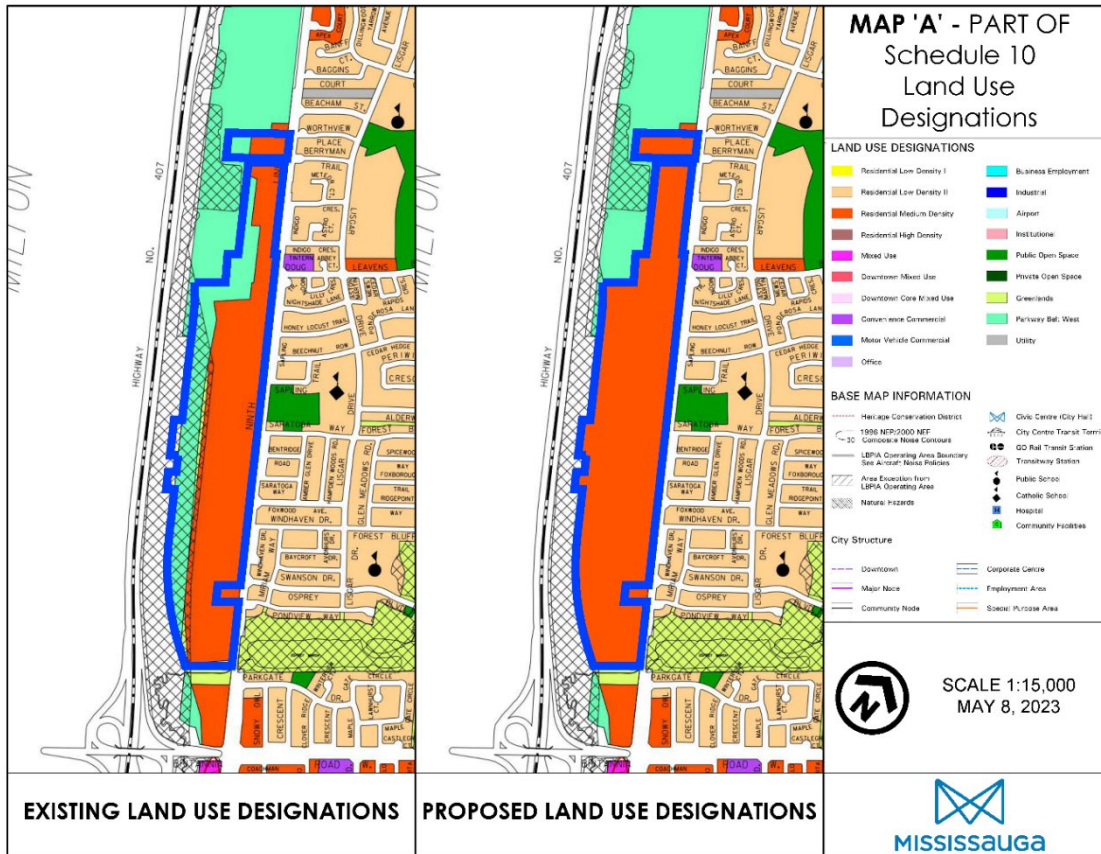
1. The proposed development is consistent with the Provincial Policy Statement (2020) and conforms to and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and the Region of Peel Official Plan (2022). In addition, the proposed development will bring the

Mississauga Official Plan (2021) into consistency with the Provincial Policy Statement and into conformity with A Place to Grow. The proposed development represents reinvestment and development of an underutilized site and will better utilize transit infrastructure investments.

2. The Subject Lands are to be located within walking distance of higher order transit stops – including the planned Highway 407 Transitway. Furthermore, the Subject Lands is located in proximity to existing transit services. As noted in A Place to Grow, the Peel Regional Official Plan and the Mississauga Official Plan, these are areas for intensification and compact, mixed-use, high density development to occur. Transit-supportive development should be directed to these locations.
3. The proposed development will utilize existing servicing and future servicing can be provided in an efficient, cost-effective manner.
4. The proposal is a transit-supportive development on lands that are well-served by existing and future transit networks. The Site is also well-served by existing greenspace, active transportation networks and service and retail establishments in the surrounding area. Bringing additional residents and local employment opportunities to this otherwise underutilized parcel will bring families and households within comfortable walking distance to an abundance of services, facilities and amenities which will support the creation of Ninth Line as a complete, walkable community.
5. The proposed development will improve and contribute to the Ninth Line streetscape by providing a refined mid-rise built form situated close to the streetline, with a mixture of uses at-grade, directly accessible from the public sidewalk. This will enable an active, main street with high pedestrian activity.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 10, Land Use Designations, of the Mississauga Official Plan, is hereby amended by re-designating the Subject Lands to 'Medium Density Residential'.



IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the 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 the Mississauga Official Plan dated August 4, 2022.

INTREPRETATION

The provisions of the 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 the Mississauga Official Plan.

A By-law to Adopt Mississauga Official Plan Amendment No. XXX

WHEREAS in accordance with the provisions of Sections 17 and 21 of the *Planning Act*, R.S.. 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 Council 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. XXX, in his or her opinion the Amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desired to adopt certain amendments to the Mississauga Official Plan regarding a land use designation change;

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

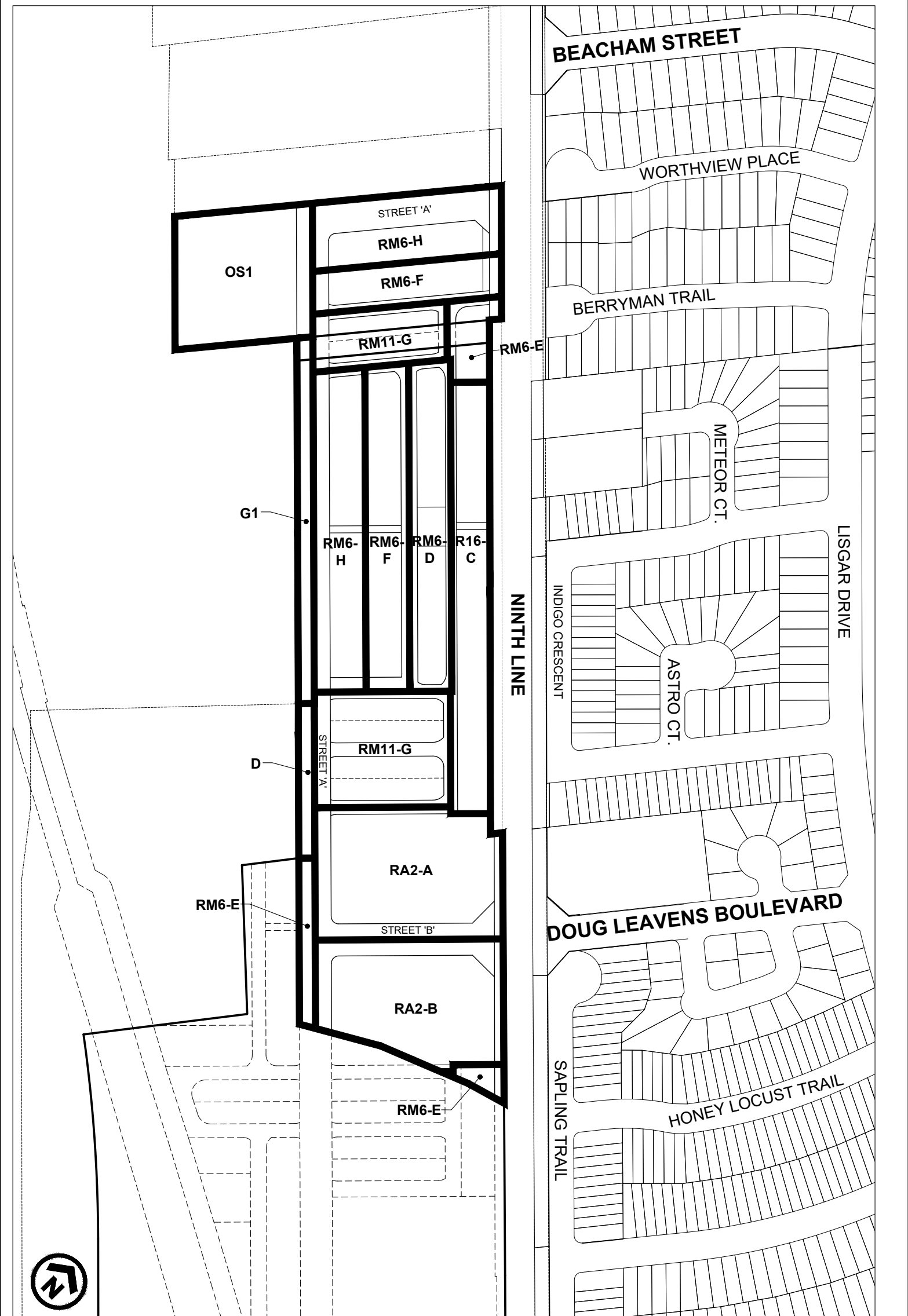
1. The document attached hereto, constituting Amendment No. XXX to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 20XX.

Mayor

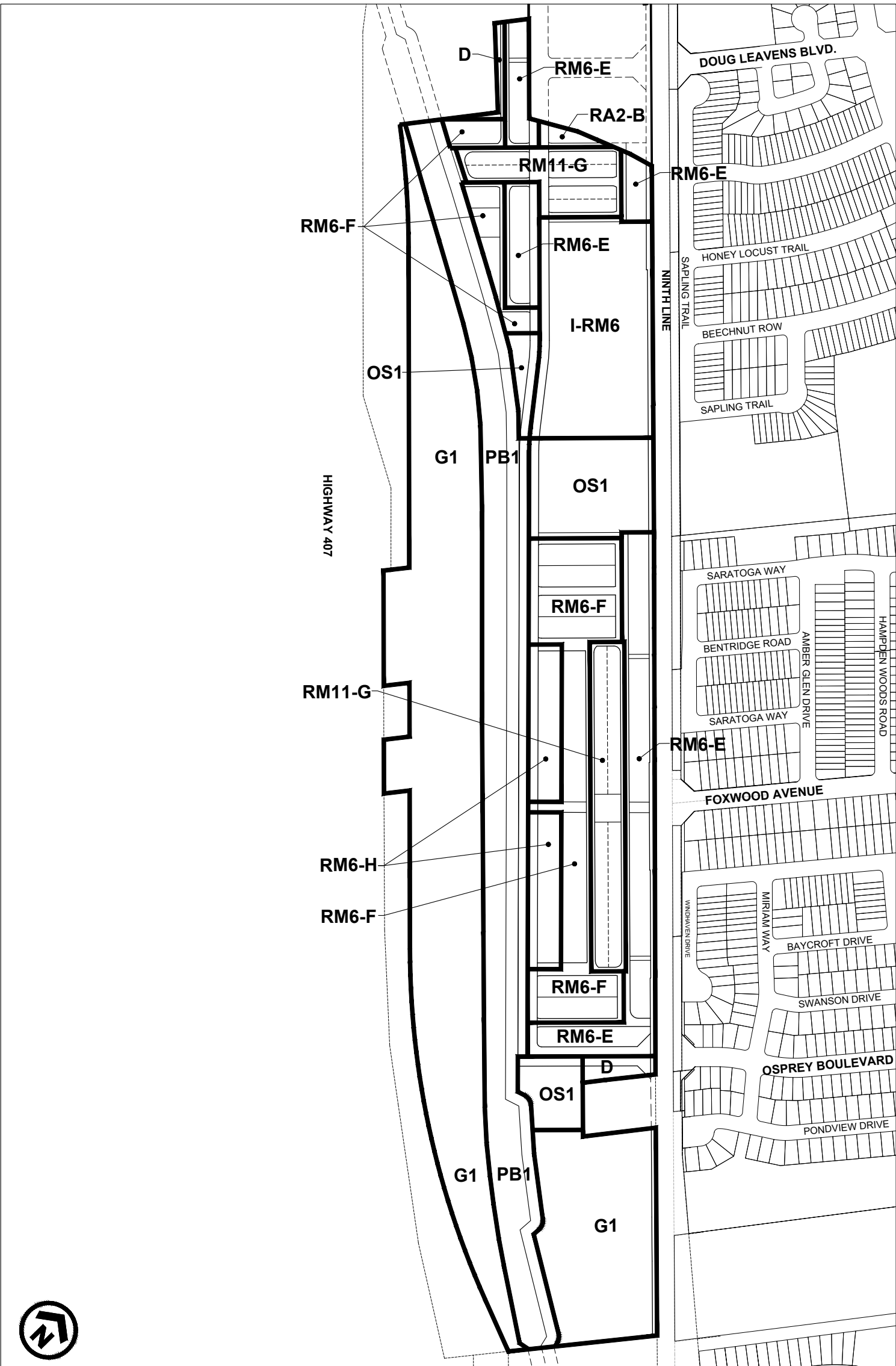
Clerk

APPENDIX II / Draft Zoning By-law Tables



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

THIS IS SCHEDULE "A" TO
 BY-LAW _____
 PASSED BY COUNCIL



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

THIS IS SCHEDULE "A" TO
 BY-LAW _____
 PASSED BY COUNCIL

0, 6136, 6168, 6252, 6288, 6302, 6314, 6400, 6432, 6500 Ninth Line

City Files: OZ 19 12, OZ 19 13

Type of Application: Zoning By-law Amendment

NOTE: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-law(s) prior to approval.

Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
3.1.1.12.1	Minimum Number of Required Electric Vehicle Ready Parking Spaces	Back-to-Back Townhouse: 1.0 of the required parking spaces with an exclusive use garage	Provision met
3.1.2.1.1	Required Number of Parking Spaces for Residential Uses	Precinct 3 Back-to-Back Townhouse with exclusive use garage and driveway 2.0 resident spaces per unit 0.25 visitor spaces per unit	Provision met
3.1.3.1.	Required Number of Accessible Parking Spaces	4% of the total visitor parking spaces required	Provision met
3.1.1.4.5	Accessible Parking Space Dimensions	Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space: Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m	Delete provision – permit all accessible parking spaces to have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
		<p>Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m</p> <p>An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces</p>	
4.1.1.3	Dwelling Unit	A dwelling unit shall be located within a storey, but not below the first storey	Provision met
4.1.14.1	Common Element Condominium (CEC)	CEC-visitor parking spaces shall be provided within a common element area	Delete provision – permit CEC-visitor parking on lands in abutting zones
4.1.14.2	Common Element Condominium (CEC)	The width of the paved portion of a CEC-road shall be the perpendicular distance measured between the inside faces of opposing curbs. At the point where a CEC-visitor parallel parking space abuts a CEC-road, the width of the paved portion of the CEC-road shall be the perpendicular distance measured between the CEC-visitor parallel parking space and the inside face of the opposing curb	Provision met
4.14A.1	RM11 – Permitted Uses	Back to back townhouses on a CEC – Road	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum Lot Frontage – Interior Lot – 5.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum Lot Frontage – CEC - Corner Lot – 8.3 m	Delete provision – a minimum lot frontage of 8.0 m is requested
4.14A.1	RM11 – Zone Regulations	Minimum Dwelling Unit Width – 5.0 m	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
4.14A.1	RM11 – Zone Regulations	<i>Maximum Height</i>	
4.14A.1	RM11 – Zone Regulations	Highest Ridge Sloped Roof – 15.0 m and 3 storeys	Provision met
4.14A.1	RM11 – Zone Regulations	Highest Ridge Flat Roof – 11.0 m and 3 storeys	Not Applicable
4.14A.1	RM11 – Zone Regulations	<p>Calculation of maximum height shall be exclusive of structures for rooftop access, provided that the structure complies with the following:</p> <p>Maximum height – 3.0 m Maximum floor area – 20.0 sq m Minimum setback from the exterior edge of the building – 3.0 m</p>	Provision met
4.14A.1	RM11 – Zone Regulations	<i>Minimum Front Yard</i>	
4.14A.1	RM11 – Zone Regulations	Interior Lot / CEC – corner lot – 4.5 m	Delete provision – permit an interior /CEC-corner lot front yard setback of 4.35 m
4.14A.1	RM11 – Zone Regulations	Minimum setback from a garage face to a street, CEC – road or CEC-sidewalk – 6.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	<i>Minimum Exterior Side Yard</i>	
4.14A.1	RM11 – Zone Regulations	Lot with an exterior side lot line that is a street line – 7.5 m	Delete provision – a 2.4 m exterior side yard setback, measured to the perimeter of the porch
4.14A.1	RM11 – Zone Regulations	Minimum setback from a garage face to a street, CEC-road or CEC – sidewalk – 6.0 m	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
4.14A.1	RM11 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.14A.1	RM11 – Zone Regulations	Attached side – 0.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	Unattached side – 1.5 m	Provision met
4.14A.1	RM11 – Zone Regulations	Where interior side lot line abuts a CEC – landscaped buffer – 4.5 m	Not Applicable
4.14A.1	RM11 – Zone Regulations	<i>Encroachments, Projections and Setbacks</i>	
4.14A.1	RM11 – Zone Regulations	Maximum encroachment of an awning, window, chimney, pilaster or corbel, window well into the required front and exterior side yards – 0.6 m	Provision met
4.14A.1	RM11 – Zone Regulations	Maximum projection of a balcony or deck, exclusive of stairs, from the outermost face or faces of the building – 2.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum setback from a lot with any side lot line abutting a CEC-road – 4.5 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum setback from a lot with any side lot line abutting a CEC-sidewalk – 1.5 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum setback from a porch, exclusive of stairs, located at and accessible from the first storey, to a CEC-road, sidewalk or parking space – 2.5 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum setback from a side wall of a building to a CEC-road, sidewalk or parking space – 3.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum setback of a building to a CEC-amenity area – 1.5 m	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
4.14A.1	RM11 – Zone Regulations	Minimum setback between a parking space and a street – 3.0 m	Not Applicable
4.14A.1	RM11 – Zone Regulations	<i>Attached Garage, Parking and Driveway</i>	
4.14A.1	RM11 – Zone Regulations	Attached garage – required	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum parking spaces – required	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum visitor parking spaces – required	Provision met
4.14A.1	RM11 – Zone Regulations	Maximum driveway width – 2.6 m	Delete provision – a maximum driveway width of 3.0 metres is requested
4.14A.1	RM11 – Zone Regulations	<i>MINIMUM LANDSCAPE AREA & PRIVATE OUTDOOR SPACE</i>	
4.14A.1	RM11 – Zone Regulations	Minimum required landscaped soft area per lot – 3.0 sq m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum contiguous private outdoor space per lot – 6.0 sq m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum setback of a rooftop amenity spaces from all exterior edges of a building within 7.5 m, or less, of a zone which permits detached dwellings and / or semi-detached – 1.0 m	Not Applicable
4.14A.1	RM11 – Zone Regulations	<i>CEC – Road, Aisles and Sidewalks</i>	
4.14A.1	RM11 – Zone Regulations	Minimum width of a CEC-road – 7.0 m	Provision met
4.14A.1	RM11 – Zone Regulations	Minimum width of a CEC-road with an abutting parallel visitor parking space – 6.0 m	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM11 Zone) STANDARD	REQUESTED (RM11-XX) STANDARD
4.14A.1	RM11 – Zone Regulations	CEC-road and aisles are permitted to be shared with abutting lands with the same Base Zone and/or Exception Zone – required	Delete provision - CEC-road, aisles and parking spaces shall be permitted to be shared with abutting lands in the RM5, RM6 and RA2 Zone categories
4.14A.1	RM11 – Zone Regulations	Minimum width of a sidewalk traversed by a driveway – 2.0 m	Not Applicable
4.14A.1	RM11 – Zone Regulations	Minimum width of a sidewalk not traversed by a driveway – 1.5 m	Not Applicable
4.14A.1	RM11 – Zone Regulations	Minimum CEC-landscaped buffer abutting any side and rear lot line – 3.0 m	Delete provision – permit a 0.0 m landscaped buffer
4.14A.1	RM11 – Zone Regulations	Minimum contiguous CEC-amenity area – the greater of 2.8 sq m per dwelling unit or 5% of the lot area	Delete provision – a site-specific amenity area standard is requested

0, 6136, 6168, 6252, 6288, 6302, 6314, 6400, 6432, 6500 Ninth Line

City Files: OZ 19 12, OZ 19 13

Type of Application: Zoning By-law Amendment

NOTE: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-law(s) prior to approval.

Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.

BY – LAW SECTION	REGULATION	REQUIRED (R16 Zone) STANDARD	REQUESTED (R16-XX) STANDARD
2.1.14	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks Line 13.0 [35 m ROW – 17.5 m + required yard / setback (20.5 m + required yard within 110.0 m of the intersecting centreline of a major intersection)]	Delete provision – centreline setbacks shall be in accordance with Schedule B attached to this By-law
2.1.30.1	Rooftop Balcony	A rooftop balcony shall be set back 1.2 m from all exterior edges of a building or structure	Delete provision – a 0.0 m setback is requested
3.1.1.12.1	Minimum Number of Required Electric Vehicle Ready Parking Spaces	Detached Dwelling: 1.0 of the required parking spaces with an exclusive use garage	Provision met
3.1.2.1	Required Number of Parking Spaces for Residential Uses	Precinct 3 Condominium Detached Dwelling: 2.0 resident spaces per unit 0.25 visitor spaces per unit	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (R16 Zone) STANDARD	REQUESTED (R16-XX) STANDARD
3.1.3.1.B.	Required Number of Accessible Parking Spaces	4% of the total visitor parking spaces required	Provision met
4.1.1.	Dwelling Unit	A maximum of one dwelling unit permitted on a lot in a R1 or R16, RM1 to RM3, RM5 and RM6 zone	Provision met
4.1.1.3	Dwelling Unit	A dwelling unit shall be located within a storey, but not below the first storey	Provision met
4.1.9.1.2	Driveways	A maximum of one (1) driveway shall be permitted per lot in R1 to R16, RM1 or RM3 and RM6 zones	Provision met
4.1.9.4	Driveways and Parking	The nearest part of a driveway or any other parking area for a detached, semi-detached, linked, duplex, triplex and end unit of a street townhouse shall be a minimum distance of 0.6 m from any side lot line other than the common side lot line separating an attached semi-detached, an attached street townhouse or a detached garage with a joint party wall	Provision met
4.1.13	Minimum Gross Floor Area – Residential	All dwelling units in R1 to R16 and RM1 to RM6 zones shall have a minimum gross floor area – residential of 60 sq m	Provision met
4.1.14.1	Common Element Condominium (CEC)	CEC-visitor parking spaces shall be provided within a common element area	Delete provision – CEC-visitor parking spaces shall be provided within a common element area and in abutting zones
4.1.14.2	Common Element Condominium (CEC)	The width of the paved portion of a CEC-road shall be the perpendicular distance measured between the inside faces of opposing curbs. At the point where a CEC-visitor parallel parking space abuts a CEC-road, the width of the paved portion of the CEC-road shall be the perpendicular distance measured between the CEC-visitor parallel parking space and the inside face of the opposing curb	Provision met
4.7.1	R16 – Permitted Uses	Detached dwelling on a CEC – Road	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (R16 Zone) STANDARD	REQUESTED (R16-XX) STANDARD
4.7.1	R16 – Zone Regulations	Minimum Lot Area – Interior Lot – 550 sq m	Delete provision – a minimum lot area of 240 square metres is requested
4.7.1	R16 – Zone Regulations	Minimum Lot Area – CEC – Corner Lot – 720 sq m	Delete provision – a minimum lot area of 245 square metres is requested
4.7.1	R16 – Zone Regulations	Minimum Lot Frontage – Interior Lot – 15.0 m	Delete provision – a minimum lot frontage of 10.5 m is requested
4.7.1	R16 – Zone Regulations	Minimum Lot Frontage – CEC - Corner Lot – 19.5 m	Delete provision – a minimum lot frontage of 10.5 m is requested
4.7.1	R16 – Zone Regulations	Maximum Lot Coverage – 35%	Delete provision – a maximum lot coverage shall not be required
4.7.1	R16 – Zone Regulations	<i>Minimum Front Yard</i>	
4.7.1	R16 – Zone Regulations	Interior Lot / CEC – corner lot – 7.5 m	Delete provision – a minimum front yard of 4.3 m is requested. For the purposes of zoning, Ninth Line is deemed to be the front lot line
4.7.1	R16 – Zone Regulations	Minimum setback from a garage face to a street, CEC – road or CEC-sidewalk – 7.5 m	Not Applicable
4.7.1	R16 – Zone Regulations	<i>Minimum Exterior Side Yard</i>	
4.7.1	R16 – Zone Regulations	Lot with an exterior side lot line abutting a street – 6.0 m	Not Applicable
4.7.1	R16 – Zone Regulations	Lot with an exterior side lot line abutting a CEC – road – 3.3 m	Not Applicable

BY – LAW SECTION	REGULATION	REQUIRED (R16 Zone) STANDARD	REQUESTED (R16-XX) STANDARD
4.7.1	R16 – Zone Regulations	Lot with an exterior side lot line abutting a CEC – sidewalk – 3.3 m	Delete provision – an exterior side yard setback of 1.2 m is requested
4.7.1	R16 – Zone Regulations	Minimum setback from a garage face to a street, CEC-road or CEC – sidewalk – 6.0 m	Not Applicable
4.7.1	R16 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.7.1	R16 – Zone Regulations	Interior lot/corner lot – 1.2 m plus 0.61 m for each additional storey or portion thereof above one storey	Delete provision – an interior side yard setback of 0.6 metres where an attached private garage is provided, and 1.2 metres where an attached private garage is not provided
4.7.1	R16 – Zone Regulations	Where interior side lot line is the rear lot line of an abutting parcel – 2.5 m	Not Applicable
4.7.1	R16 – Zone Regulations	<i>Minimum Rear Yard</i>	
4.7.1	R16 – Zone Regulations	Interior lot / CEC-corner lot – 7.5 m	Delete provision – a 5.0 m rear yard setback is requested
4.7.1	R16 – Zone Regulations	Maximum height – 10.7 m	Delete provision – a maximum height of 15.0 metres is requested
4.7.1	R16 – Zone Regulations	<i>Encroachments, Projections and Setbacks</i>	
4.7.1	R16 – Zone Regulations	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required front and exterior side yards – 1.5 m	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (R16 Zone) STANDARD	REQUESTED (R16-XX) STANDARD
4.7.1	R16 – Zone Regulations	Maximum encroachment of an awning, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three risers, into the required front and exterior side yards – 0.6 m	Provision met
4.7.1	R16 – Zone Regulations	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey, or awning into the required rear yard – 5.0 m	Provision met
4.7.1	R16 – Zone Regulations	Maximum encroachment of a balcony, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three risers, into the required rear yard – 1.0 m	Provision met
4.7.1	R16 – Zone Regulations	Minimum setback of a detached dwelling to a CEC-visitor parking space – 3.3 m	Provision met
4.7.1	R16 – Zone Regulations	Minimum setback of a detached dwelling to a CEC-amenity area – 1.5 m	Provision met
4.7.1	R16 – Zone Regulations	<i>Attached Garage, Parking and Driveway</i>	
4.7.1	R16 – Zone Regulations	Attached garage – required	Provision met
4.7.1	R16 – Zone Regulations	Minimum parking spaces – required	Provision met
4.7.1	R16 – Zone Regulations	Minimum visitor parking spaces – required	Provision met
4.7.1	R16 – Zone Regulations	Maximum driveway width – Lesser of 8.5 m or 50% of the lot frontage	Delete provision – a maximum driveway width of 6.0 m is requested
4.7.1	R16 – Zone Regulations	<i>CEC – Road, Aisles and Sidewalks</i>	
4.7.1	R16 – Zone Regulations	Minimum width of a CEC-road – 7.0 m	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (R16 Zone) STANDARD	REQUESTED (R16-XX) STANDARD
4.7.1	R16 – Zone Regulations	Minimum width of a CEC-road with an abutting parallel visitor parking space – 6.0 m	Provision met
4.7.1	R16 – Zone Regulations	CEC-road and aisles are permitted to be shared with abutting lands with the same R16 Base Zone and/or R16 Exception Zone – required	Delete provision – CEC-road, aisles and parking spaces shall be permitted to be shared with abutting lands in the RM5, RM6, R11, R16 and RA2 Zone categories
4.7.1	R16 – Zone Regulations	Minimum width of a sidewalk – 2.0 m	Provision met

DRAFT

0, 6136, 6168, 6252, 6288, 6302, 6314, 6400, 6432, 6500 Ninth Line

City Files: OZ 19 12, OZ 19 13

Type of Application: Zoning By-law Amendment

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Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.

BY – LAW SECTION	REGULATION	REQUIRED (RM5 Zone) STANDARD	REQUESTED (RM5-XX) STANDARD
2.1.14	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks Line 13.0 [35 m ROW – 17.5 m + required yard / setback (20.5 m + required yard within 110.0 m of the intersecting centreline of a major intersection)]	Delete provision – setbacks to be in accordance with Schedule B of this By-law
3.1.1.12.1	Minimum Number of Required Electric Vehicle Ready Parking Spaces	Street Townhouse: 1.0 of the required parking spaces with an exclusive use garage	Provision met
3.1.2.1.1	Required Number of Parking Spaces for Residential Uses	Precinct 3 Street Townhouse: 2.0 resident spaces per unit	Provision met
4.1.1.	Dwelling Unit	A maximum of one dwelling unit permitted on a lot in a R1 or R16, RM1 to RM3, RM5 and RM6 zone	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM5 Zone) STANDARD	REQUESTED (RM5-XX) STANDARD
4.1.1.3	Dwelling Unit	A dwelling unit shall be located within a storey, but not below the first storey	Provision met
4.1.5.1	Porch Projection	A porch or deck, located at and accessible from the first storey or below the first storey of the dwelling, inclusive of stairs, may encroach: (1) A maximum of 1.6 m into a required front and / or exterior side yard; (2) A maximum of 5.0 m into a required rear yard	Provision met
4.1.5.5	Window Projection	A window, chimney, pilaster or corbel, window well, and stairs with a maximum of three risers, may encroach a maximum of 0.61 m into a required yard provided that the yard is a minimum of 1.2 m	Delete provision – a window, chimney, pilaster, corbel, window well and stairs with a maximum of three risers may encroach a maximum of 0.6 metres into a required yard
4.1.5.9	Building Projection	A building projection, with windows that cover a minimum of 50% of the total projection, may encroach a maximum of 0.61 m into a required front, exterior and/or rear yard, provided that the building projection is not more than 3.0 m wide	Delete provision – a building projection may encroach a maximum of 0.6 m into a required yard
4.1.5.10	Balcony Projection	A balcony may encroach a maximum of 1.0 m into a required front, exterior side or rear yard	Provision met
4.1.9.1.2	Driveways	A maximum of one (1) driveway shall be permitted per lot in R1 to R1'6, RM1 o RM3 and RM6 zones	Provision met
4.1.9.4	Driveways	The nearest part of a driveway or any other parking area for a detached, semi-detached, linked, duplex, triplex, and end unit of a street townhouse shall be a minimum distance of 0.6 m from any side lot line other than the common side lot line separating an attached semi-detached, an attached street townhouse or a detached garage with a joint party wall	Delete provision – permit a 0.0 m minimum distance for the nearest part of a driveway
4.1.13	Minimum Gross Floor Area – Residential	All dwelling units in R1 to R16 and RM1 to RM6 zones shall have a minimum gross floor area – residential of 60 sq m	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM5 Zone) STANDARD	REQUESTED (RM5-XX) STANDARD
4.11.1	RM5 – Permitted Uses	Street Townhouse	Provision met
4.11.1	RM5 – Zone Regulations	Minimum Lot Area – Interior Lot – 200 sq m	Delete provision – a minimum lot area – interior lot of 145 sq m is requested
4.11.1	RM5 – Zone Regulations	Minimum Lot Area – Corner Lot – 280 sq m	Delete provision – a minimum lot area - corner lot of 176 square metres is requested
4.11.1	RM5 – Zone Regulations	Minimum Lot Frontage – Interior Lot – 6.8 m	Delete provision – a lot frontage of 6.0 m is requested
4.11.1	RM5 – Zone Regulations	Minimum Lot Frontage – Corner Lot – 9.8 m	Delete provision – a minimum lot frontage of 7.5 metres is requested
4.11.1	RM5 – Zone Regulations	<i>Minimum Front Yard</i>	
4.11.1	RM5 – Zone Regulations	Minimum front yard – 4.5 m	Delete provision – permit a 3.3 m setback to the nearest point of the porch. Also permit a 1.0 m front yard setback to the daylight triangle
4.11.1	RM5 – Zone Regulations	Minimum setback from a garage face – 6.0 m	Provision met
4.11.1	RM5 – Zone Regulations	<i>Minimum Exterior Side Yard</i>	
4.11.1	RM5 – Zone Regulations	Minimum exterior side yard – 4.5 m	Delete provision – a 3.9 metre exterior side yard setback is requested
4.11.1	RM5 – Zone Regulations	Minimum setback from a garage face – 6.0 m	Not Applicable
4.11.1	RM5 – Zone Regulations	<i>Minimum Interior Side Yard</i>	

BY – LAW SECTION	REGULATION	REQUIRED (RM5 Zone) STANDARD	REQUESTED (RM5-XX) STANDARD
4.11.1	RM5 – Zone Regulations	Attached side – 0.0 m	Provision met
4.11.1	RM5 – Zone Regulations	Unattached side – 1.5 m	Delete provision – permit an interior side yard of 1.0 m
4.11.1	RM5 – Zone Regulations	Attached garage – unattached side – 1.2 m	Not Applicable
4.11.1	RM5 – Zone Regulations	Minimum rear yard – 7.5 m	Delete provision – a 6.0 m rear yard setback is requested
4.11.1	RM5 – Zone Regulations	Maximum height – 10.7 m and 3 storeys	Delete provision – a maximum height of 15.0 metres and 3 storeys is requested
4.11.1	RM5 – Zone Regulations	Minimum landscaped area – 25% of the lot area	Delete provision – a maximum landscaped area of 20% of the lot area is requested
4.11.1	RM5 – Zone Regulations	Maximum gross floor area – residential – 0.75 times the lot area	Provision met
4.11.1	RM5 – Zone Regulations	<i>Attached Garage, Parking and Driveway</i>	
4.11.1	RM5 – Zone Regulations	Attached garage – required	Provision met
4.11.1	RM5 – Zone Regulations	Minimum parking spaces – required	Provision met
4.11.1	RM5 – Zone Regulations	Maximum driveway width – 5.2 m	Provision met

0, 6136, 6168, 6252, 6288, 6302, 6314, 6400, 6432, 6500 Ninth Line

City Files: OZ 19 12, OZ 19 13

Type of Application: Zoning By-law Amendment

NOTE: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-law(s) prior to approval.

Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
3.1.2.1	Required Number of Parking Spaces for Residential Uses	Precinct 3 Condominium Townhouse on a CEC-Road: 2.0 resident spaces per unit 0.25 visitor spaces per unit	Provision met
3.1.3.1.	Required Number of Accessible Parking Spaces	4% of the total visitor parking spaces required	Provision met
3.1.1.4.2	Parallel Parking Spaces	Parallel parking spaces with a parking angle not exceeding 15°, shall have an unobstructed rectangular area with a minimum width of 2.6 m and a minimum length of 6.7 m, exclusive of any aisle or driveway	Delete provision – permit parallel parking spaces with an unobstructed rectangular area with a minimum width of 2.6 m and a minimum length of 5.2 m
3.1.1.4.5	Accessible Parking Space Dimensions	Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space: Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m	Delete provision – permit all accessible parking spaces to have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
		<p>Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m</p> <p>An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces</p>	
4.1.1.	Dwelling Unit	A maximum of one dwelling unit permitted on a lot in a R1 or R16, RM1 to RM3, RM5 and RM6 zone	Provision met
4.1.1.3	Dwelling Unit	A dwelling unit shall be located within a storey, but not below the first storey	Provision met
4.1.9.1.2	Driveways	A maximum of one (1) driveway shall be permitted per lot in R1 to R16, RM1 to RM3 and RM6 zones	Provision met
4.1.12.2	Garage Regulations	Maximum [attached garage] floor area measured from the inside face of walls – 75 sq m	Provision met
4.1.12.2	Garage Regulations	Minimum setback to exterior side lot line – the exterior side yard regulations of the applicable zone shall apply	Provision met
4.1.12.3	Garage Regulations	A deck is not permitted on top, above or projecting from an attached or detached garage	Delete provision – permit a deck to be above an attached garage
4.1.13	Minimum Gross Floor Area – Residential	All dwelling units in R1 to R16 and RM1 to RM6 zones shall have a minimum gross floor area – residential of 60 sq m	Provision met
4.1.14.1	Common Element Condominium (CEC)	CEC-visitor parking spaces shall be provided within a common element area	Delete provision – CEC-visitor parking spaces shall be provided within a common element area and in abutting zones
4.1.14.2	Common Element	The width of the paved portion of a CEC-road shall be the perpendicular distance measured between the inside faces of opposing curbs. At the point	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
	Condominium (CEC)	where a CEC-visitor parallel parking space abuts a CEC-road, the width of the paved portion of the CEC-road shall be the perpendicular distance measured between the CEC-visitor parallel parking space and the inside face of the opposing curb	
4.12.1	RM6 – Permitted Uses	Townhouses on a CEC – Road	Provision met
4.12.1	RM6 – Zone Regulations	Minimum Lot Area – Interior Lot – 115 sq m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum Lot Area – CEC – Corner Lot – 190 sq m	Delete provision – a minimum lot area of 176 square metres for CEC-corner lots is requested
4.12.1	RM6 – Zone Regulations	Minimum Lot Frontage – Interior Lot – 5.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum Lot Frontage – CEC - Corner Lot – 8.3 m	Delete provision – a minimum lot frontage of 7.2 metres for CEC – corner lots is requested
4.12.1	RM6 – Zone Regulations	Minimum Dwelling Unit Width – 5.0 m	Provision met
4.12.1	RM6 – Zone Regulations	<i>Minimum Front Yard</i>	
4.12.1	RM6 – Zone Regulations	Interior Lot / CEC – corner lot – 4.5 m	Provision met. For the purposes of zoning, Condo Road 'B' is deemed to be the front lot line
4.12.1	RM6 – Zone Regulations	Minimum setback from a garage face to a street, CEC – road or CEC-sidewalk – 6.0 m	Not Applicable
4.12.1	RM6 – Zone Regulations	<i>Minimum Exterior Side Yard</i>	
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line that is a street line of a designated right-of-way 20.0 m or greater identified in Subsection 2.1.14 of this By-law – 7.5 m	Not Applicable

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line abutting a street – 4.5 m	Not Applicable
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line abutting a CEC – road – 4.5 m	Provision met
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line abutting a CEC – sidewalk – 3.3 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum setback from a garage face to a street, CEC-road or CEC – sidewalk – 6.0 m	Not Applicable
4.12.1	RM6 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.12.1	RM6 – Zone Regulations	Attached side – 0.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Unattached side – 1.5 m	Provision met
4.12.1	RM6 – Zone Regulations	Where interior side lot line is the rear lot line of an abutting parcel – 2.5 m	Not Applicable
4.12.1	RM6 – Zone Regulations	<i>Minimum Rear Yard</i>	
4.12.1	RM6 – Zone Regulations	Interior lot / CEC-corner lot – 7.5 m	Delete provision – a minimum setback of 1.2 metres is requested
4.12.1	RM6 – Zone Regulations	Wing wall – 3.0 m	Not Applicable
4.12.1	RM6 – Zone Regulations	Maximum height – 10.7 m and 3 storeys	Delete provision – a maximum height of 15.0 metres and 3 storeys is requested
4.12.1	RM6 – Zone Regulations	Minimum landscaped area – 25% of the lot area	Delete provision – a maximum landscaped area of 20% of the lot area is requested

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
4.12.1	RM6 – Zone Regulations	<i>Encroachments, Projections and Setbacks</i>	
4.12.1	RM6 – Zone Regulations	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required front and exterior side yards – 1.5 m	Provision met
4.12.1	RM6 – Zone Regulations	Maximum encroachment of an awning, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three risers, into the required front and exterior side yards – 0.6 m	Provision met
4.12.1	RM6 – Zone Regulations	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey, or awning into the required rear yard – 5.0 m	Provision met
4.12.1	RM6 – Zone Regulations	For a lot with a townhouse requiring a 0.0 m interior side yard, the setback to the interior side yard lot line from a porch or deck inclusive of stairs permitted in the rear yard shall also be 0.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Maximum encroachment of a balcony, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three risers, into the required rear yard – 1.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum setback of a townhouse to a CEC-visitor parking space – 3.3 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum setback of a townhouse to a CEC-amenity area – 1.5 m	Provision met
4.12.1	RM6 – Zone Regulations	<i>Attached Garage, Parking and Driveway</i>	
4.12.1	RM6 – Zone Regulations	Attached garage – required	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
4.12.1	RM6 – Zone Regulations	Minimum parking spaces – required	Provision met
4.12.1	RM6 – Zone Regulations	Minimum visitor parking spaces – required	Provision met
4.12.1	RM6 – Zone Regulations	Maximum driveway width – 3.0 m	Delete provision – a maximum driveway width of 6.0 m is requested
4.12.1	RM6 – Zone Regulations	<i>CEC – Road, Aisles and Sidewalks</i>	
4.12.1	RM6 – Zone Regulations	Minimum width of a CEC-road – 7.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum width of a CEC-road with an abutting parallel visitor parking space – 6.0 m	Provision met
4.12.1	RM6 – Zone Regulations	CEC-road and aisles are permitted to be shared with abutting lands with the same Base Zone and/or Exception Zone – required	Delete provision - CEC-road, aisles and parking spaces shall be permitted to be shared with abutting lands in the RM5, RM6, R11, R16 and RA2 Zone categories
4.12.1	RM6 – Zone Regulations	Minimum width of a sidewalk – 2.0 m	Provision met

0, 6136, 6168, 6252, 6288, 6302, 6314, 6400, 6432, 6500 Ninth Line

City Files: OZ 19 12, OZ 19 13

Type of Application: Zoning By-law Amendment

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Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
2.1.14	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks Line 13.0 [35 m ROW – 17.5 m + required yard / setback (20.5 m + required yard within 110.0 m of the intersecting centreline of a major intersection)]	Delete provision – setbacks shall be in accordance with Schedule B of this By-law
3.1.2.1	Required Number of Parking Spaces for Residential Uses	Precinct 3 Condominium Townhouse on a CEC-Road: 2.0 resident spaces per unit 0.25 visitor spaces per unit	Provision met
3.1.3.1.	Required Number of Accessible Parking Spaces	4% of the total visitor parking spaces required	Provision met
3.1.1.4.2	Parallel Parking Spaces	Parallel parking spaces with a parking angle not exceeding 15°, shall have an unobstructed rectangular area with a minimum width of 2.6 m and a minimum length of 6.7 m, exclusive of any aisle or driveway	Delete provision – permit parallel parking spaces with an unobstructed rectangular area with a minimum width of 2.6 m and a minimum length of 5.2 m

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
3.1.1.4.5	Accessible Parking Space Dimensions	<p>Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space:</p> <p>Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m</p> <p>Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m</p> <p>An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces</p>	Delete provision – permit all accessible parking spaces to have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m
4.1.1.	Dwelling Unit	A maximum of one dwelling unit permitted on a lot in a R1 or R16, RM1 to RM3, RM5 and RM6 zone	Provision met
4.1.1.3	Dwelling Unit	A dwelling unit shall be located within a storey, but not below the first storey	Provision met
4.1.9.1.2	Driveways	A maximum of one (1) driveway shall be permitted per lot in R1 to R16, RM1 or RM3 and RM6 zones	Provision met
4.1.12.2	Garage Regulations	Maximum [attached garage] floor area measured from the inside face of walls – 75 sq m	Provision met
4.1.12.2	Garage Regulations	Minimum setback to exterior side lot line – the exterior side yard regulations of the applicable zone shall apply	Delete provision – permit attached garages in accordance with exterior side yards in Schedule B of this By-law
4.1.12.3	Garage Regulations	A deck is not permitted on top, above or projecting from an attached or detached garage	Delete provision – permit a deck to be above an attached garage
4.1.13	Minimum Gross Floor Area – Residential	All dwelling units in R1 to R16 and RM1 to RM6 zones shall have a minimum gross floor area – residential of 60 sq m	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
4.1.14.1	Common Element Condominium (CEC)	CEC-visitor parking spaces shall be provided within a common element area	Delete provision – CEC-visitor parking spaces shall be provided within a common element area and in abutting zones
4.1.14.2	Common Element Condominium (CEC)	The width of the paved portion of a CEC-road shall be the perpendicular distance measured between the inside faces of opposing curbs. At the point where a CEC-visitor parallel parking space abuts a CEC-road, the width of the paved portion of the CEC-road shall be the perpendicular distance measured between the CEC-visitor parallel parking space and the inside face of the opposing curb	Provision met
4.12.1	RM6 – Permitted Uses	Townhouses on a CEC – Road	Provision met
4.12.1	RM6 – Zone Regulations	Minimum Lot Area – Interior Lot – 115 sq m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum Lot Area – CEC – Corner Lot – 190 sq m	Delete provision – a minimum lot area of 176 square metres for CEC-corner lots is requested
4.12.1	RM6 – Zone Regulations	Minimum Lot Frontage – Interior Lot – 5.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum Lot Frontage – CEC - Corner Lot – 8.3 m	Delete provision – a minimum lot frontage of 7.2 metres for CEC – corner lots is requested
4.12.1	RM6 – Zone Regulations	Minimum Dwelling Unit Width – 5.0 m	Provision met
4.12.1	RM6 – Zone Regulations	<i>Minimum Front Yard</i>	
4.12.1	RM6 – Zone Regulations	Interior Lot / CEC – corner lot – 4.5 m	Delete provision – a minimum front yard setback of 4.3 m is requested. For the purposes of zoning, Ninth Line and Street 'A' shall be the front lot line

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
4.12.1	RM6 – Zone Regulations	Minimum setback from a garage face to a street, CEC – road or CEC-sidewalk – 6.0 m	Not Applicable
4.12.1	RM6 – Zone Regulations	<i>Minimum Exterior Side Yard</i>	
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line that is a street line of a designated right-of-way 20.0 m or greater identified in Subsection 2.1.14 of this By-law – 7.5 m	Not Applicable
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line abutting a street – 4.5 m	Delete provision – a minimum exterior side lot abutting a street of 4.3 m is requested
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line abutting a CEC – road – 4.5 m	Delete provision – permit an exterior side yard of 4.3 m
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line abutting a CEC – sidewalk – 3.3 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum setback from a garage face to a street, CEC-road or CEC – sidewalk – 6.0 m	Not Applicable
4.12.1	RM6 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.12.1	RM6 – Zone Regulations	Attached side – 0.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Unattached side – 1.5 m	Provision met
4.12.1	RM6 – Zone Regulations	Where interior side lot line is the rear lot line of an abutting parcel – 2.5 m	Not Applicable
4.12.1	RM6 – Zone Regulations	<i>Minimum Rear Yard</i>	
4.12.1	RM6 – Zone Regulations	Interior lot / CEC-corner lot – 7.5 m	Delete provision – a 6.0 m rear yard setback is requested

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
4.12.1	RM6 – Zone Regulations	Wing wall – 3.0 m	Not Applicable
4.12.1	RM6 – Zone Regulations	Maximum height – 10.7 m and 3 storeys	Delete provision – a maximum height of 15.0 metres and 3 storeys is requested
4.12.1	RM6 – Zone Regulations	Minimum landscaped area – 25% of the lot area	Delete provision – a maximum landscaped area of 20% of the lot area is requested
4.12.1	RM6 – Zone Regulations	<i>Encroachments, Projections and Setbacks</i>	
4.12.1	RM6 – Zone Regulations	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required front and exterior side yards – 1.5 m	Provision met
4.12.1	RM6 – Zone Regulations	Maximum encroachment of an awning, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three risers, into the required front and exterior side yards – 0.6 m	Provision met
4.12.1	RM6 – Zone Regulations	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey, or awning into the required rear yard – 5.0 m	Provision met
4.12.1	RM6 – Zone Regulations	For a lot with a townhouse requiring a 0.0 m interior side yard, the setback to the interior side yard lot line from a porch or deck inclusive of stairs permitted in the rear yard shall also be 0.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Maximum encroachment of a balcony, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three risers, into the required rear yard – 1.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum setback of a townhouse to a CEC-visitor parking space – 3.3 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum setback of a townhouse to a CEC-amenity area – 1.5 m	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
4.12.1	RM6 – Zone Regulations	<i>Attached Garage, Parking and Driveway</i>	
4.12.1	RM6 – Zone Regulations	Attached garage – required	Provision met
4.12.1	RM6 – Zone Regulations	Minimum parking spaces – required	Provision met
4.12.1	RM6 – Zone Regulations	Minimum visitor parking spaces – required	Provision met
4.12.1	RM6 – Zone Regulations	Maximum driveway width – 3.0 m	Delete provision – a maximum driveway width of 5.0 m is requested
4.12.1	RM6 – Zone Regulations	<i>CEC – Road, Aisles and Sidewalks</i>	
4.12.1	RM6 – Zone Regulations	Minimum width of a CEC-road – 7.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum width of a CEC-road with an abutting parallel visitor parking space – 6.0 m	Provision met
4.12.1	RM6 – Zone Regulations	CEC-road and aisles are permitted to be shared with abutting lands with the same Base Zone and/or Exception Zone – required	Delete provision - CEC-road, aisles and parking spaces shall be permitted to be shared with abutting lands in the RM5, RM6,R11, R16 and RA2 Zone categories
4.12.1	RM6 – Zone Regulations	Minimum width of a sidewalk – 2.0 m	Provision met

0, 6136, 6168, 6252, 6288, 6302, 6314, 6400, 6432, 6500 Ninth Line

City Files: OZ 19 12, OZ 19 13

Type of Application: Zoning By-law Amendment

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BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
2.1.14	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks Line 13.0 [35 m ROW – 17.5 m + required yard / setback (20.5 m + required yard within 110.0 m of the intersecting centreline of a major intersection)]	Delete provision – setbacks to be in accordance with Schedule B of this By-law
3.1.2.1	Required Number of Parking Spaces for Residential Uses	Precinct 3 Condominium Townhouse on a CEC-Road: 2.0 resident spaces per unit 0.25 visitor spaces per unit	Provision met
3.1.3.1.	Required Number of Accessible Parking Spaces	4% of the total visitor parking spaces required	Provision met
3.1.1.4.5	Accessible Parking Space Dimensions	Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space: Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m	Delete provision – permit all accessible parking spaces to have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
		<p>Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m</p> <p>An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces</p>	
4.1.1.	Dwelling Unit	A maximum of one dwelling unit permitted on a lot in a R1 o R16, RM1 to RM3, RM5 and RM6 zone	Provision met
4.1.12.2	Garage Regulations	Maximum [attached garage] floor area measured from the inside face of walls – 75 sq m	Provision met
4.1.12.2	Garage Regulations	Minimum setback to exterior side lot line – the exterior side yard regulations of the applicable zone shall apply	Provision met
4.1.12.3	Garage Regulations	A deck is not permitted on top, above or projecting from an attached or detached garage	Delete provision – permit a deck to be above an attached garage
4.1.1.3	Dwelling Unit	A dwelling unit shall be located within a storey, but not below the first storey	Provision met
4.1.9.1.2	Driveways	A maximum of one (1) driveway shall be permitted per lot in R1 to R1'6, RM1 o RM3 and RM6 zones	Provision met
4.1.13	Minimum Gross Floor Area – Residential	All dwelling units in R1 to R16 and RM1 to RM6 zones shall have a minimum gross floor area – residential of 60 sq m	Provision met
4.1.14.1	Common Element Condominium (CEC)	CEC-visitor parking spaces shall be provided within a common element area	Delete provision – permit CEC-visitor parking on lands in abutting zones
4.1.14.2	Common Element Condominium (CEC)	The width of the paved portion of a CEC-road shall be the perpendicular distance measured between the inside faces of opposing curbs. At the point where a CEC-visitor parallel parking space abuts a	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
		CEC-road, the width of the paved portion of the CEC-road shall be the perpendicular distance measured between the CEC-visitor parallel parking space and the inside face of the opposing curb	
4.12.1	RM6 – Permitted Uses	Townhouses on a CEC – Road	Provision met
4.12.1	RM6 – Zone Regulations	Minimum Lot Area – Interior Lot – 115 sq m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum Lot Area – CEC – Corner Lot – 190 sq m	Delete provision – a minimum lot area of 176 square metres for CEC-corner lots is requested
4.12.1	RM6 – Zone Regulations	Minimum Lot Frontage – Interior Lot – 5.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum Lot Frontage – CEC - Corner Lot – 8.3 m	Delete provision – a minimum lot frontage of 7.2 metres for CEC – corner lots is requested
4.12.1	RM6 – Zone Regulations	Minimum Dwelling Unit Width – 5.0 m	Provision met
4.12.1	RM6 – Zone Regulations	<i>Minimum Front Yard</i>	
4.12.1	RM6 – Zone Regulations	Interior Lot / CEC – corner lot – 4.5 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum setback from a garage face to a street, CEC – road or CEC-sidewalk – 6.0 m	Provision met
4.12.1	RM6 – Zone Regulations	<i>Minimum Exterior Side Yard</i>	
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line that is a street line of a designated right-of-way 20.0 m or greater identified in Subsection 2.1.14 of this By-law – 7.5 m	Not Applicable
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line abutting a street – 4.5 m	Delete provision – a minimum exterior side lot abutting a street of 3.3 m is requested

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line abutting a CEC – road – 4.5 m	Not Applicable
4.12.1	RM6 – Zone Regulations	Lot with an exterior side lot line abutting a CEC – sidewalk – 3.3 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum setback from a garage face to a street, CEC-road or CEC – sidewalk – 6.0 m	Not Applicable
4.12.1	RM6 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.12.1	RM6 – Zone Regulations	Attached side – 0.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Unattached side – 1.5 m	Provision met
4.12.1	RM6 – Zone Regulations	Where interior side lot line is the rear lot line of an abutting parcel – 2.5 m	Not Applicable
4.12.1	RM6 – Zone Regulations	<i>Minimum Rear Yard</i>	
4.12.1	RM6 – Zone Regulations	Interior lot / CEC-corner lot – 7.5 m	Delete provision – a 6.0 m rear yard setback is requested
4.12.1	RM6 – Zone Regulations	Wing wall – 3.0 m	Not Applicable
4.12.1	RM6 – Zone Regulations	Maximum height – 10.7 m and 3 storeys	Delete provision – a maximum height of 15.0 metres and 3 storeys is requested
4.12.1	RM6 – Zone Regulations	Minimum landscaped area – 25% of the lot area	Delete provision – a maximum landscaped area of 20% of the lot area is requested
4.12.1	RM6 – Zone Regulations	<i>Encroachments, Projections and Setbacks</i>	

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
4.12.1	RM6 – Zone Regulations	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey into the required front and exterior side yards – 1.5 m	Provision met
4.12.1	RM6 – Zone Regulations	Maximum encroachment of an awning, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three risers, into the required front and exterior side yards – 0.6 m	Provision met
4.12.1	RM6 – Zone Regulations	Maximum encroachment of a porch or deck inclusive of stairs located at and accessible from the first storey or below the first storey, or awning into the required rear yard – 5.0 m	Provision met
4.12.1	RM6 – Zone Regulations	For a lot with a townhouse requiring a 0.0 m interior side yard, the setback to the interior side yard lot line from a porch or deck inclusive of stairs permitted in the rear yard shall also be 0.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Maximum encroachment of a balcony, window, chimney, pilaster or corbel, window well, and stairs with a maximum of three risers, into the required rear yard – 1.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum setback of a townhouse to a CEC-visitor parking space – 3.3 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum setback of a townhouse to a CEC-amenity area – 1.5 m	Provision met
4.12.1	RM6 – Zone Regulations	<i>Attached Garage, Parking and Driveway</i>	
4.12.1	RM6 – Zone Regulations	Attached garage – required	Provision met
4.12.1	RM6 – Zone Regulations	Minimum parking spaces – required	Provision met
4.12.1	RM6 – Zone Regulations	Minimum visitor parking spaces – required	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RM6 Zone) STANDARD	REQUESTED (RM6-XX) STANDARD
4.12.1	RM6 – Zone Regulations	Maximum driveway width – 3.0 m	Delete provision – a maximum driveway width of 7.8 m is requested for CEC-corner lots; Provision met for interior lots
4.12.1	RM6 – Zone Regulations	<i>CEC – Road, Aisles and Sidewalks</i>	
4.12.1	RM6 – Zone Regulations	Minimum width of a CEC-road – 7.0 m	Provision met
4.12.1	RM6 – Zone Regulations	Minimum width of a CEC-road with an abutting parallel visitor parking space – 6.0 m	Provision met
4.12.1	RM6 – Zone Regulations	CEC-road and aisles are permitted to be shared with abutting lands with the same Base Zone and/or Exception Zone – required	Delete provision - CEC-road, aisles and parking spaces shall be permitted to be shared with abutting lands in the RM5, RM6, RM11, R11, R16 and RA2 Zone categories
4.12.1	RM6 – Zone Regulations	Minimum width of a sidewalk – 2.0 m	Provision met

0, 6136, 6168, 6252, 6288, 6302, 6314, 6400, 6432, 6500 Ninth Line

City Files: OZ 19 12, OZ 19 13

Type of Application: Zoning By-law Amendment

NOTE: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-law(s) prior to approval.

Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
2.1.2	Minimum Separation Distance	All buildings and structures containing a use in Table 2.1.2.1.1 – Minimum Separation Distance from Residential Zone, shall comply with the applicable minimum separation distance required	Delete lines 1.0 and 3.0 of Table 2.1.2.1.1
2.1.14	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks Line 13.0 [35 m ROW – 17.5 m + required yard / setback (20.5 m + required yard within 110.0 m of the intersecting centreline of a major intersection)]	Delete provision
2.1.30.1	Rooftop Balcony	A rooftop balcony shall be set back 1.2 m from all exterior edges of a building or structure	Delete provision – a rooftop balcony shall be permitted to be setback 0.0 metres from all exterior edges of a building or structure
3.1.1.4.3	Parking Space Dimensions	The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m where the length of one side of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0	Delete provision – permit a parking space width of 2.6 m where the length of one side of the parking space abuts a building, structure or part thereof

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
		m or less into the front and/or rear of the parking space	
3.1.1.4.4	Parking Space Dimensions	The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.9 m where the length of both sides of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and/or rear of the parking space	Delete provision – permit a parking space width of 2.6 m where the length of one side of the parking space abuts a building, structure or part thereof
3.1.1.4.5	Accessible Parking Space Dimensions	<p>Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space:</p> <p>Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m</p> <p>Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m</p> <p>An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces</p>	Delete provision – permit all accessible parking spaces to have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m
3.1.1.5.1	Aisles	The minimum aisle width shall be 7.0 m	Provision met
3.1.1.12.1	Minimum Number of Required Electric Vehicle Ready Parking Spaces	<p>Condominium Apartment, resident parking – 20% of the total required parking space or 1.0 space, whichever is greater</p> <p>Condominium Apartment, visitor parking - 10% of the total required parking space or 1.0 space, whichever is greater</p>	Provision met
3.1.2.1	Required Number of Parking Spaces for Residential Uses	<p>Precinct 3</p> <p>Condominium Apartment: 1.0 resident spaces per dwelling unit; 0.20 visitor spaces per unit</p>	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
3.1.2.2	Required Number of Parking Spaces for Non-Residential Uses	Precinct 3: Financial Institution – 4.0 spaces per 100 square metres GFA; Office – 2.0 spaces per 100 square metres GFA; Medical Office – 3.8 spaces per 100 square metres GFA; Service Establishment – 4.0 spaces per 100 square metres GFA; Retail Store – 4.0 spaces per 100 square metres GFA; Restaurant – 3.0 spaces per 100 square metres GFA; and, Take-Out Restaurant – 3.0 spaces per 100 square metres GFA; Other Non-Residential Uses Not Specified – 5.4 spaces per 100 square metres GFA	Delete provision – a shared, co-mingling parking standard is to be provided
3.1.2.3	Mixed Use Development Shared Parking	A shared parking formula may be used for the calculation of required parking for a mixed use development. ... Shared parking is to be calculated in compliance with Table 3.1.2.3. – Mixed Use Development Shared Parking Formular. All required parking spaces must be accessible to all users participating in the shared parking arrangement and may not be reserved for specific users	Provision met
3.1.3.1.B.	Required Number of Accessible Parking Spaces	1 accessible space plus 3% of the total parking spaces required	Provision met
3.1.4.2	Required Number of Loading Spaces for Office and / or Medical Office Buildings	Where the GFA for a Office and / or Medical Office use is less than or equal to 2,350 m ² – no loading spaces are required	Delete provision – permit 1 shared loading space for all residential and non-residential uses on the lot
3.1.4.3	Required Number of Loading Spaces	Where required, loading spaces for uses other than office and/or medical office uses, shall be provided as follows:	Delete provision – permit 1 shared loading space for all residential and non-residential uses on the lot

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
		Where Gross Floor Area – Non-Residential of Building is greater than 250 sq m but less than or equal to 2,350 sq m – 1.0 loading space required	
3.1.4.5	Required Number of Loading Spaces for Apartment	1 loading space is required per apartment building containing a minimum of 30 dwelling units	Delete provision – permit 1 shared loading space for all residential and non-residential uses on the lot
3.1.6.5.1	Required Number of Bicycle Parking Spaces for Residential Uses	Apartment and stacked townhouse without exclusive garages – 0.6 [Class A] spaces per unit; Apartment and stacked townhouse without exclusive garages – the greater of 0.1 [Class B] spaces per unit; or 6.0 spaces	Delete provision – permit a shared Class A and Class B bicycle parking standard
3.1.6.6	Required Number of Bicycle Parking Spaces for Non-Residential Uses	<p>Recreational Establishment - 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 0.1 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Education and Training Facility – 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 2.0 [Class B] spaces;</p> <p>Financial Institution - 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 2.0 [Class B] spaces;</p> <p>Restaurant – 0.15 [Class A] spaces per 100 sq m GFA non-residential; and 0.2 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Take-Out Restaurant – 0.15 [Class A] spaces per 100 sq m GFA non-residential; and 0.2 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Retail Store – 0.15 [Class A] spaces per 100 sq m GFA non-residential; and 0.2 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Service Establishment - 0.15 [Class A] spaces per 100 sq m GFA non-residential; and 0.2 [Class B] spaces per 100 sq m GFA-non-residential;</p>	Delete provision – permit a shared Class A and Class B bicycle parking standard

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
		<p>Medical Office - 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 0.1 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Office - 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 0.1 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>All other non-residential uses - 0.05 [Class A] spaces per 100 sq m GFA non-residential; and 0.1 [Class B] spaces per 100 sq m GFA-non-residential</p>	
4.1.15.1	Apartment Zone – Accessory Uses	Accessory uses are permitted within RA1 to RA5 zones, subject to the following provisions:	Provision met
4.1.15.1.1		Additional uses are limited to a retail store, service establishment, financial institution, office and medical office-restricted	<p>The following are to be included as site-specific accessory uses:</p> <ul style="list-style-type: none"> • Daycare; • Education and Training Facility; • Financial Institution; • Medical Office; • Office; • Personal Service Establishment; • Restaurant; • Take-out Restaurant; • Recreational Establishment; • Veterinary Clinic
4.1.15.1.2		An additional use shall be contained within an apartment building	Provision met
4.1.15.1.3		An additional use shall not be permitted above the first storey of an apartment	Provision met
4.1.15.4		Additional on-site parking is not required for additional uses permitted in Sentence 4.1.15.1.1 of this By-law	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Permitted Uses	Apartment; Long-Term Care Building; Retirement Building	Delete provision - permit the following as accessory uses to Apartment: <ul style="list-style-type: none"> • Live-work units; • Townhouse; • Daycare; • Education and Training Facility; • Financial Institution; • Medical Office; • Office; • Personal Service Establishment; • Recreational Establishment • Retail Store; • Restaurant; • Take-Out Restaurant; • Veterinary Clinic
4.15.1	RA2 – Zone Regulations	Minimum lot frontage – 30.0 metres	Provision met
4.15.1	RA2 – Zone Regulations	Minimum Floor Space Index – Apartment Zone – 0.5	Provision met
4.15.1	RA2 – Zone Regulations	Maximum Floor Space Index – Apartment Zone – 1.0	Delete provision – permit a maximum FSI of 3.0
4.15.1	RA2 – Zone Regulations	Maximum Height – 26.0 m and 8 storeys	Provision met
4.15.1	RA2 – Zone Regulations	<i>Minimum Front and Exterior Side Yards</i>	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Delete provision – permit front and exterior side yard setbacks

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 8.5 m	in accordance with Schedule X to this By-law. For the purposes of zoning, Ninth Line shall be the front lot line
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 9.5 m	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 10.5 m	
4.15.1	RA2 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 4.5 m	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 6.0 m	Delete provision – permit an interior side yard setback in accordance with Schedule X to this By-law.
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 7.5 m	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 9.0 m	
4.15.1	RA2 – Zone Regulations	Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone, or any combination of zones thereof – 4.5 m	Not Applicable
4.15.1	RA2 – Zone Regulations	Where an interior lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Delete provision – permit an interior side yard setback in accordance with Schedule X to this By-law.

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	<i>Minimum Rear Yard</i>	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 10.0 m	Delete provision – permit a rear yard setback in accordance with Schedule X to this By-law.
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.5 m	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 15.0 m	
4.15.1	RA2 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone, or any combination of zones thereof – 4.5 m	Not Applicable
4.15.1	RA2 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable
4.15.1	RA2 – Zone Regulations	<i>Encroachments and Projections</i>	
4.15.1	RA2 – Zone Regulations	Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard – 1.0 m	Delete provision - permit a maximum encroachment of 1.8 metres

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning provided that each shall have a maximum width of 6.0 m – 1.8 m	Provision met
4.15.1	RA2 – Zone Regulations	Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects – 1.0 m	Delete provision - permit maximum balcony projection of 1.8 metres
4.15.1	RA2 – Zone Regulations	<i>Minimum Above Grade Separation Between Buildings</i>	
4.15.1	RA2 – Zone Regulations	For that portion of dwelling with a height less than or equal to 13.0 m – 3.0 m	
4.15.1	RA2 – Zone Regulations	For that portion of dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 9.0 m	Not Applicable per Schedule X attached to this By-law
4.15.1	RA2 – Zone Regulations	For that portion of dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.0 m	
4.15.1	RA2 – Zone Regulations	For that portion of dwelling with a height greater than 26.0 m – 15.0 m	
4.15.1	RA2 – Zone Regulations	<i>Parking, Loading, Servicing Area and Parking Structures</i>	
4.15.1	RA2 – Zone Regulations	Minimum setback from surface parking spaces or aisles to a street line – 4.5 m	Not Applicable
4.15.1	RA2 – Zone Regulations	Minimum setback from surface parking spaces or aisles to any other lot line – 3.0 m	Not Applicable

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	Minimum setback from a parking structure above or partially above finished grade to any lot line – 7.5 m	Not Applicable
4.15.1	RA2 – Zone Regulations	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line – 3.0 m	Delete provision – permit a 1.0 metre setback
4.15.1	RA2 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a street line – 10.0 m	Provision met
4.15.1	RA2 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a zone permitting detached and / or semi-detached – 10.0 m	Not Applicable
4.15.1	RA2 – Zone Regulations	<i>Minimum Landscaped Area, Landscaped Buffer and Amenity Area</i>	
4.15.1	RA2 – Zone Regulations	Minimum landscape area – 40% of the lot area	Delete provision – permit a minimum landscaped area of 20%
4.15.1	RA2 – Zone Regulations	Minimum depth of a landscape buffer abutting a lot line that is a street line and / or abutting lands with an Open Space, Greenlands and / or Residential Zone with the exception of an Apartment Zone – 4.5 m	Provision met
4.15.1	RA2 – Zone Regulations	Minimum depth of a landscape buffer along any other lot line – 3.0 metre	Delete provision – permit landscape buffers in accordance with Schedule X to this By-law.
4.15.1	RA2 – Zone Regulations	Minimum amenity area – the greater of 5.6 m ² per dwelling unit or 10% of the site area	Delete provision – permit a minimum amenity area of 1,900 square metres
4.15.1	RA2 – Zone Regulations	Minimum percentage of total required amenity area to be provided in one contiguous area – 50%	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	Minimum amenity area to be provided outside at grade – 55.0 m ²	Provision met

DRAFT

0, 6136, 6168, 6252, 6288, 6302, 6314, 6400, 6432, 6500 Ninth Line

City Files: OZ 19 12, OZ 19 13

Type of Application: Zoning By-law Amendment

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BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
2.1.2	Minimum Separation Distance	All buildings and structures containing a use in Table 2.1.2.1.1 – Minimum Separation Distance from Residential Zone, shall comply with the applicable minimum separation distance required	Delete lines 1.0 and 3.0 of Table 2.1.2.1.1
2.1.14	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks Line 13.0 [35 m ROW – 17.5 m + required yard / setback (20.5 m + required yard within 110.0 m of the intersecting centreline of a major intersection)]	Delete provision
2.1.30.1	Rooftop Balcony	A rooftop balcony shall be set back 1.2 m from all exterior edges of a building or structure	Delete provision – a rooftop balcony shall be permitted to be setback 0.0 metres from all exterior edges of a building or structure
3.1.1.4.3	Parking Space Dimensions	The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m where the length of one side of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0	Delete provision – permit a parking space width of 2.6 m where the length of one side of the parking space abuts a building, structure or part thereof

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
		m or less into the front and/or rear of the parking space	
3.1.1.4.4	Parking Space Dimensions	The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.9 m where the length of both sides of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and/or rear of the parking space	Delete provision – permit a parking space width of 2.6 m where the length of one side of the parking space abuts a building, structure or part thereof
3.1.1.4.5	Accessible Parking Space Dimensions	<p>Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space:</p> <p>Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m</p> <p>Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m</p> <p>An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces</p>	Delete provision – permit all accessible parking spaces to have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m
3.1.1.5.1	Aisles	The minimum aisle width shall be 7.0 m	Provision met
3.1.1.12.1	Minimum Number of Required Electric Vehicle Ready Parking Spaces	<p>Condominium Apartment, resident parking – 20% of the total required parking space or 1.0 space, whichever is greater</p> <p>Condominium Apartment, visitor parking - 10% of the total required parking space or 1.0 space, whichever is greater</p>	Provision met
3.1.2.1	Required Number of Parking Spaces for Residential Uses	<p>Precinct 3</p> <p>Condominium Apartment: 1.0 resident spaces per dwelling unit; 0.20 visitor spaces per unit</p>	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
3.1.2.2	Required Number of Parking Spaces for Non-Residential Uses	Precinct 3: Financial Institution – 4.0 spaces per 100 square metres GFA; Office – 2.0 spaces per 100 square metres GFA; Medical Office – 3.8 spaces per 100 square metres GFA; Service Establishment – 4.0 spaces per 100 square metres GFA; Retail Store – 4.0 spaces per 100 square metres GFA; Restaurant – 3.0 spaces per 100 square metres GFA; and, Take-Out Restaurant – 3.0 spaces per 100 square metres GFA; Other Non-Residential Uses Not Specified – 5.4 spaces per 100 square metres GFA	Delete provision – a shared, co-mingling parking standard is to be provided
3.1.2.3	Mixed Use Development Shared Parking	A shared parking formula may be used for the calculation of required parking for a mixed use development. ... Shared parking is to be calculated in compliance with Table 3.1.2.3. – Mixed Use Development Shared Parking Formular. All required parking spaces must be accessible to all users participating in the shared parking arrangement and may not be reserved for specific users	Provision met
3.1.3.1.B.	Required Number of Accessible Parking Spaces	1 accessible space plus 3% of the total parking spaces required	Provision met
3.1.4.2	Required Number of Loading Spaces for Office and / or Medical Office Buildings	Where the GFA for a Office and / or Medical Office use is less than or equal to 2,350 m ² – no loading spaces are required	Delete provision – permit 1 shared loading space for all residential and non-residential uses on the lot
3.1.4.3	Required Number of Loading Spaces	Where required, loading spaces for uses other than office and/or medical office uses, shall be provided as follows:	Delete provision – permit 1 shared loading space for all residential and non-residential uses on the lot

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
		Where Gross Floor Area – Non-Residential of Building is greater than 250 sq m but less than or equal to 2,350 sq m – 1.0 loading space required	
3.1.4.5	Required Number of Loading Spaces for Apartment	1 loading space is required per apartment building containing a minimum of 30 dwelling units	Delete provision – permit 1 shared loading space for all residential and non-residential uses on the lot
3.1.6.5.1	Required Number of Bicycle Parking Spaces for Residential Uses	Apartment and stacked townhouse without exclusive garages – 0.6 [Class A] spaces per unit; Apartment and stacked townhouse without exclusive garages – the greater of 0.1 [Class B] spaces per unit; or 6.0 spaces	Delete provision – permit a shared Class A and Class B bicycle parking standard
3.1.6.6	Required Number of Bicycle Parking Spaces for Non-Residential Uses	<p>Recreational Establishment - 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 0.1 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Education and Training Facility – 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 2.0 [Class B] spaces;</p> <p>Financial Institution - 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 2.0 [Class B] spaces;</p> <p>Restaurant – 0.15 [Class A] spaces per 100 sq m GFA non-residential; and 0.2 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Take-Out Restaurant – 0.15 [Class A] spaces per 100 sq m GFA non-residential; and 0.2 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Retail Store – 0.15 [Class A] spaces per 100 sq m GFA non-residential; and 0.2 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Service Establishment - 0.15 [Class A] spaces per 100 sq m GFA non-residential; and 0.2 [Class B] spaces per 100 sq m GFA-non-residential;</p>	Delete provision – permit a shared Class A and Class B bicycle parking standard

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
		<p>Medical Office - 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 0.1 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Office - 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 0.1 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>All other non-residential uses - 0.05 [Class A] spaces per 100 sq m GFA non-residential; and 0.1 [Class B] spaces per 100 sq m GFA-non-residential</p>	
4.1.15.1	Apartment Zone – Accessory Uses	Accessory uses are permitted within RA1 to RA5 zones, subject to the following provisions:	Provision met
4.1.15.1.1		Additional uses are limited to a retail store, service establishment, financial institution, office and medical office-restricted	<p>The following are to be included as site-specific accessory uses:</p> <ul style="list-style-type: none"> • Daycare; • Education and Training Facility; • Financial Institution; • Medical Office; • Office; • Personal Service Establishment; • Restaurant; • Take-out Restaurant; • Recreational Establishment; • Veterinary Clinic
4.1.15.1.2		An additional use shall be contained within an apartment building	Provision met
4.1.15.1.3		An additional use shall not be permitted above the first storey of an apartment	Provision met
4.1.15.4		Additional on-site parking is not required for additional uses permitted in Sentence 4.1.15.1.1 of this By-law	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Permitted Uses	Apartment; Long-Term Care Building; Retirement Building	Delete provision - permit the following as accessory uses to Apartment: <ul style="list-style-type: none"> • Live-work units; • Townhouse; • Daycare; • Education and Training Facility; • Financial Institution; • Medical Office; • Office; • Personal Service Establishment; • Recreational Establishment • Retail Store; • Restaurant; • Take-Out Restaurant; • Veterinary Clinic
4.15.1	RA2 – Zone Regulations	Minimum lot frontage – 30.0 metres	Provision met
4.15.1	RA2 – Zone Regulations	Minimum Floor Space Index – Apartment Zone – 0.5	Provision met
4.15.1	RA2 – Zone Regulations	Maximum Floor Space Index – Apartment Zone – 1.0	Delete provision – permit a maximum FSI of 3.0
4.15.1	RA2 – Zone Regulations	Maximum Height – 26.0 m and 8 storeys	Provision met
4.15.1	RA2 – Zone Regulations	<i>Minimum Front and Exterior Side Yards</i>	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Delete provision – permit front and exterior side yard setbacks

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 8.5 m	in accordance with Schedule X to this By-law. For the purposes of zoning, Ninth Line shall be the front lot line
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 9.5 m	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 10.5 m	
4.15.1	RA2 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 4.5 m	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 6.0 m	Delete provision – permit an interior side yard setback in accordance with Schedule X to this By-law.
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 7.5 m	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 9.0 m	
4.15.1	RA2 – Zone Regulations	Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone, or any combination of zones thereof – 4.5 m	Not Applicable
4.15.1	RA2 – Zone Regulations	Where an interior lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Delete provision – permit an interior side yard setback in accordance with Schedule X to this By-law.

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	<i>Minimum Rear Yard</i>	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 10.0 m	Delete provision – permit a rear yard setback in accordance with Schedule X to this By-law.
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.5 m	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 15.0 m	
4.15.1	RA2 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone, or any combination of zones thereof – 4.5 m	Not Applicable
4.15.1	RA2 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable
4.15.1	RA2 – Zone Regulations	<i>Encroachments and Projections</i>	
4.15.1	RA2 – Zone Regulations	Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard – 1.0 m	Delete provision - permit a maximum encroachment of 1.8 metres

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning provided that each shall have a maximum width of 6.0 m – 1.8 m	Provision met
4.15.1	RA2 – Zone Regulations	Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects – 1.0 m	Delete provision - permit maximum balcony projection of 1.8 metres
4.15.1	RA2 – Zone Regulations	<i>Minimum Above Grade Separation Between Buildings</i>	
4.15.1	RA2 – Zone Regulations	For that portion of dwelling with a height less than or equal to 13.0 m – 3.0 m	
4.15.1	RA2 – Zone Regulations	For that portion of dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 9.0 m	Not Applicable per Schedule X attached to this By-law
4.15.1	RA2 – Zone Regulations	For that portion of dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.0 m	
4.15.1	RA2 – Zone Regulations	For that portion of dwelling with a height greater than 26.0 m – 15.0 m	
4.15.1	RA2 – Zone Regulations	<i>Parking, Loading, Servicing Area and Parking Structures</i>	
4.15.1	RA2 – Zone Regulations	Minimum setback from surface parking spaces or aisles to a street line – 4.5 m	Not Applicable
4.15.1	RA2 – Zone Regulations	Minimum setback from surface parking spaces or aisles to any other lot line – 3.0 m	Not Applicable

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	Minimum setback from a parking structure above or partially above finished grade to any lot line – 7.5 m	Not Applicable
4.15.1	RA2 – Zone Regulations	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line – 3.0 m	Delete provision – permit a 1.0 metre setback
4.15.1	RA2 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a street line – 10.0 m	Provision met
4.15.1	RA2 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a zone permitting detached and / or semi-detached – 10.0 m	Not Applicable
4.15.1	RA2 – Zone Regulations	<i>Minimum Landscaped Area, Landscaped Buffer and Amenity Area</i>	
4.15.1	RA2 – Zone Regulations	Minimum landscape area – 40% of the lot area	Delete provision – permit a minimum landscaped area of 20%
4.15.1	RA2 – Zone Regulations	Minimum depth of a landscape buffer abutting a lot line that is a street line and / or abutting lands with an Open Space, Greenlands and / or Residential Zone with the exception of an Apartment Zone – 4.5 m	Provision met
4.15.1	RA2 – Zone Regulations	Minimum depth of a landscape buffer along any other lot line – 3.0 metre	Delete provision – permit landscape buffers in accordance with Schedule X to this By-law.
4.15.1	RA2 – Zone Regulations	Minimum amenity area – the greater of 5.6 m ² per dwelling unit or 10% of the site area	Delete provision – permit a minimum amenity area of 1,900 square metres
4.15.1	RA2 – Zone Regulations	Minimum percentage of total required amenity area to be provided in one contiguous area – 50%	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	Minimum amenity area to be provided outside at grade – 55.0 m ²	Provision met

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