



MISSISSAUGA

DECLARATION

Section 17 of the Planning Act

Applicant: City of Mississauga

Municipality City of Mississauga

Our File: OPA 90

I, Sacha Smith, Deputy Clerk, solemnly declare,

1. That the decision in respect of the above-noted matter was made on July 4, 2018 when By-law Number 0167-2018 was enacted and that notice as required by Section 17 of the Planning Act was given on July 12, 2018.
2. That no appeal to the Local Planning Appeal Tribunal of the decision in respect of the above-noted matter was received under Section 17 of the Planning Act within the time specified for submitting an appeal.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

at the City of Mississauga

in the Regional Municipality of Peel

This 1st day of August, 2018.

Commissioner of Oaths

Saima Tufail, a Commissioner, etc.,
Province of Ontario, for the
Corporation of the City of Mississauga.
Expires March 13, 2021.

Declarant
Sacha Smith



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

DATE OF NOTICE	July 12, 2018	
OPA NUMBER	OPA 90 (By-law 0167-2018)	
ZONING BY-LAW NUMBER	0168-2018	
DATE PASSED BY COUNCIL	July 04, 2018	
LAST DATE TO FILE APPEAL	July 31, 2018	
FILE NUMBER	CD.04.NIN	Ward All
APPLICANT	City of Mississauga	
PROPERTY LOCATION	South of the Highway 401/407 interchange, west of Ninth Line, east of Highway 407 and north of Highway 403.	

TAKE NOTICE that on July 04, 2018 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 90 and Zoning By-law, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to create a new Neighbourhood Character Area for the Ninth Line Lands, remove the Special Study Area identification over the subject lands and to designate the subject lands Residential Medium Density, Mixed Use, Business Employment, Public Open Space, Greenlands, Parkway Belt West, Utility and Natural Hazard, and to add Transitway Route and Transitway Stations.

The purpose of the Zoning By-law is to rezone the lands located on the west side of Ninth Line, north of Highway 403, to City of Mississauga zones, and to repeal the Town of Milton Zoning By-law as it pertains to these lands.

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 90 is in full force and effect.

The decision of Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

IF YOU WISH TO APPEAL to the Local Planning Appeal Tribunal a copy of an appeal form is available from the LPAT website at elto.gov.on.ca. An appeal must be filed with the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, Ontario L5B 3C1 no later than **July 31, 2018**.

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

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

The Notice of Appeal must:

- 1) set out reasons for the appeal;
- 2) be accompanied by the fee in the amount of \$300.00 payable to the Minister of Finance, and
- 3) be accompanied by a fee of \$150.00, payable City of Mississauga.
- 4) Four (4) copies of the appeal package.

MORE INFORMATION: A copy of the Official Plan Amendment and Zoning By-law in their entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices or from **Romas Juknevičius** of the City of Mississauga, Planning and Building Department at (905) 615-3200 X 4115, or in person at the Office of the City Clerk, 300 City Centre Drive, 2nd Floor, Mississauga, Ontario.


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

Amendment No. 90

to

Mississauga Official Plan

By-law No. 0167-2018

A by-law to Adopt Mississauga Official Plan Amendment No. 90

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

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

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

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 90, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes and mapping modifications to establish a Ninth Line Neighbourhood Character Area;

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

1. The document attached hereto, constituting Amendment No. 90 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 4 day of July, 2018.

ORIGINAL SIGNED BY
BONNIE CROMBIE

Signed _____
MAYOR

ORIGINAL SIGNED BY
SACHA SMITH

Signed _____
CLERK

Amendment No. 90
to
Mississauga Official Plan

The following text and Maps “A - M3” and Attachment 1 attached constitute Amendment No. 90.

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

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

Appendix II is a copy of the Planning and Building Department report dated May 25, 2018, pertaining to this Amendment.

Appendix III is a copy of the Planning and Building Department report dated, January 16, 2018 pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to create a new Neighbourhood Character Area for the Ninth Line Lands, remove the Special Study Area identification over the subject lands and to designate the subject lands Residential Medium Density, Mixed Use, Business Employment, Public Open Space, Greenlands, Parkway Belt West, Utility and Natural Hazard, and to add Transitway Route and Transitway Stations.

LOCATION

The lands affected by this Amendment are located south of the Highway 401/407 interchange, west of Ninth Line, east of Highway 407 and north of Highway 403.

BASIS

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

The subject lands are identified as a Special Study Area and have no assigned designations.

An Official Plan Amendment is required to add a new Neighbourhood Character Area for the Ninth Line lands and to remove the Special Study Area identification and to add new land use designations: Residential Medium Density, Mixed Use, Business Employment, Public Open Space, Greenlands, Parkway Belt West, Utility and Natural Hazard, and to add Transitway Route and Transitway Stations.

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

1. The proposed Amendment implements the planning framework as established by the Halton Region Official Plan Amendment No. 28 for the Ninth Line Lands.
2. The proposed Amendment implements the Mississauga Strategic Plan "Prosper" Pillar for change that will create a model sustainable and transit supportive community.
3. The proposed Amendment supports and protects for the planned 407 Transitway and plans for transit supportive land uses.
4. The proposed Amendment represents good planning and conforms to the Growth Plan 2006 and has regard for the key directions of the Growth Plan, 2017 by incorporating minimum density and intensification targets.

5. The proposed Amendment is consistent with the Provincial Policy Statement, 2014 by providing a transit supportive compact urban form and enhancing the surrounding natural environment.

Details regarding this Amendment are contained in the Planning and Building report dated May 25, 2018 and attached as Appendix 2.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 5.6, Designated Greenfield Area, of Mississauga Official Plan, is hereby amended by deleting the first paragraph and replacing it with the following:

There are lands in the Churchill Meadows Neighbourhood Character Area and in the Ninth Line Neighbourhood Character Area that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe.

2. Table 8-1: Road Classification- Arterial, Create a Multi-Modal City, of Mississauga Official Plan, is hereby amended as follows:

Street	From	To	Jurisdiction	R-O-W
Britannia Rd. W.	Highway 407	Erin Mill Pkwy.	Peel	36 m
Derry Rd. W.	Highway 407	Danton Promenade	Peel	36 m
Eglinton Ave.	Highway 407	Winston Churchill Blvd. W.	Mississauga	30 m

3. Table 8-2: Road Classification – Major Collectors, Create a Multi-Modal City, of Mississauga Official Plan, is hereby amended as follows:

Street	From	To	Jurisdiction	R-O-W
Argentia Road	Highway 407	Creditview Rd.	Mississauga	26m

4. Section 11.4, Special Study Area, of Mississauga Official Plan, is hereby amended by deleting it in its entirety.
5. Section 16.1, Introduction, of Mississauga Official Plan, is hereby amended by deleting the first sentence and replacing it with the following:

There are 23 Neighbourhoods in Mississauga:
6. Section 16.1, Introduction, of Mississauga Official Plan, is hereby amended by adding Ninth Line as an additional Neighbourhood on Map 16-1: City Structure – Neighbourhoods.
7. Chapter 16, Neighbourhoods, of Mississauga Official Plan, is hereby amended by adding a new section, 16.20 Ninth Line, attached as Attachment 1 of this amendment.

8. Schedule 1, Urban System, of Mississauga Official Plan, is hereby amended by removing the Special Study Area identification and adding the Neighbourhood, Green System, and Corridor City Structure elements to the subject lands, as shown on Map "A" of this Amendment.
9. Schedule 1a, Urban system – Green System, of Mississauga Official Plan, is hereby amended by removing the Special Study Area identification and identifying certain lands as Green System, as shown on Map "B" of this Amendment.
10. Schedule 1b, Urban System – City Structure, of Mississauga Official Plan, is hereby amended by removing the Special Study Area identification and identifying the subject lands as Neighbourhood, as shown on Map "C" of this Amendment.
11. Schedule 1c, Urban System –Corridors, of Mississauga Official Plan, is hereby amended by removing the Special Study Area identification and identifying certain lands as a Corridor, as shown on Map "D" of this Amendment.
12. Schedule 2, Intensification Areas, of Mississauga Official Plan, is hereby amended by removing the Special Study Area identification and adding two Major Transit Station Areas, as shown on Map "E" of this Amendment.
13. Schedule 3, Natural System, of Mississauga Official Plan, is hereby amended by removing the Special Study Area identification and identifying certain lands as Natural Hazard, as shown on Map "F" of this Amendment.
14. Schedule 4, Parks and Open Spaces, of Mississauga Official Plan, is hereby amended by removing the Special Study Area identification and identifying certain lands as Public and Private Open Spaces and Parkway Belt West, as shown on Map "G" of this Amendment.
15. Schedule 5, Long Term Road Network, of Mississauga Official Plan, is hereby amended by removing the Special Study Area identification and identifying certain roads as Regional Arterial, Arterial and Future Road, as shown on Map "H" of this Amendment.
16. Schedule 6, Long Term Transit Network, of Mississauga Official Plan, is hereby amended by removing the Special Study Area identification and by amending the Potential 407 Transitway and Potential 407 Transitway Stations, as shown on Map "I" of this Amendment.

17. Schedule 7, Long Term Cycling Routes, of Mississauga Official Plan, is hereby amended by removing the Special Study Area identification, as shown on Map "J" of this Amendment.
18. Schedule 8, Designated Right-of-Way Widths, of Mississauga Official Plan, is hereby amended by removing the Special Study Area identification and adding Right-of-Way widths across the subject lands, as shown on Map "K" of this Amendment.
19. Schedule 9, Character Areas, of Mississauga Official Plan, is hereby amended by removing the Special Study Area identification and by adding Ninth Line Neighbourhood Character Area, as shown on Map "L" of this Amendment.
20. Schedule 10, Land Use Designation, of Mississauga Official Plan, is hereby amended by removing the Special Study Area identification and designating the lands Residential Medium Density, Mixed Use, Business Employment, Public Open Space, Greenlands, Parkway Belt West, Utility and Natural Hazard, and to add Transitway Route and Transitway Stations, as shown on Maps "M1 – M3" of this Amendment.

IMPLEMENTATION

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

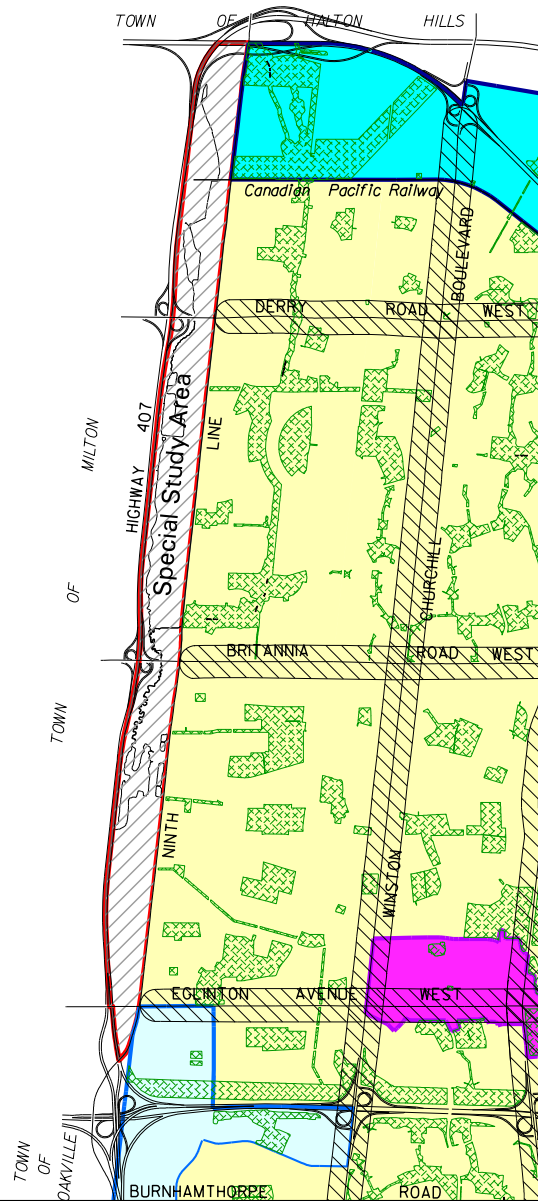
The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan March 21, 2018.

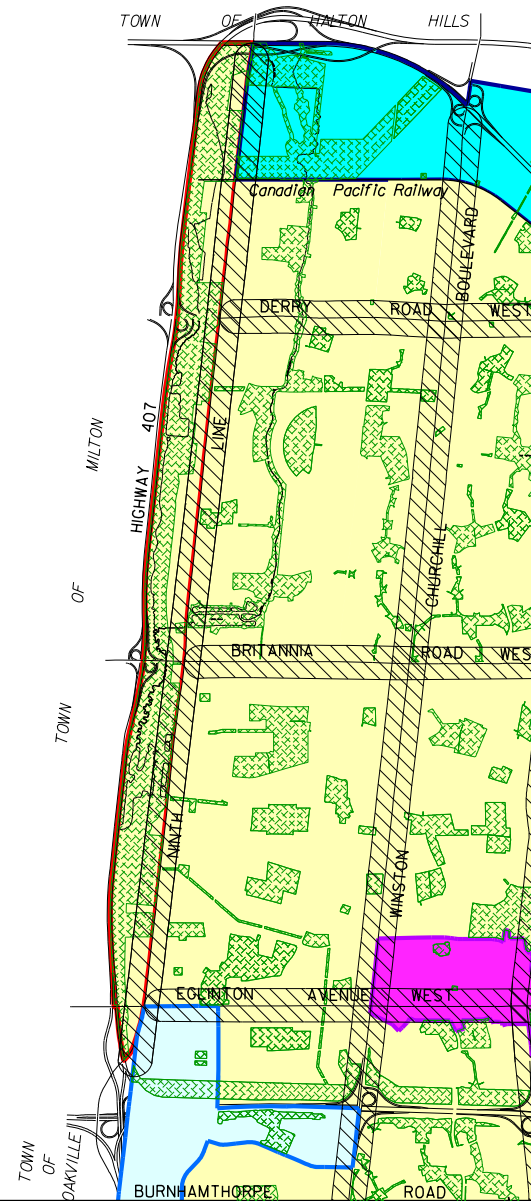
INTERPRETATION

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

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




EXISTING




AMENDED

LEGEND**GREEN SYSTEM**
 Green System
CITY STRUCTURE
 Downtown


 Major Node


 Community Node

 Neighbourhood

 Corporate Centre

 Employment Area

 Special Purpose Area
CORRIDORS
 Corridor

 Intensification Corridor

 AREA OF AMENDMENT
Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 400 800 1200 1600
metres

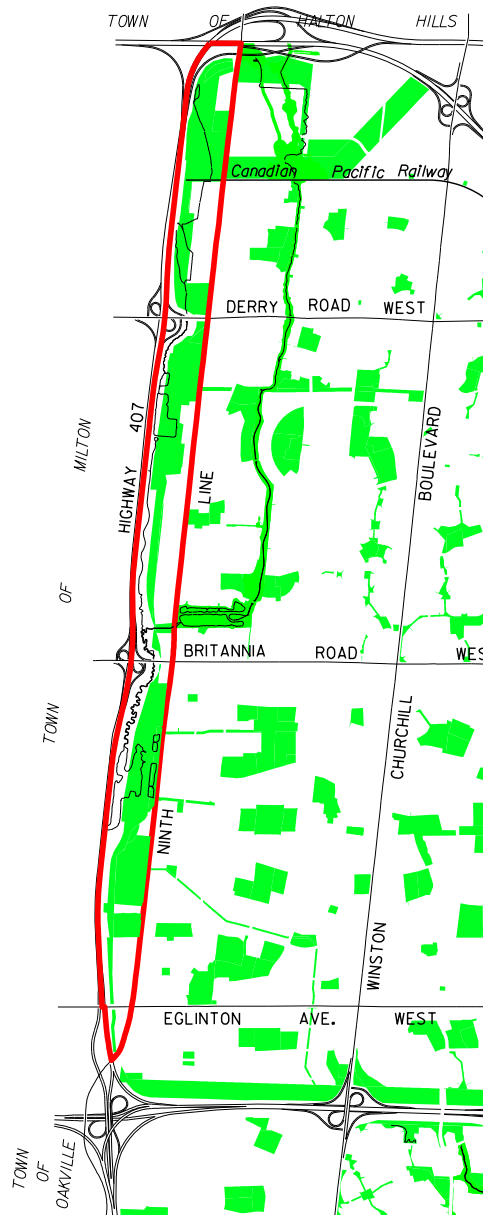


MAP 'A'
Part of
Schedule 1-Urban System
of Mississauga Official Plan

 **MISSISSAUGA**



EXISTING



AMENDED

LEGEND:

AREA OF AMENDMENT

Note:

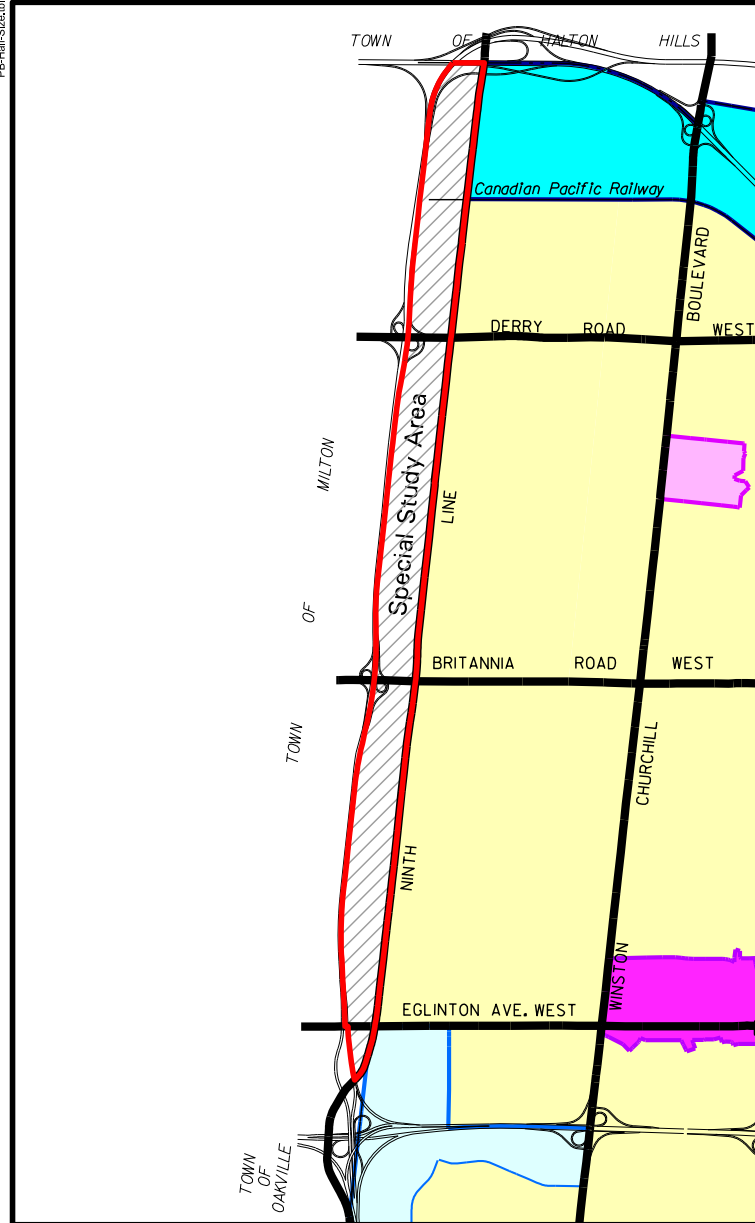
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



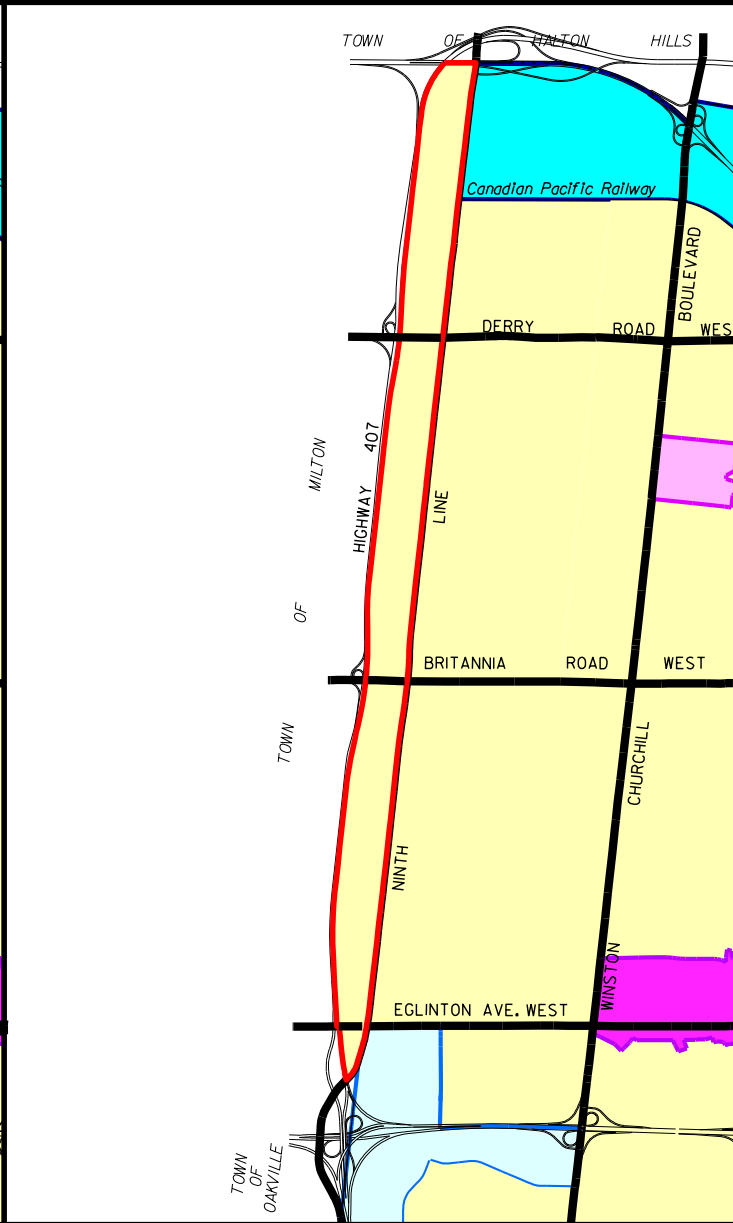
MAP 'B'

Part of Schedule 1a
Urban System - Green System
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

Elements

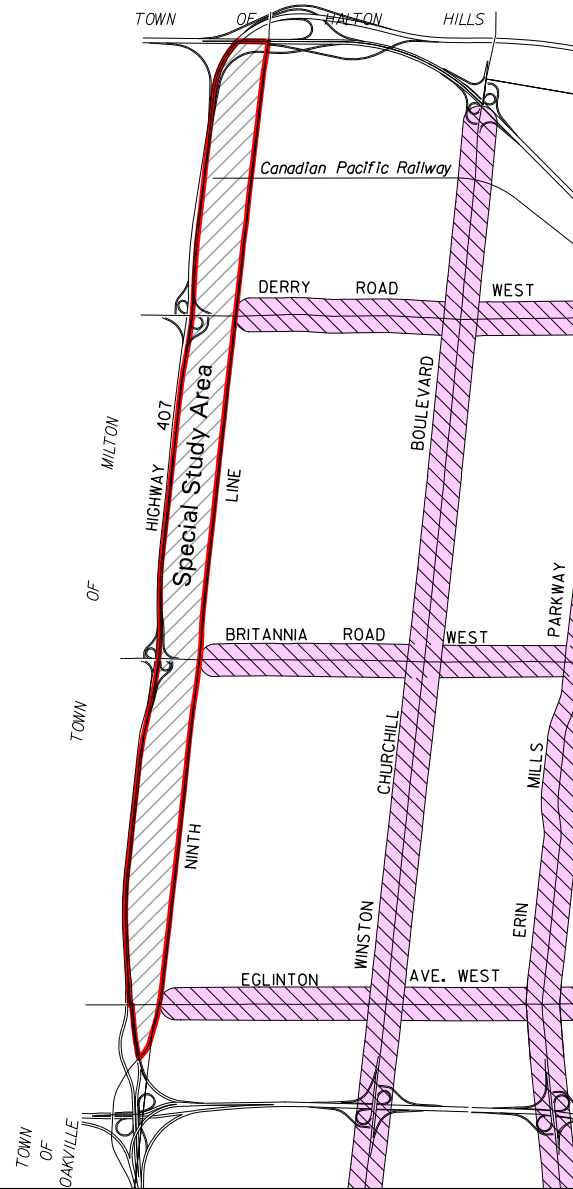
- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area
- AREA OF AMENDMENT

Note:
Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

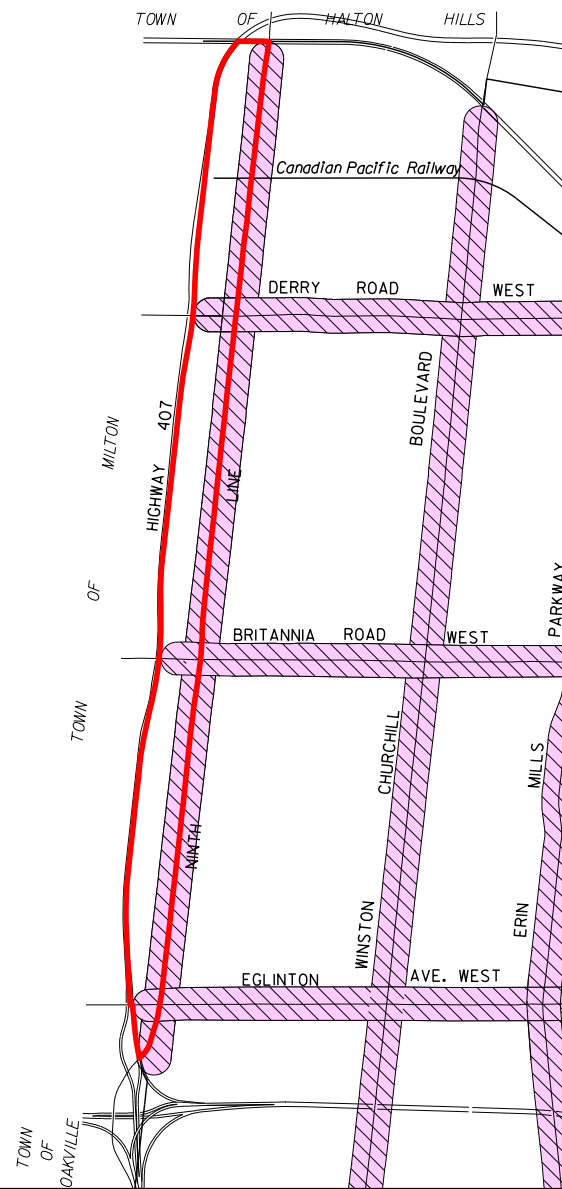


MAP 'C'
Part of
Schedule 1B - City Structure
of Mississauga Official Plan








EXISTING



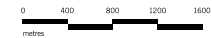
AMENDED

LEGEND

-  Corridor
-  Intensification Corridor
-  AREA OF AMENDMENT

Note:

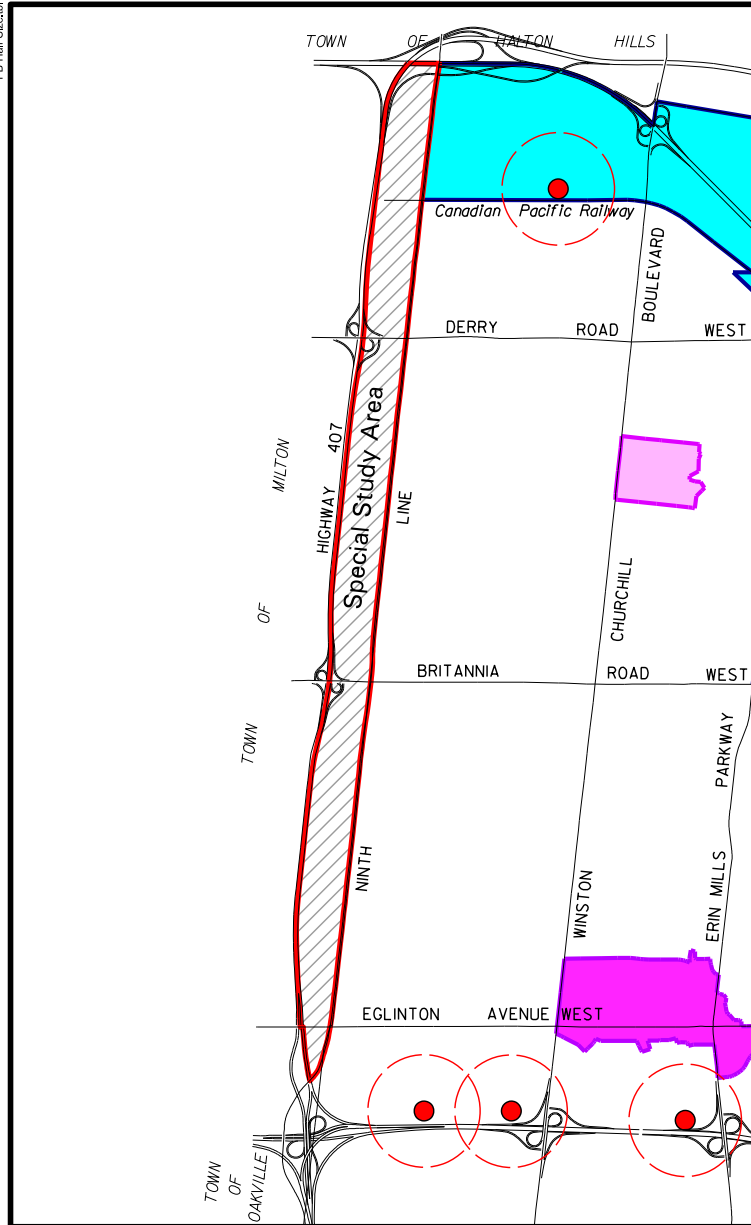
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



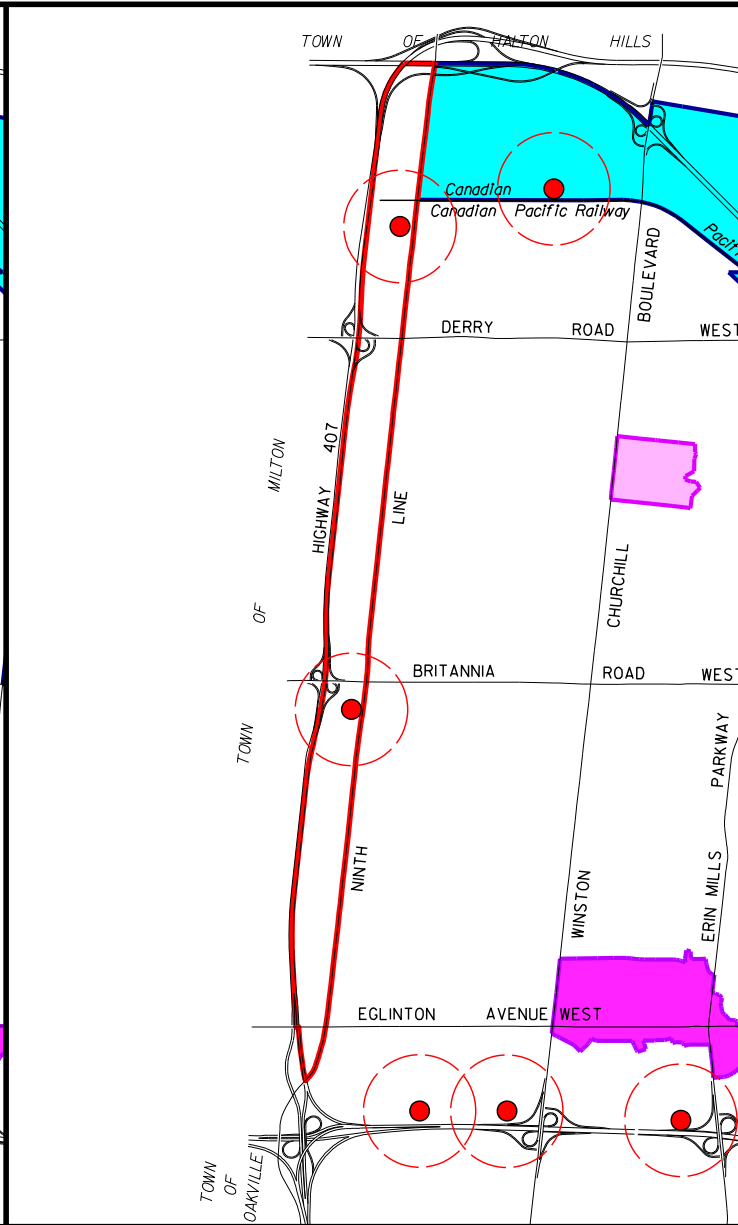
MAP 'D'

Part of
Schedule 1C-Urban System
Corridors
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

- Downtown
- Major Node
- Community Node
- Corporate Centre
- Intensification Corridor
- Major Transit Station Area with 500m radius circle
- AREA OF AMENDMENT

Note:

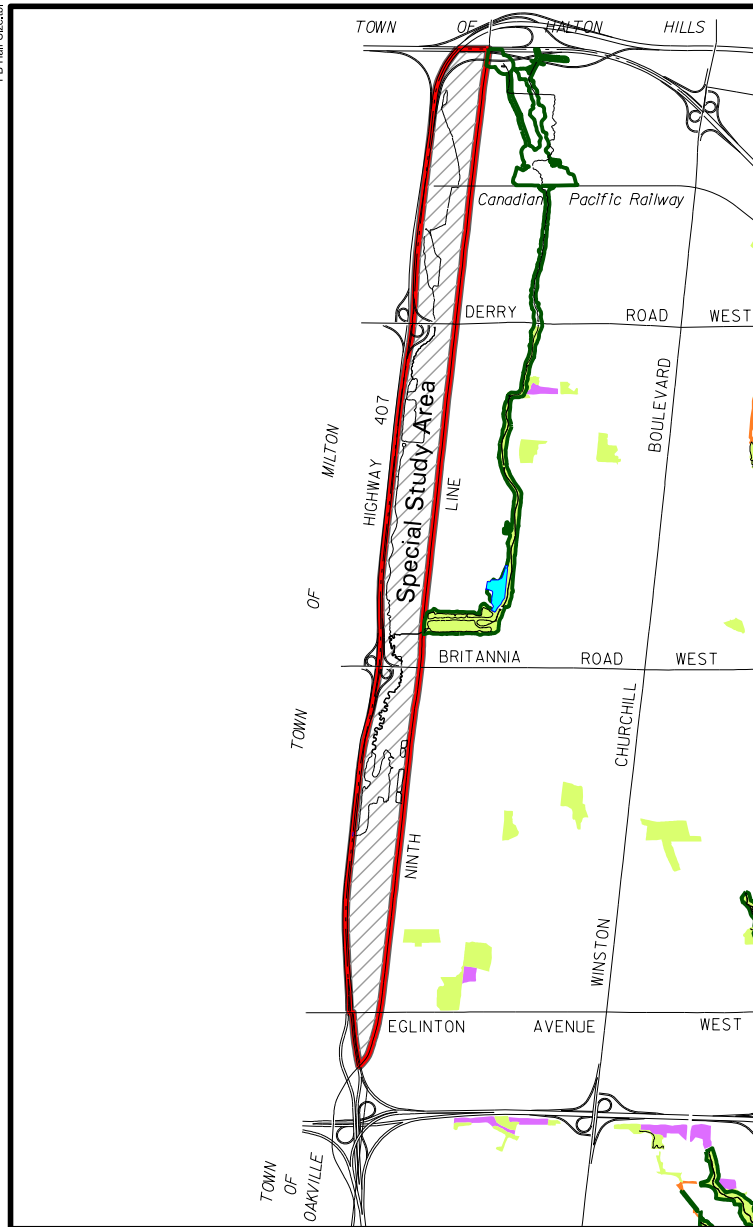
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 400 800 1200 1600
metres

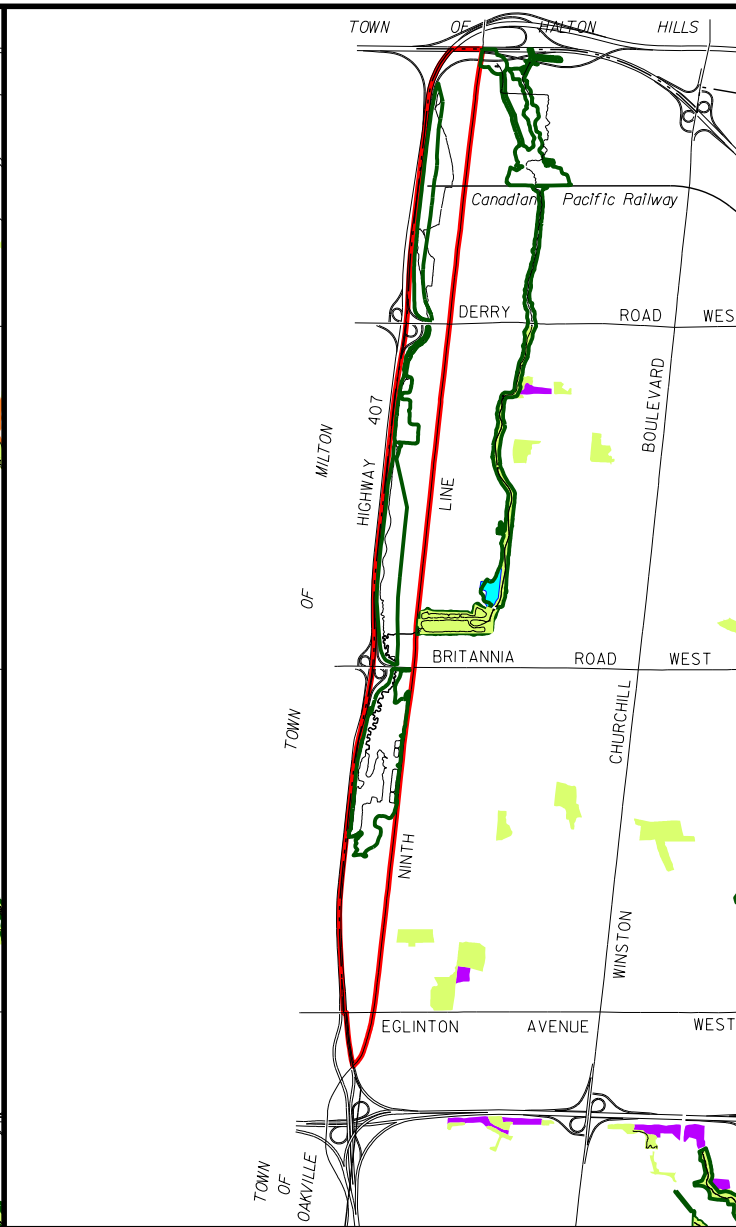


MAP 'E'
Part of Schedule 2
Intensification Areas
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

Natural Heritage System:

- Significant Natural Areas and Natural Green Spaces
- Special Management Areas
- Linkages
- Residential Woodlands
- Provincially Significant Wetlands
- Other Wetlands
- Areas of Natural and Scientific Interest Provincial Significance
- Areas of Natural and Scientific Interest Regional Significance

Natural Hazards:

- Natural Hazards
- Two Zone Floodplain Regulations
- Special Policy Area Floodplain

AREA OF AMENDMENT

Notes:

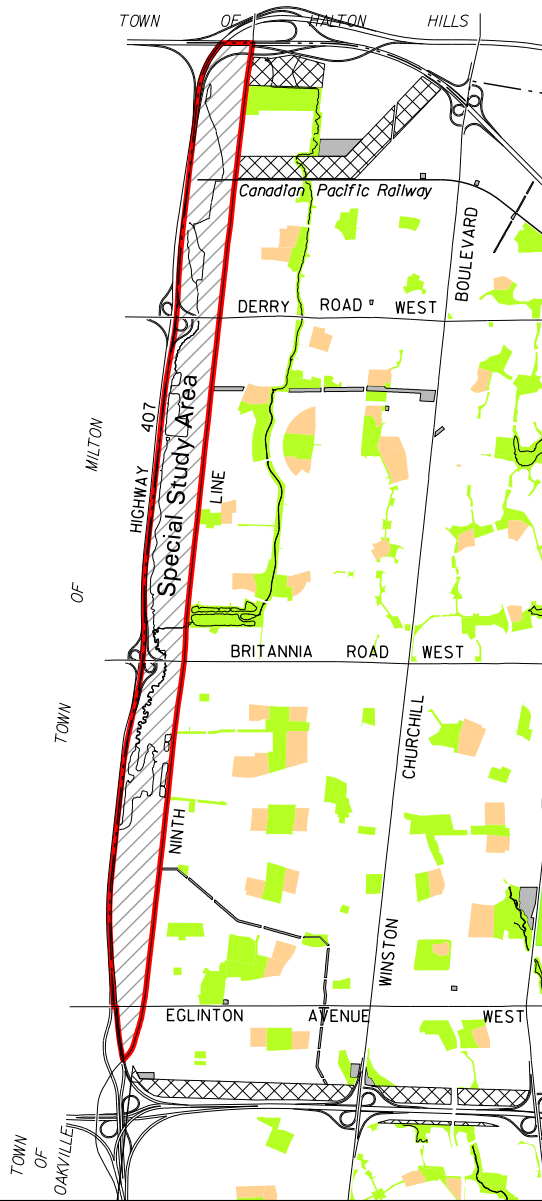
1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The limits of the Natural Hazards shown on this Schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.



MAP 'F'

Part of Schedule 3
Natural System
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

- Public and Private Open Spaces
- Parkway Belt West
- Educational Facilities
- Utilities
- AREA OF AMENDMENT

Notes:

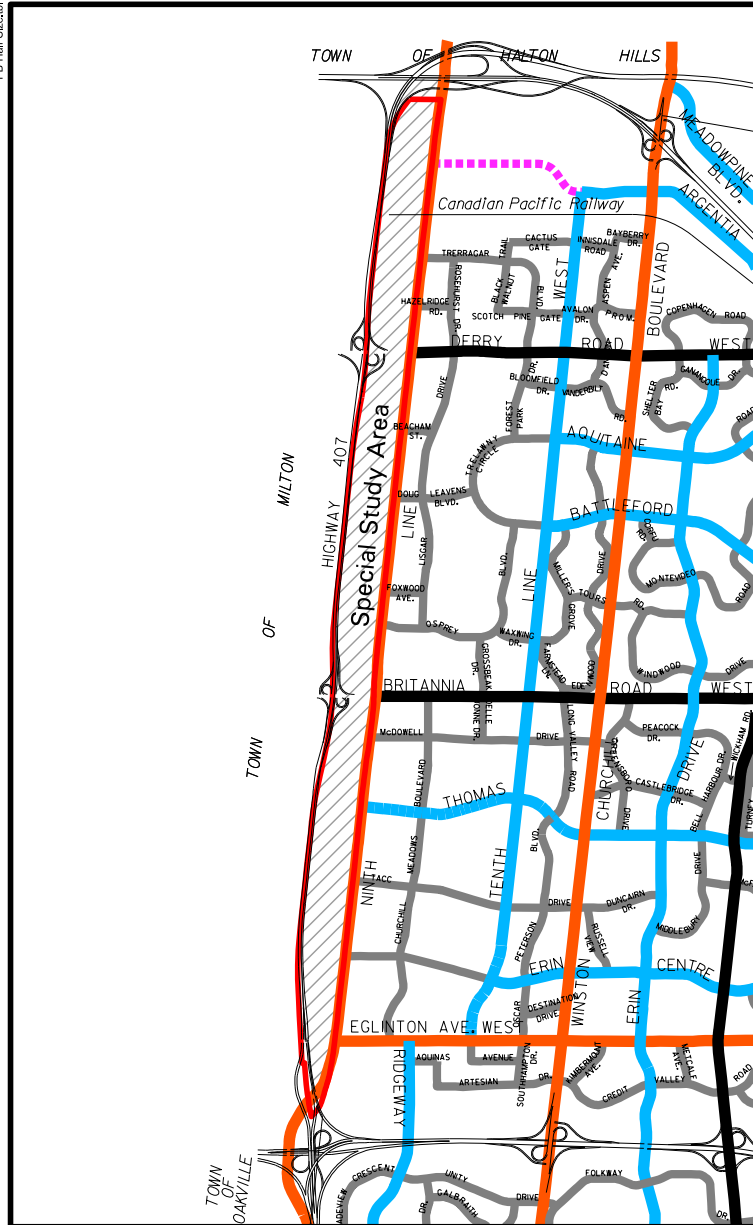
1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenbelt as shown on Schedule 10.



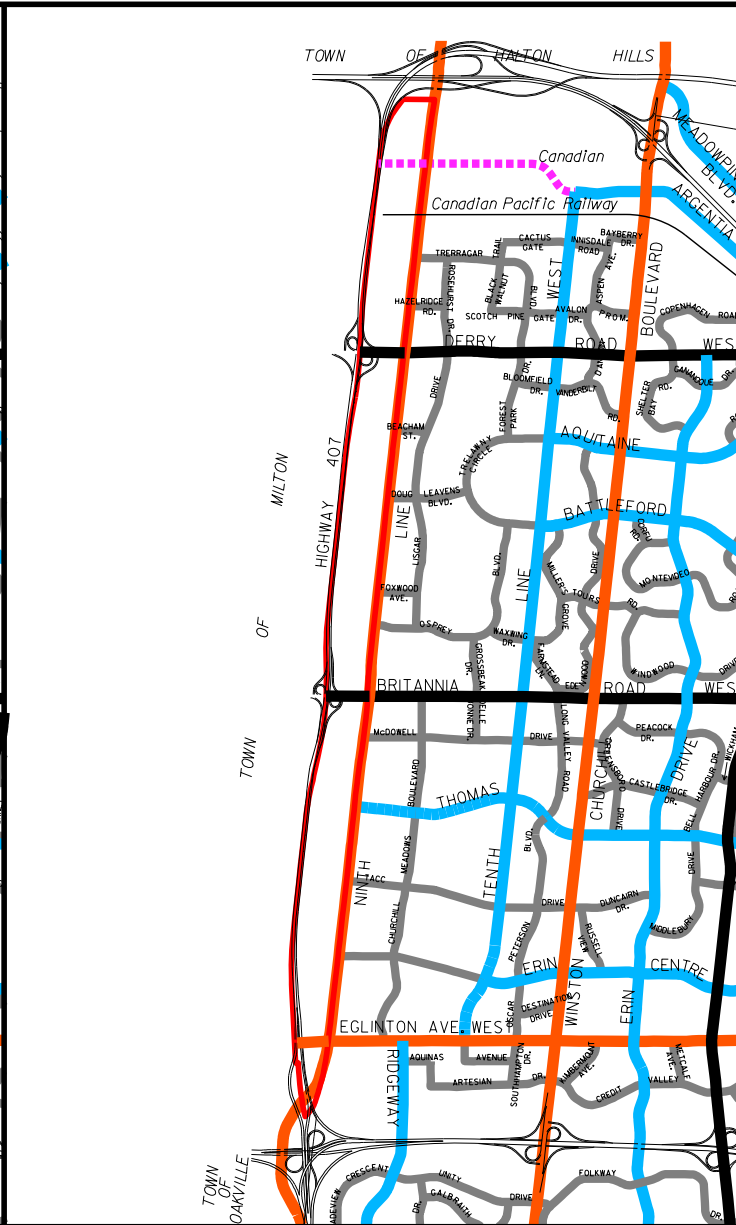
MAP 'G'

Part of Schedule 4
Parks and Open Spaces
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

- Provincial Highway and Interchange
- Regional Arterial
- Arterial
- Future Arterial (conceptual)
- Major Collector
- Future Major Collector (conceptual)
- Major Collector (Scenic Route)
- Regional Major Collector (Scenic Route)
- Minor Collector
- Future Minor Collector
- Minor Collector (Scenic Route)
- Future Road Link to be added.
- AREA OF AMENDMENT

Notes:

1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Base map information (eg. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

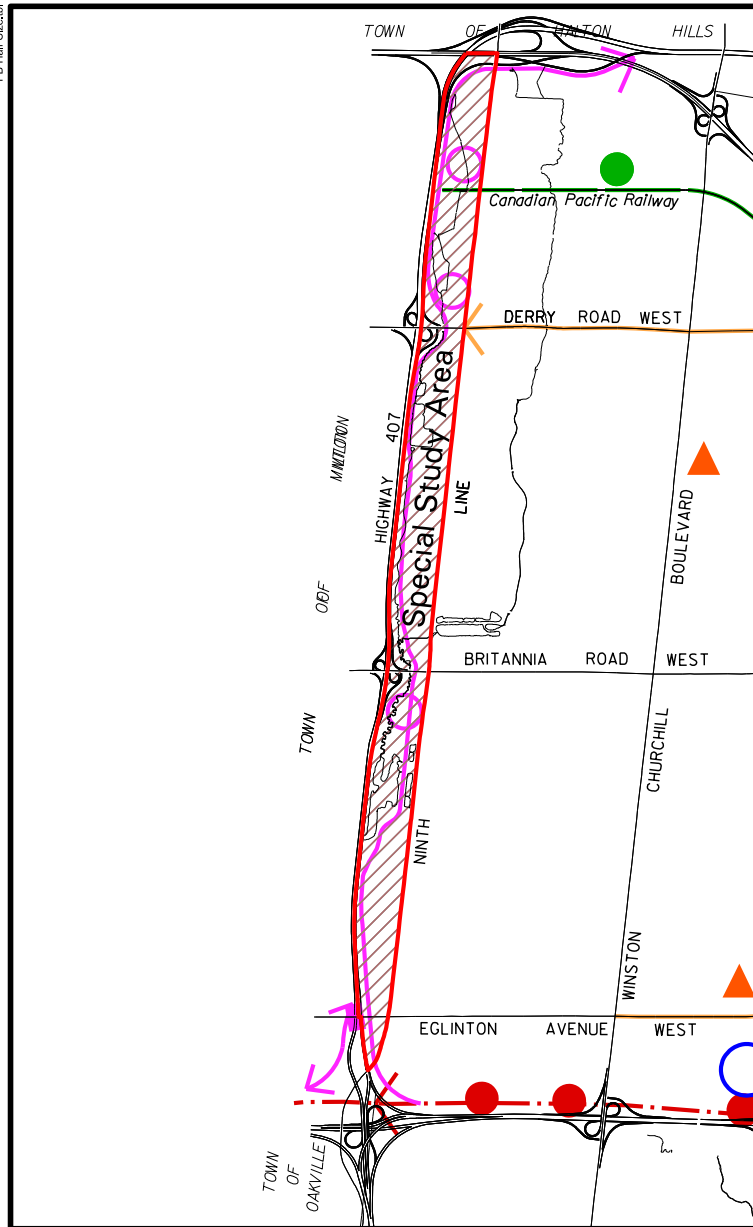
0 400 800 1200 1600
metres



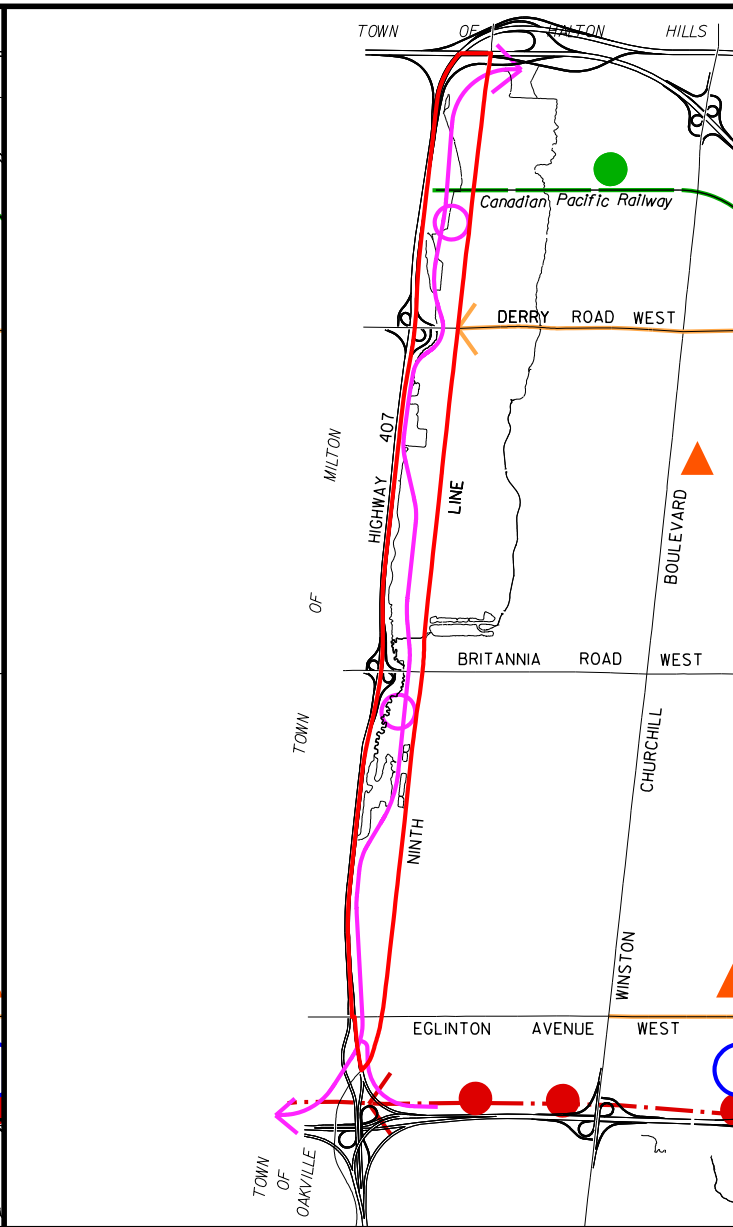
MAP 'H'

Part of Schedule 5
Long Term Road Network
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

- Area Of Amendment
- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
- Intensification Corridor
- Potential 407 Transitway
- Potential 407 Transitway Station

Notes:

1. Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Station locations and alignments for transit routes are shown conceptually.
5. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 400 800 1200 1600
metres

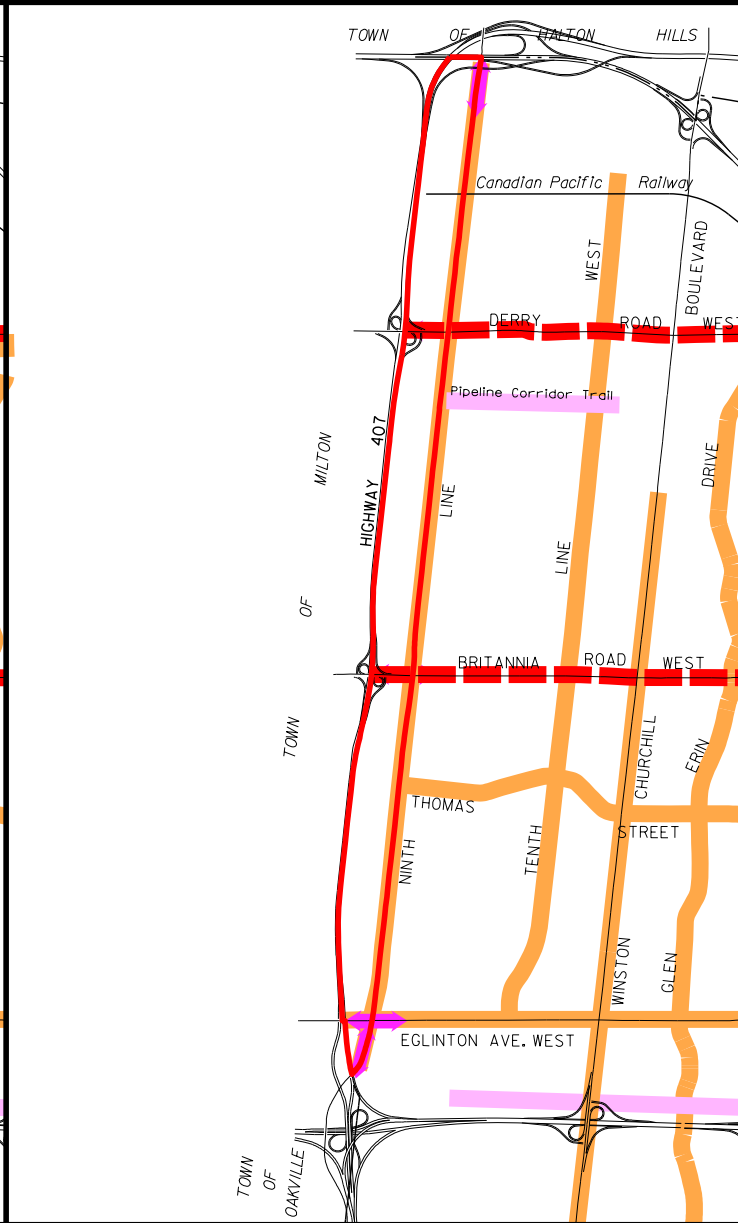
MAP 'I'

Part of Schedule 6
Long Term Transit Network
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

- Primary Off-Road Routes
- Primary On-Road / Boulevard Routes
- Primary On-Road / Boulevard Routes (Regional)
- Crossings
- Connections to Adjacent Municipalities

AREA OF AMENDMENT

Notes:

1. Off-Road routes will be outside of the road right-of-way.
2. Primary On-Road / Boulevard Routes will be within the road right-of-way.
3. Primary On-Road / Boulevard Routes (Regional) are shown for information purposes only and are subject to further review by the Region of Peel.
4. Type of cycling facility and exact location to be determined through detailed study.
5. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
6. For Secondary Routes and further information refer to the Cycling Master Plan.

0 400 800 1200 1600
metres



MAP 'J'

Part of Schedule 7
Long Term Cycling Routes
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

	67 m
	65 m
	60 m
	55 m
	50 m
	45 m
	43.5 m
	42 m
	40 m
	36 m
	35 m
	30 m-50 m
	30 m
	27.5 m
	26 m
	23 m-26 m
	22 m
	20 m-26 m
	20 m
	20 m

NOTES:

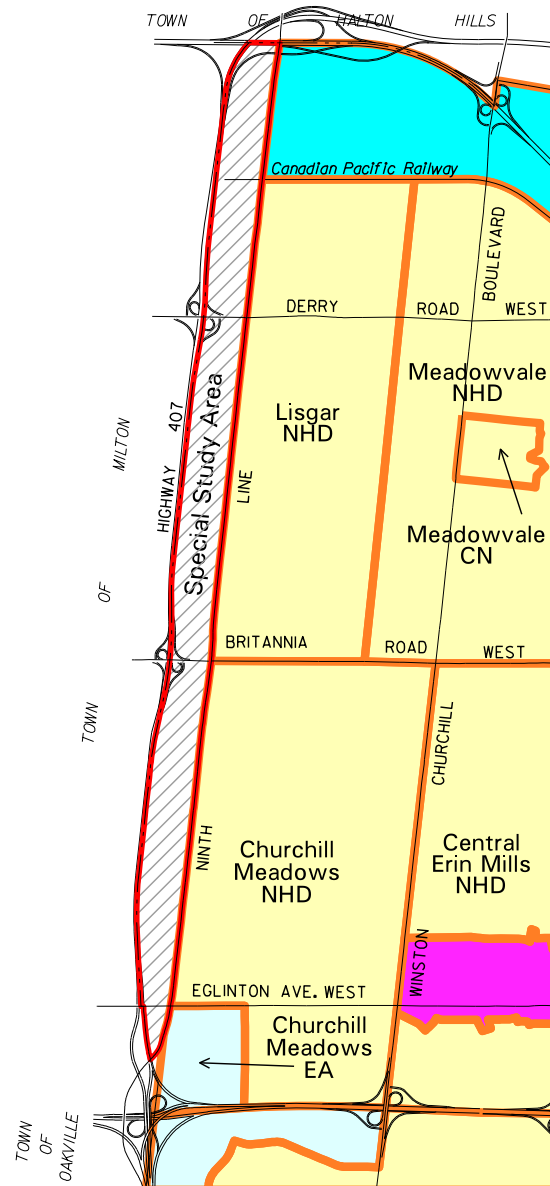
1. These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.
2. These right-of-way widths are intended to accommodate the Higher Order Transit Corridors, Bus Rapid Transit facility and Bus Rapid Transit stations shown schematically on Schedule 6, as well as transit stations along Higher Order Transit Corridors, automobile, truck and other vehicular movements. Where as a result of further studies the land areas required to accommodate these rights-of-way are deemed to be insufficient, the City may acquire additional rights-of-way in excess of the basic right-of-way widths shown on Schedule 8. Portions of the Bus Rapid Transit facility are protected under the Parkway Belt West Plan. In addition, the City may acquire lands for a public transit right-of-way along Higher Order Transit Corridors and the Bus Rapid Transit Corridor where the creation of a public transit right-of-way separate from, adjacent to, or in addition to a road right-of-way is deemed appropriate.
3. While it is intended that this Schedule provide a basis for retaining or acquiring rights-of-way for current or possible future transportation purposes, it is not intended to imply that all designated rights-of-way will necessarily be used for transportation purposes.
4. "Designated Right-of-Way Widths" of Regional Roads as shown in the Region of Peel Official Plan.
5. "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.
6. Base map information (eg, roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
7. The rights-of-way for Minor Collector Roads are identified in Table 8-3.
8. The Eglinton Avenue right-of-way east of Etobicoke Creek consists of a 36m road right-of-way (Toronto) and a 14m right-of-way for the Bus Rapid Transit.
9. All lines shown are conceptual.

0 400 800 1200 1600
metres

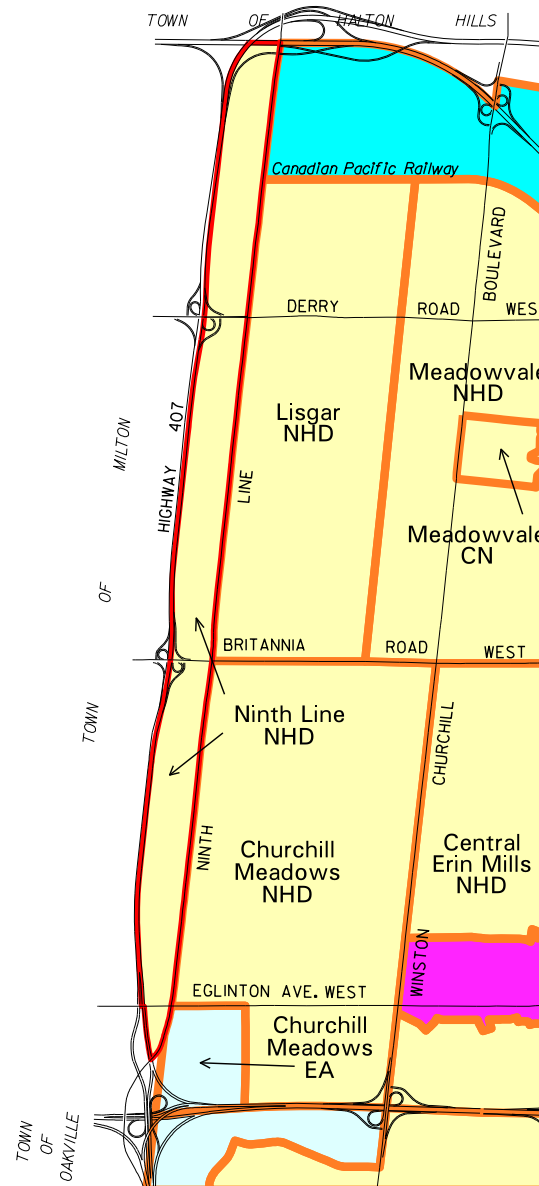
MAP 'K'

Part of Schedule 8
Designated Right-Of-Way Widths
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

Character Area

City Structure

Downtown (DT)

Major Node (MN)

Community Node (CN)

Neighbourhood (NHD)

Corporate Centre (CC)

Employment Area (EA)

Special Purpose Area (SPA)

AREA OF AMENDMENT

Note:

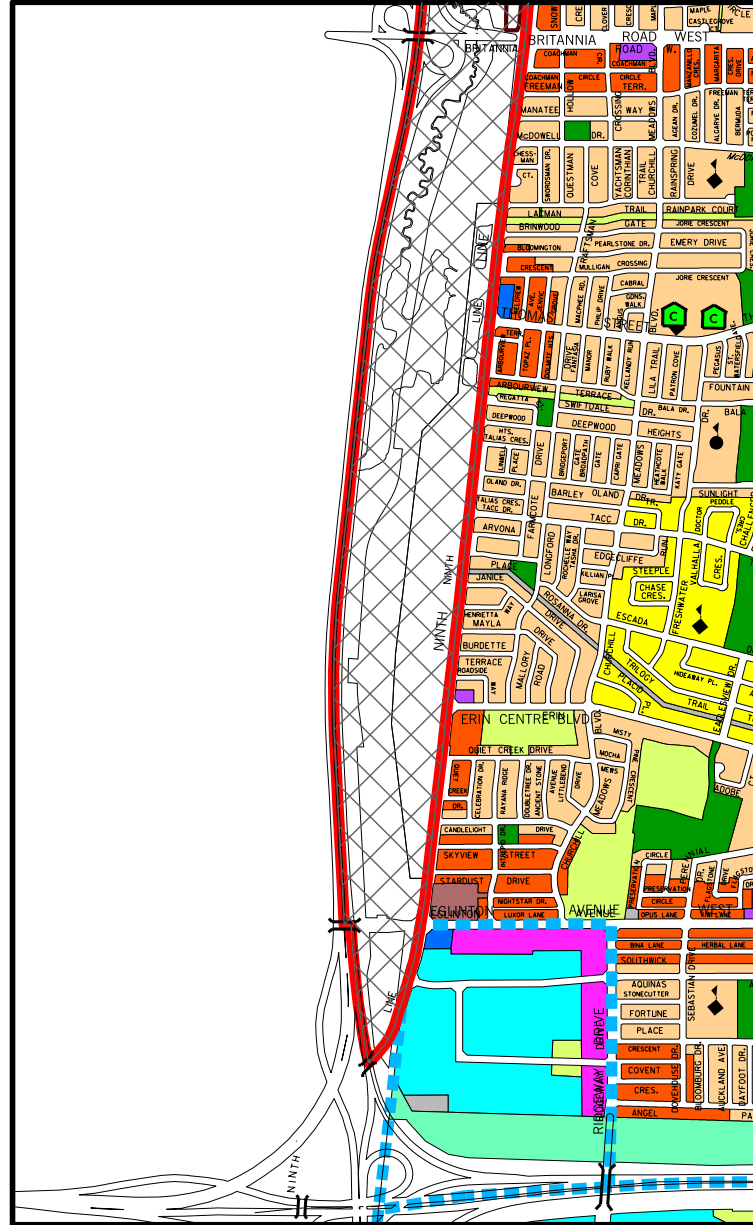
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 400 800 1200 1600
metres

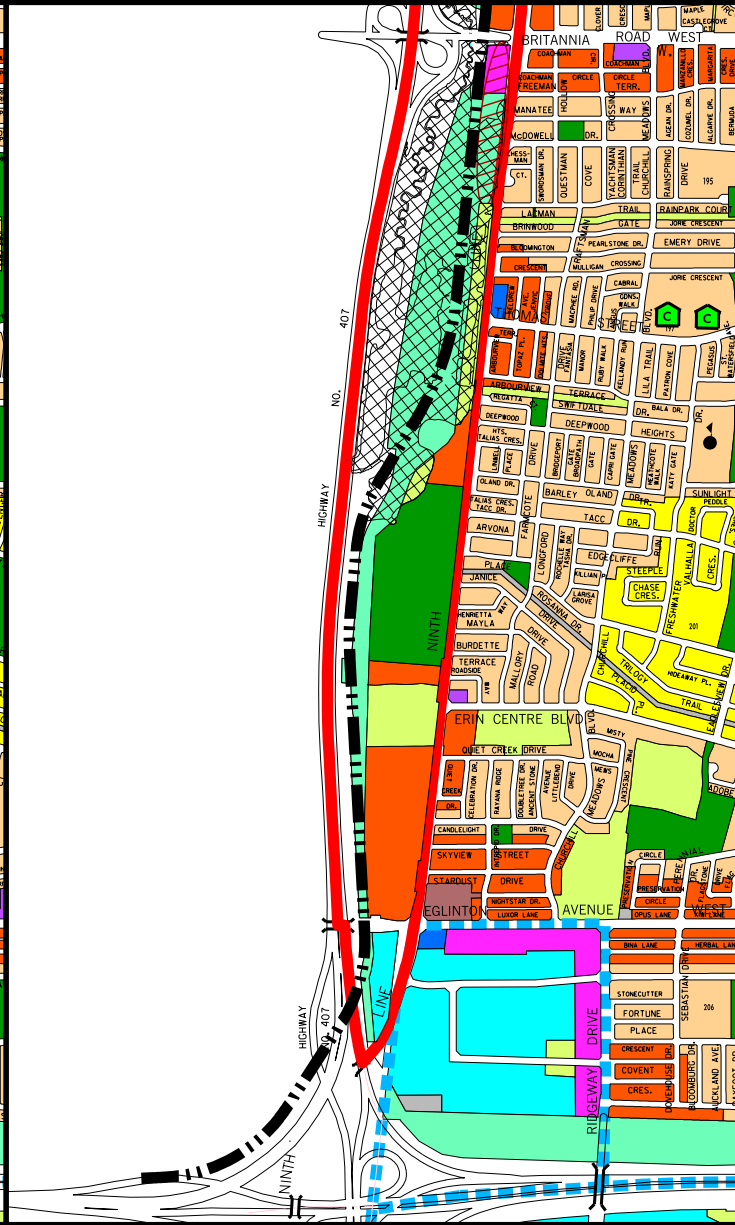


MAP 'L'
Part of Schedule 9
Character Areas
of Mississauga Official Plan

MISSISSAUGA



EXISTING LAND USE DESIGNATION



AMENDED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- | | |
|---|--|
| Residential Low Density I | Airport |
| Residential Low Density II | Institutional |
| Residential Medium Density | Public Open Space |
| Residential High Density | Private Open Space |
| Mixed Use | Greenlands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | Special Waterfront |
| Business Employment | Partial Approval Area |
| Industrial | |

BASE MAP INFORMATION

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

City Structure

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

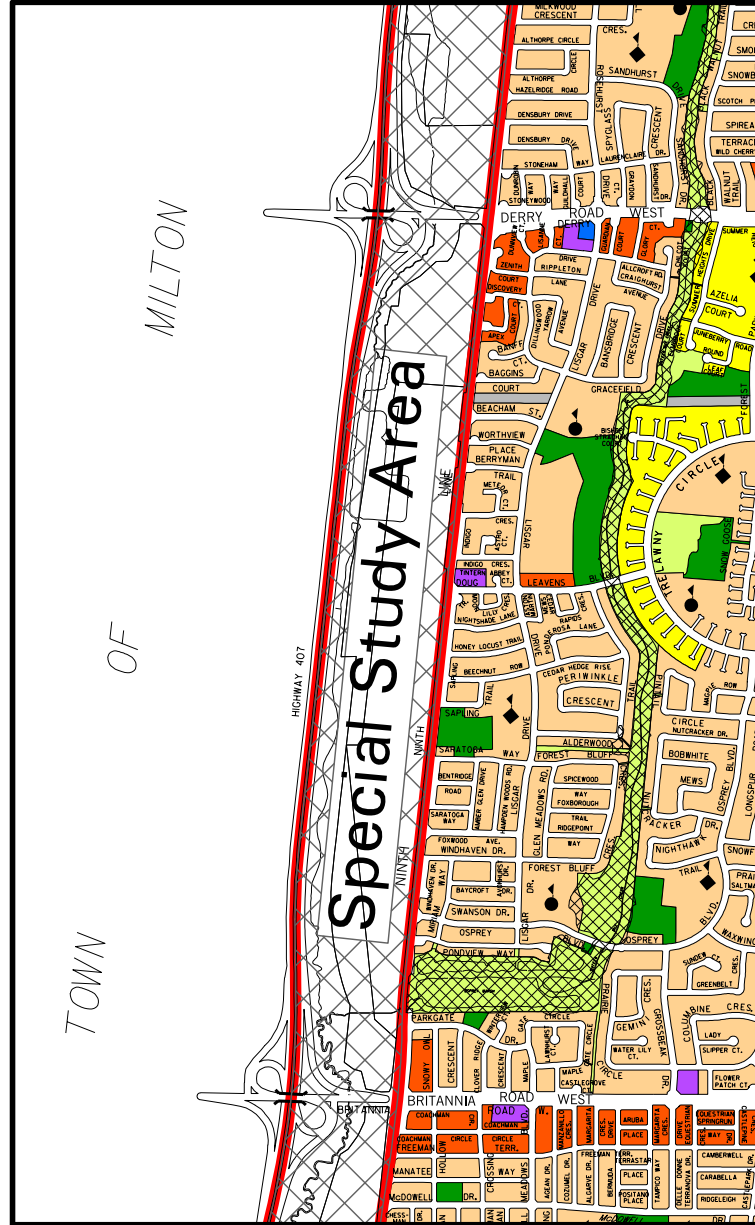
Area of Amendment

- | | |
|--|---|
| AREA OF AMENDMENT | |
| SPECIAL POLICY AREA | |
| FROM: | |
| RESIDENTIAL MEDIUM DENSITY | PUBLIC OPEN SPACE |
| MIXED USE | GREENLANDS |
| BUSINESS EMPLOYMENT | PARKWAY BELT WEST |
| TRANSITWAY ROUTE | UTILITY |
| TRANSITWAY STATION | NATURAL HAZARDS |

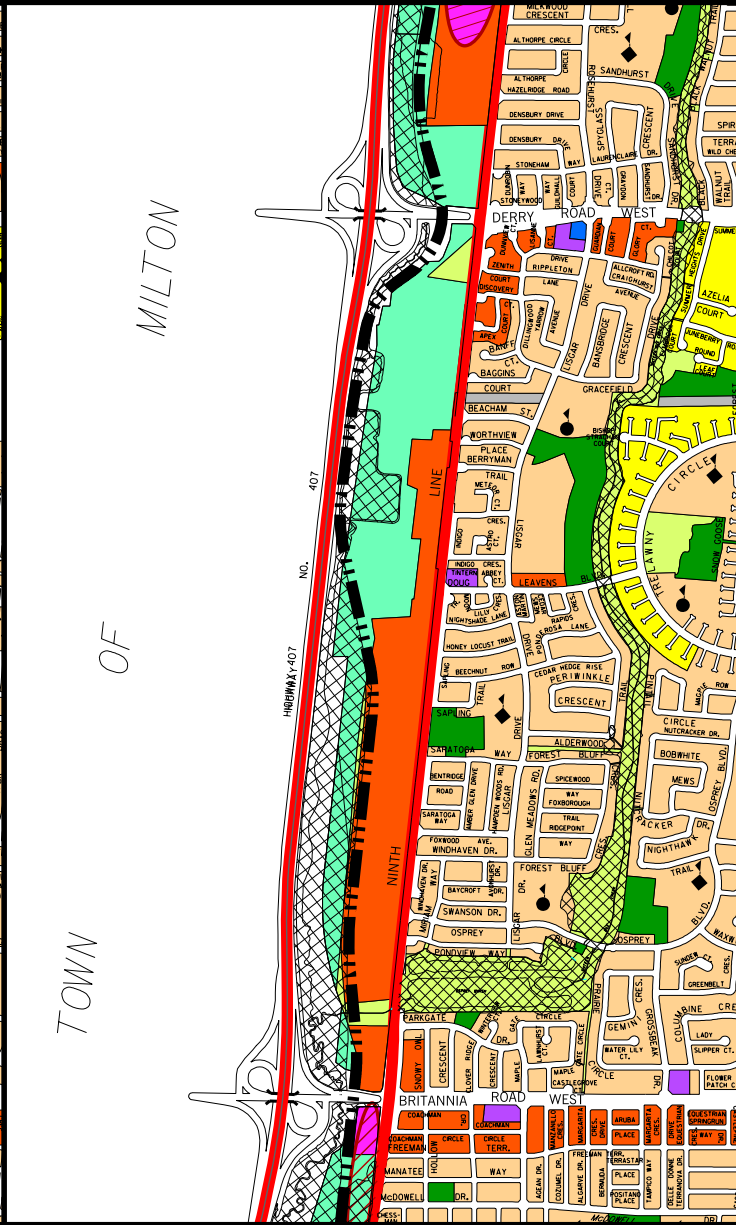
0 150 300 450 600
metres

MAP 'M-1'
Part of Schedule 10
Land Use Designations
of Mississauga Official Plan





EXISTING LAND USE DESIGNATION



AMENDED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- | | |
|----------------------------|-----------------------|
| Residential Low Density I | Airport |
| Residential Low Density II | Institutional |
| Residential Medium Density | Public Open Space |
| Residential High Density | Private Open Space |
| Mixed Use | Greenlands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | Special Waterfront |
| Business Employment | Partial Approval Area |
| Industrial | |

BASE MAP INFORMATION

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

City Structure

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

Area of Amendment

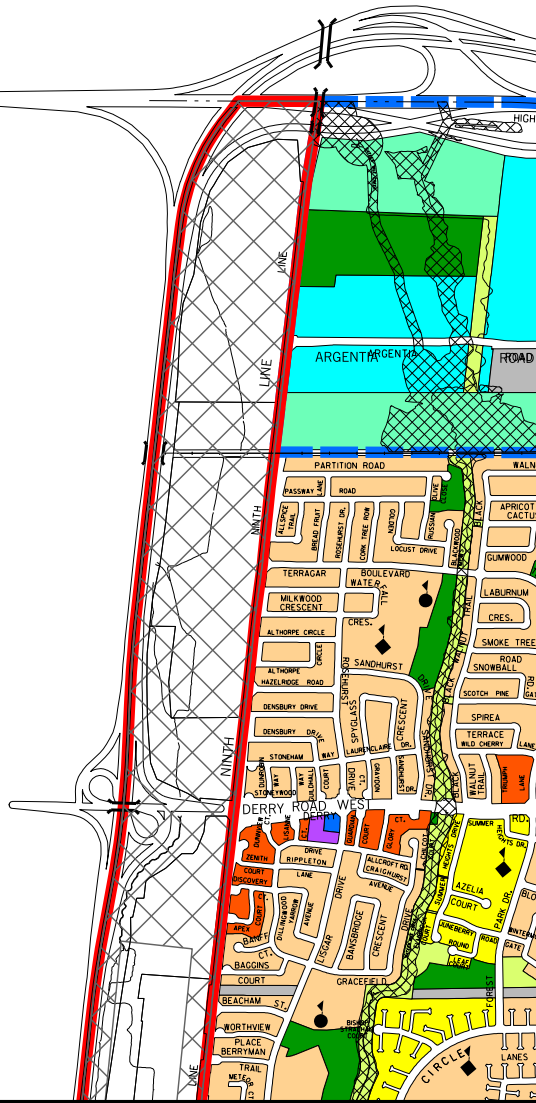
- | | |
|----------------------------|-------------------|
| AREA OF AMENDMENT | |
| SPECIAL POLICY AREA | |
| FROM: | |
| RESIDENTIAL MEDIUM DENSITY | PUBLIC OPEN SPACE |
| MIXED USE | GREENLANDS |
| BUSINESS EMPLOYMENT | PARKWAY BELT WEST |
| TRANSITWAY ROUTE | UTILITY |
| TRANSITWAY STATION | NATURAL HAZARDS |

0 150 300 450 600
metres

MAP 'M-2'
Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

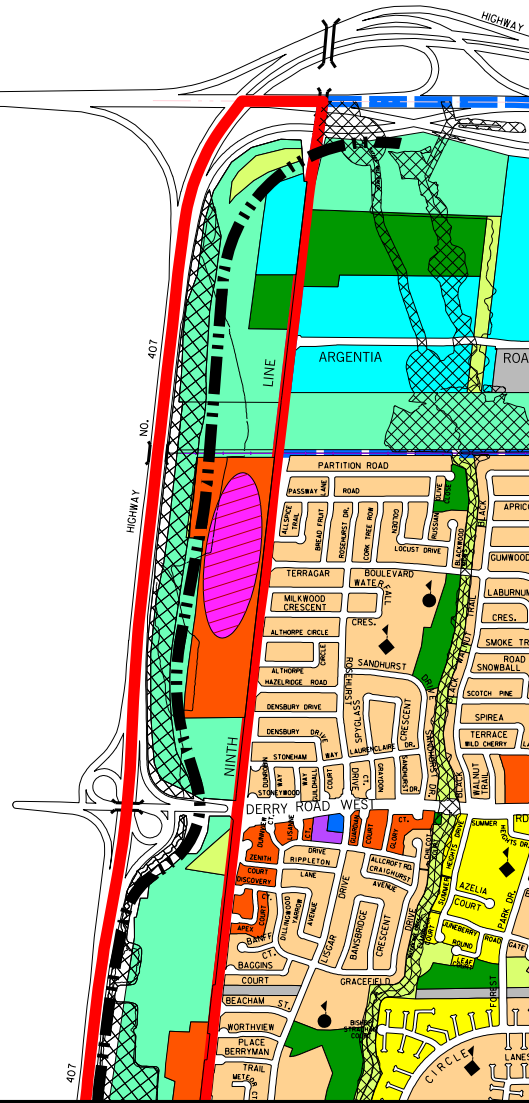


TOWN OF HALTON HILLS



EXISTING LAND USE DESIGNATION

TOWN OF HALTON HILLS



AMENDED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- | | |
|----------------------------|-----------------------|
| Residential Low Density I | Airport |
| Residential Low Density II | Institutional |
| Residential Medium Density | Public Open Space |
| Residential High Density | Private Open Space |
| Mixed Use | Greenlands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | Special Waterfront |
| Business Employment | Partial Approval Area |
| Industrial | |

BASE MAP INFORMATION

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

City Structure

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

Area of Amendment

- AREA OF AMENDMENT
- FROM:
- SPECIAL POLICY AREA
- TO:
- | | |
|----------------------------|-------------------|
| RESIDENTIAL MEDIUM DENSITY | PUBLIC OPEN SPACE |
| MIXED USE | GREENLANDS |
| BUSINESS EMPLOYMENT | PARKWAY BELT WEST |
| TRANSITWAY ROUTE | UTILITY |
| TRANSITWAY STATION | NATURAL HAZARDS |



MAP 'M-3'
Part of Schedule 10
Land Use Designations
of Mississauga Official Plan



16.20 Ninth Line

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.

16.20.2 Urban Design Policies

16.20.2.1 Vision

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

16.20.2.2 Community Design

The Community Design policies must be read in conjunction with the *Shaping Ninth Line Urban Design Guidelines, 2017*.

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;
- b. provide a diversity of employment opportunities to meet current and future needs;
- 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;
- f. recognize the significance of cultural heritage sites and landscapes including the natural heritage system;
- g. support transit and **active transportation** as key components of the transportation network;
- 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 lanes and/or multi-use routes on or adjacent to Ninth Line and other roads.

16.20.2.2.3 Parks, Open Spaces and Natural Heritage

Planning in the area will be based on a series of parks, open spaces and a natural heritage system that:

- a. creates a well connected and sustainable natural heritage system;
- b. provides a variety of parks and open spaces for all ages and abilities including those which encourage passive and active use in all seasons,

promote unique experiences and educational opportunities, and incorporate naturalized areas;

- c. provides parks and open space in close proximity to adjacent neighbourhoods and employment areas; and
- d. has regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study.

16.20.2.3 Connectivity/Interface

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

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

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

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

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

16.20.2.4 Greenlands

16.20.2.4.1 Greenlands, both existing and restored, will be planned to protect and enhance the natural environment and establish a well connected and sustainable natural heritage system, having regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study.

16.20.2.5 Public Open Space

16.20.2.5.1 Public Open Space should be located adjacent to Ninth Line and/or on lands designated Greenlands. Access to these areas will be maximized.

16.20.2.5.2 Public open spaces should include facilities for active and passive recreation.

16.20.2.6 Parkway Belt West

16.20.2.6.1 A significant amount of land in the Ninth Line area is designated Parkway Belt as per the Parkway Belt West Plan. Once the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. Once the PBWP is amended, the land use designations shown on Reference Maps (M1-M3) will come into force and effect, without further amendment to this Plan.

16.20.3 Precincts

The Ninth Line Neighbourhood Character Area is subdivided into precincts in order to reflect differences in their planned function and character. The precincts include: a North Employment Area, the Derry 407 Transitway Station Area; the North Britannia Area; the Britannia 407 Transitway Station Area; the Community Park Residential Area; and a South Employment Area. The precincts are shown on Map 16-20.1, Ninth Line Neighbourhood Character Area Precincts.

16.20.3.1 North Employment Area (Precinct 1)

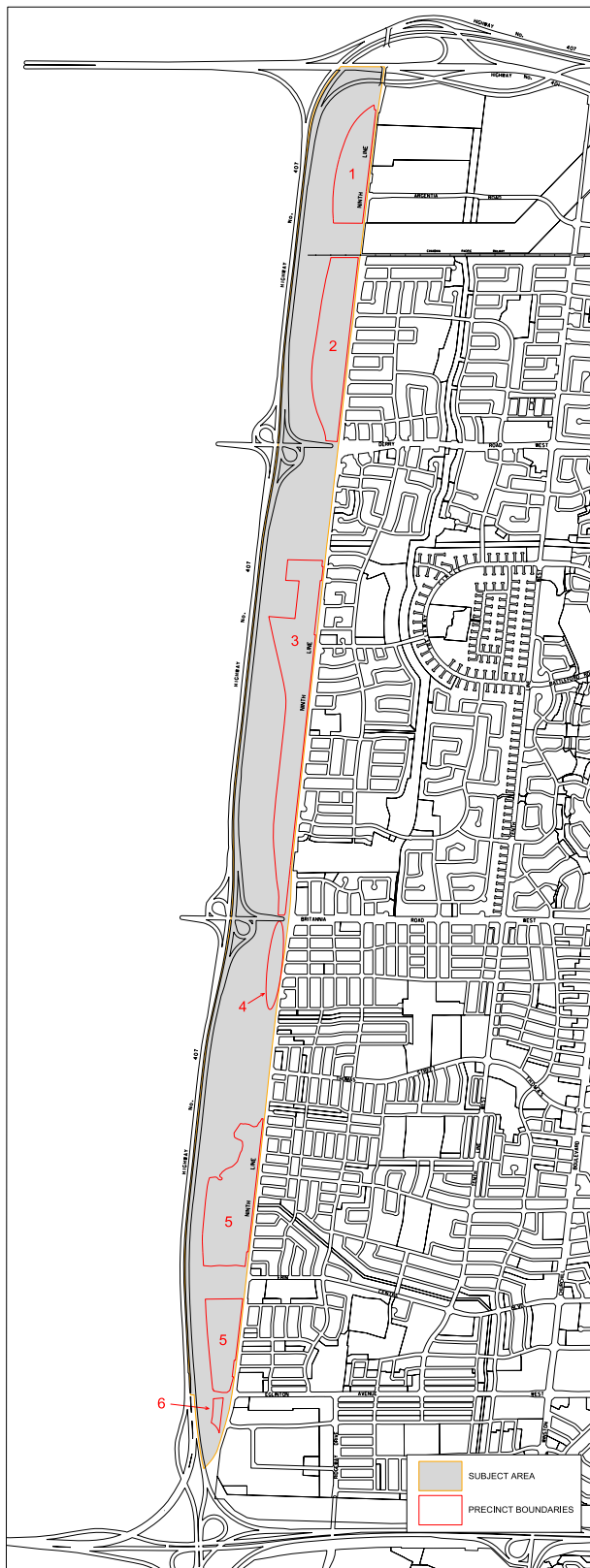
16.20.3.1.1 This area will form an extension of the employment area east of Ninth Line, north of the CP Railway. Lands in this precinct will be connected to the adjacent precinct to the south and lands to the east through the open space network.

16.20.3.1.2 Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong **streetscape** and public realm. Parking should be located at the rear of the property.

16.20.3.2 Derry 407 Transitway Station Area (Precinct 2)

16.20.3.2.1 Development in this area will be focused around the Derry 407 Transitway Station to create a vibrant, active node, comprised of mixed use transit supportive development with seamless multi-modal connections.

16.20.3.2.2 Lands designated Mixed Use will permit heights ranging from 4 to 10 storeys.



Map 16-24.1: Ninth Line Neighbourhood Character Area Precincts

Map 16-20.1: Ninth Line Neighbourhood Character Area Precincts.

16.20.3.2.3 Lands designated Residential Medium Density will permit heights ranging from 4 to 10 storeys. Some grade related residential development such as townhouses with a minimum height of three storeys may be permitted interior to the precinct.

16.20.3.2.4 This area will accommodate the greatest heights and densities for the entire Character Area.

16.20.3.2.5 Parking for the 407 Transitway Station will be encouraged to be located in structures or underground. However, if significant surface parking is proposed as an initial phase of development by a public agency, a design which allows for intensification of the site over time will be required.

16.20.3.3 North Britannia Area (Precinct 3)

16.20.3.3.1 This precinct includes a large flood protection area including hazard lands and open spaces. This precinct will be created through earth filling to manage hazard lands. The implementation of this feature will enable residential development adjacent Ninth Line. The ultimate configuration of this area will be subject to approval by the appropriate conservation authority.

16.20.3.3.2 Residential development will include a mix of housing forms such as townhouses and mid-rise 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.

16.20.3.4 Britannia 407 Transitway Station Area (Precinct 4)

16.20.3.4.1 This area immediately surrounds the Britannia 407 Transitway Station. Development will be transit supportive with a range of building heights from 4 to 10 storeys. Sites immediately adjacent the 407 Transitway Station will incorporate retail/commercial uses at grade to enable a vibrant and active public realm. Buildings will be designed to accommodate retail/commercial uses at grade.

16.20.3.4.2 Parking for the 407 Transitway Station will be encouraged to be located in structures or underground.

16.20.3.5 Community Park/Residential Area (Precinct 5)

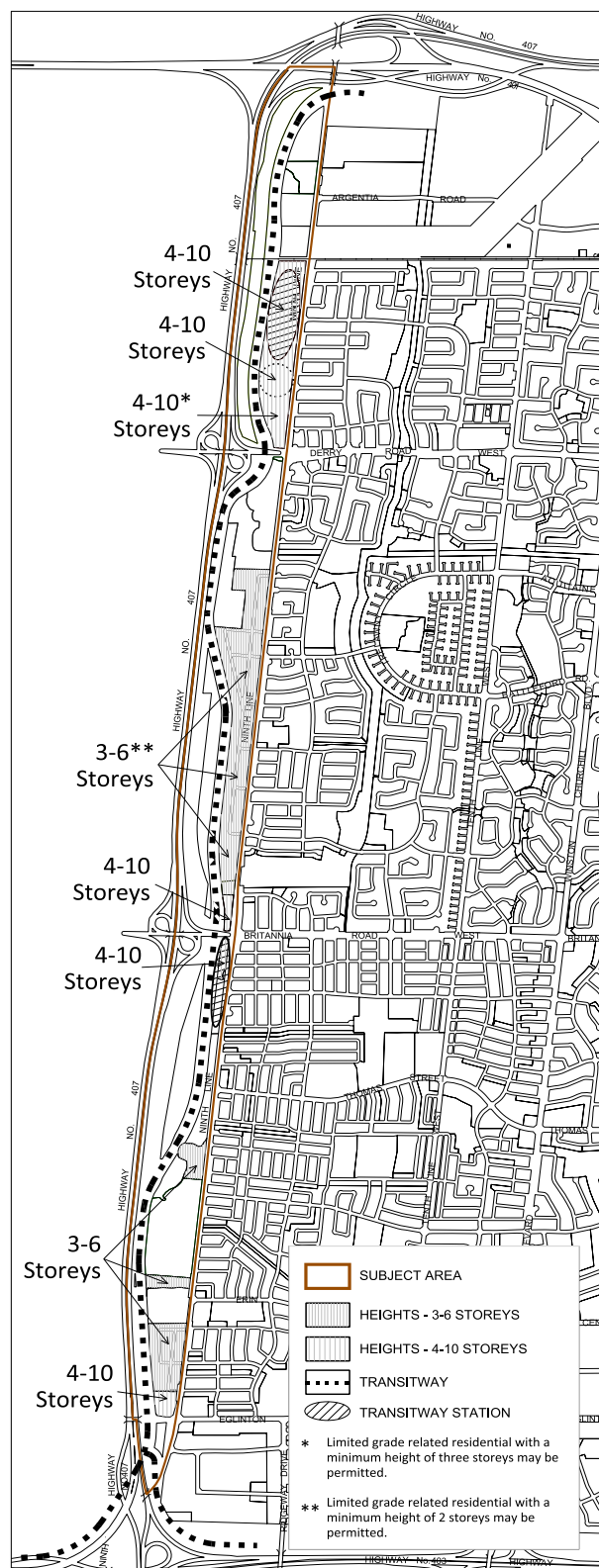
16.20.3.5.1 The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities.

16.20.3.5.2 Development in the northwest quadrant of Eglinton Avenue West and Ninth Line will have a mix of housing forms such as townhouses and mid-rise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.2: Ninth Line Neighbourhood Character Area Height Limits.

16.20.3.6 South Employment Area (Precinct 6)

16.20.3.6.1 The South Employment Area is an entry point into the City and the Ninth Line Neighbourhood Character Area.

16.20.3.6.2 Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong **streetscape** and public realm. Parking should be located at the rear of the property.



Map 16-24.2: Ninth Line Neighbourhood Character Area Land Use and Height

Map 16.20-2: Ninth Line Neighbourhood Character Area Height Limits

16.20.4 Land Use

16.20.4.1 Notwithstanding the Business Employment policies of this Plan, outdoor storage will not be permitted on lands adjacent to Provincial Highway 407.

16.20.4.1 Residential-Medium Density

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

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

16.20.5 Transportation

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

16.20.5.2 Mississauga will work with other levels of government, including Metrolinx and the private sector, to explore sustainable transportation solutions.

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

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

16.20.5.5 The City will encourage the Province and other public agencies to consider strategic parking management techniques at the 407 Transitway Stations. Parking should be optimized through the use of various transportation demand management tools.

16.20.5.6 Improvements to Ninth Line should incorporate a high level of design to accommodate transit, pedestrians, and cyclists.

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

16.20.6 Physical Services, Stormwater Management and Utilities

16.20.6.1 All development within the Ninth Line Neighbourhood Character Area will be subject to the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study. The development of lands south of the woodlot (near Erin Centre Boulevard) will also be in accordance with the Sawmill Creek Sub-watershed Plan.

16.20.7 Implementation

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.

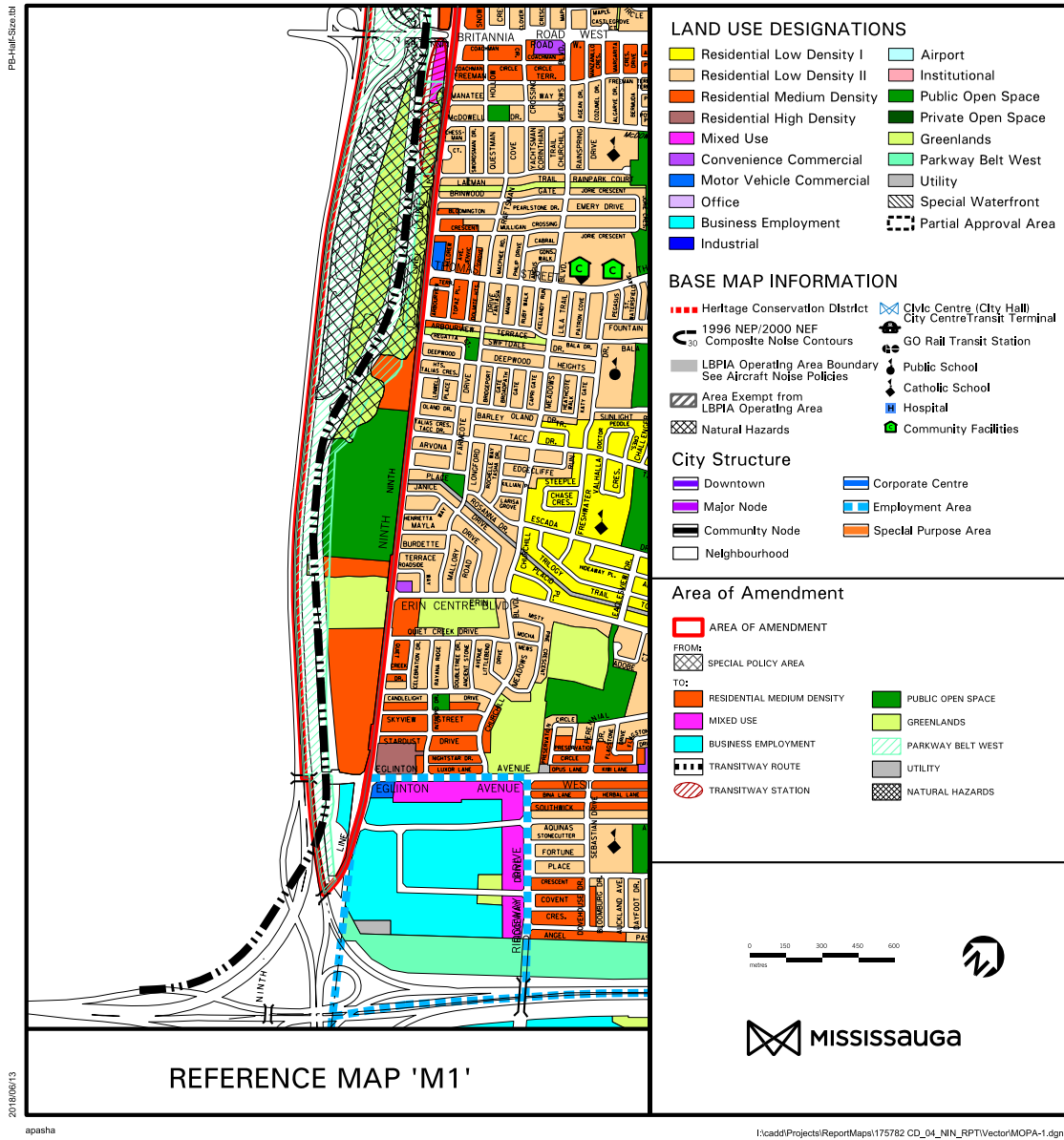
16.20.7.2 Development is to be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner.

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 the 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.

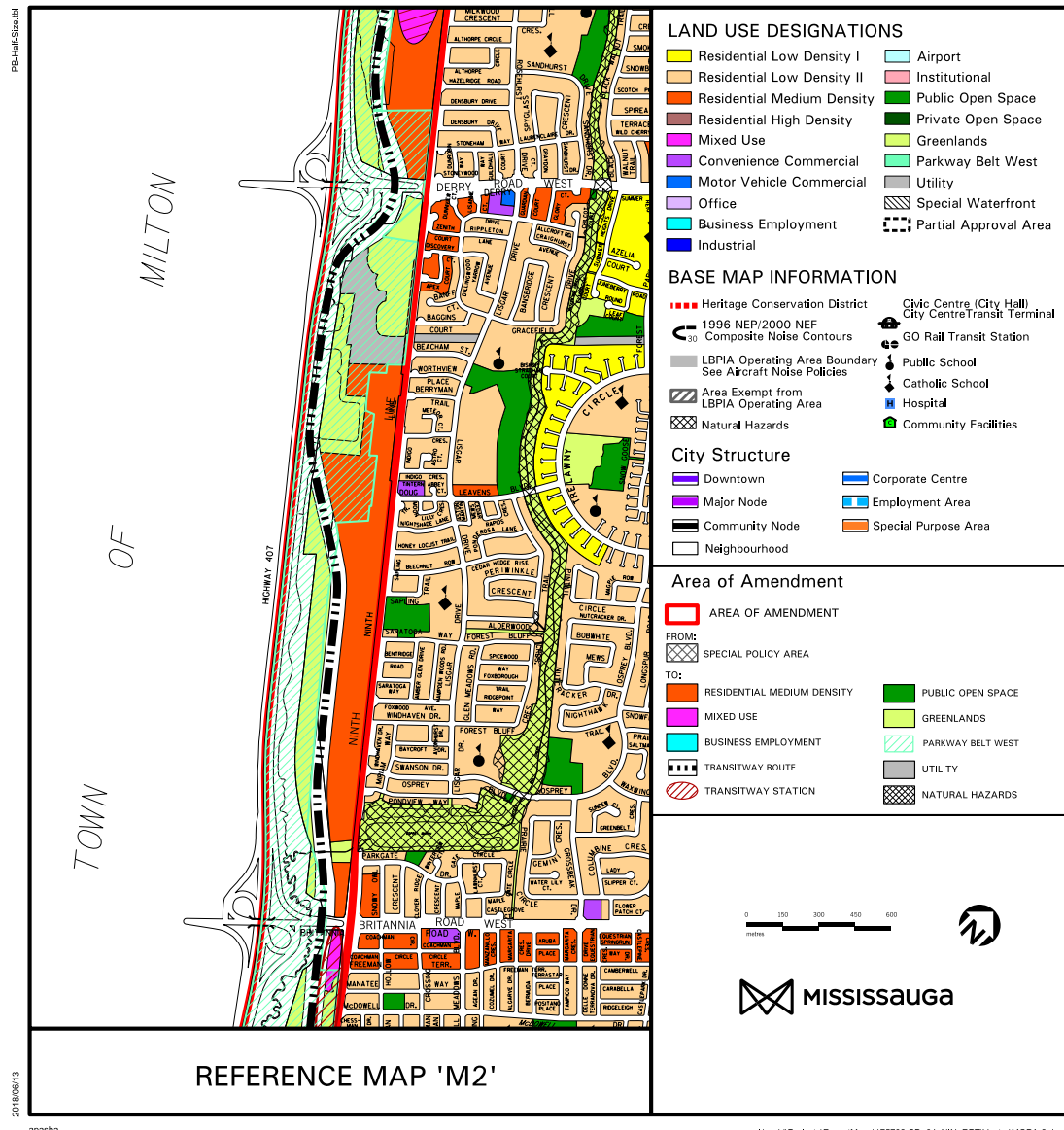
The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary, for the purposes of facilitating a front ending agreement, the City may utilize area specific development charge by-laws

enacted pursuant to the *Development Charges Act, 1998*, as amended.

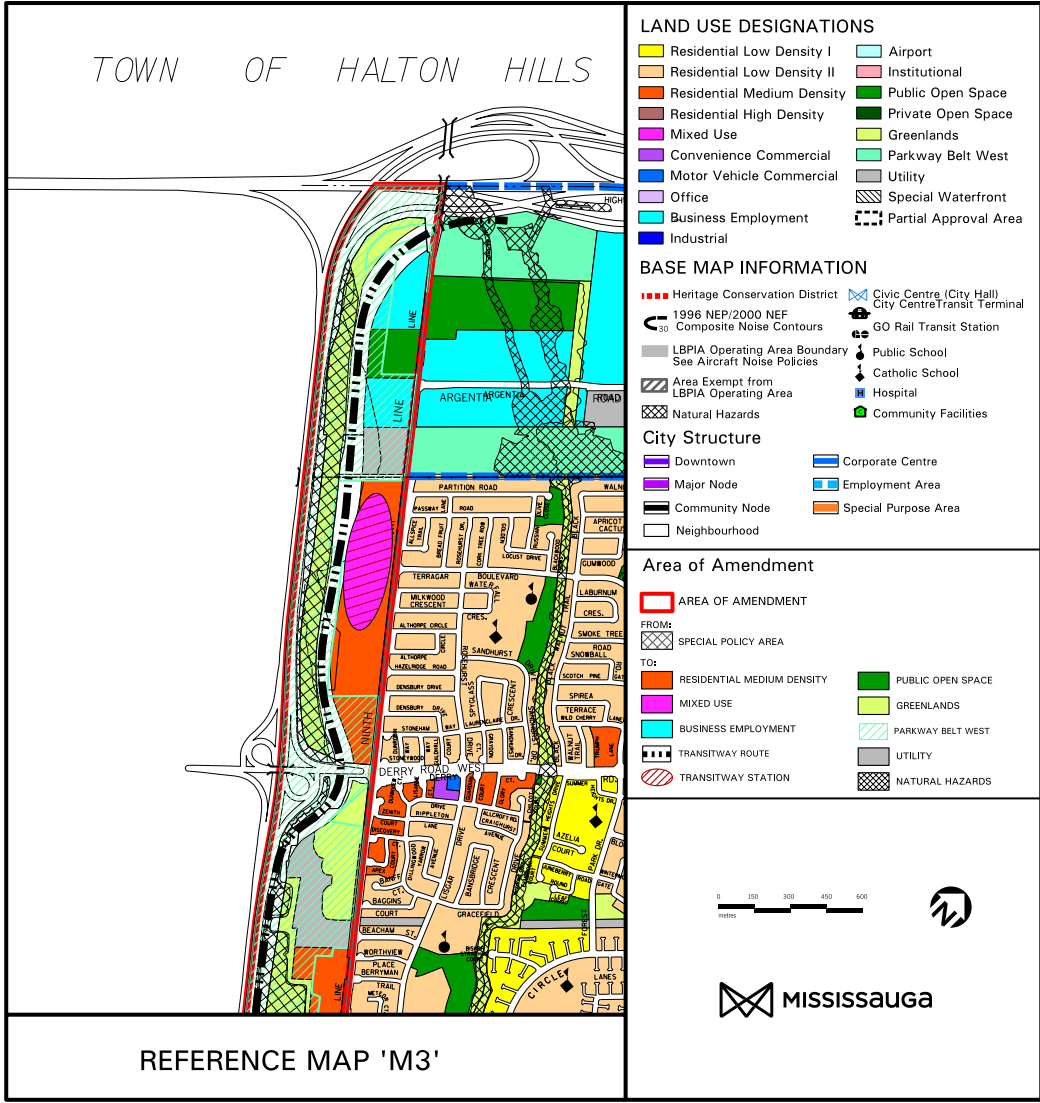
16.20.7.4 Development applications within the Northwest Greater Toronto Area Identification Study Area will not preclude or predetermine any further planning and/or implementation of the Study Area. The Study Area has been established by the Province of Ontario and replaces the now cancelled Greater Toronto West Corridor.



Map 16.20-4: Ninth Line Neighbourhood Character Area Reference Map 'M1'



Map 16.20-5: Ninth Line Neighbourhood Character Area Reference Map 'M2'



Map 16.20-6: Ninth Line Neighbourhood Character Area Reference Map 'M3'

APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on February 5, 2018 in connection with this proposed Amendment.

At the Public Meeting, seven people provided comments on the draft Ninth Line Neighbourhood Character Area policies.

A resident expressed concern with floodplain reduction only affecting large developer and city owned property and leaving his small property in a floodplain. The resident also raised concern with the amount of property taxes being paid.

A volunteer with the Lisgar Residents Association raised concern with the transitway alignment not being finalized by Ministry of Transportation, concern with density and increased traffic as well as overcrowding of schools and hospitals, respecting the built form on the east side of Ninth Line, concern with flooding, providing safe bike lanes, preservation of historic sites, safe crossings of Ninth Line.

An agent from Glen Schnarr and Associates on behalf of two landowners requested more details on the proposed transitway stations, concern with some line work in the mapping schedules and requested clearer policies with respect to the implementation of the Parkway Belt West amendments once they occur.

A resident spoke in support of the project.

A resident expressed concern with heights and being considerate of the existing built form east of Ninth Line.

A resident expressed opposition to the proposed Greenland designation on their property

A resident indicated concurrence with comments and concerns raised by other residents.

There were minor changes to the land use schedules and policies to address some of the comments received from the community. Refer to Appendix II (Report on Comments 2018-05-25) for more details.

City of Mississauga

Corporate Report



Date: 2018/05/25 To: Chair and Members of Planning and Development Committee	Originator's files: CD.04.NIN
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building	Meeting date: 2018/06/18

Subject

Report on Comments (Wards 9 and 10)

Proposed Secondary Plan - Ninth Line Neighbourhood Character Area Policies and Zoning – Amendments to Mississauga Official Plan and Zoning

By-law 0225-2007

File: CD.04.NIN

Bill 139

Recommendation

That amendments to Mississauga Official Plan and Zoning By-law 0225-2007 in accordance with the report titled “Report on Comments (Wards 9 and 10) Proposed Secondary Plan - Ninth Line Neighbourhood Character Area Policies and Zoning Implementation – Amendments to Mississauga Official Plan and Zoning By-law 0225-2007” dated May 25, 2018, from the Commissioner of Planning and Building, be brought forward for approval by Council.

Report Highlights

- This report contains the final land use plan and policies for the Ninth Line Lands
- A public meeting was held on February 5, 2018 to hear comments regarding the proposed amendment to Mississauga Official Plan (MOP), zoning changes and urban design guidelines
- Through the circulation of the proposed official plan and zoning amendments and urban design guidelines to agencies and departments and the public consultation process, a number of comments were received, and proposed modifications have been made where appropriate
- The proposed official plan amendment implements the policy framework as established by Halton Region Official Plan Amendment No. 28 and as subsequently incorporated into the Region of Peel Official Plan
- The proposed amendment to Mississauga Official Plan is exempt from Regional approval and has regard for the Provincial Policy Statement (2014) and applicable Provincial plans

Background

The Ninth Line Lands are the City's last planned greenfield community. The policies provide for varying built forms and housing types that transition to the low density neighbourhoods to the east. Mid-rise, mixed use buildings surround the proposed transit stations at Britannia Road and Derry Road to provide density that supports transit.

The policies:

- Establish the vision for the community
- Achieve a minimum density of 82 residents and jobs combined per hectare
- Support a linked natural heritage system with multi-use trails, parks and open spaces incorporating community uses and facilities
- Support transit and active transportation
- Provide a mix of housing to accommodate diverse housing preferences including affordable housing

A public meeting was held by the Planning and Development Committee on February 5, 2018 to consider the Ninth Line Lands – Proposed Neighbourhood Character Area Policies and Zoning. Submissions were received at the public meeting and staff was directed to report back. In addition, the draft policies and zoning were circulated to departments and agencies for comment.

The purpose of this report is to provide a summary of comments received from agencies, departments and the public, and to recommend modifications to the draft policies, schedules and zoning. In addition, through further consultation with the Region of Peel and the Province, the planning process to implement these policies has changed. This is discussed in more detail below.

The proposed amendment was undertaken within the policy framework of the 2006 Growth Plan and the PPS, 2014, and is being brought forward under Section 17 of the *Planning Act*. The Municipal Comprehensive Review requirements of the 2017 Growth Plan do not apply to these lands.

Comments

Comments have been received throughout the planning process from the public, agencies and departments. A summary of these comments and the staff response are provided in Appendix 1. Original comment submissions are attached as Appendix 2. Deputations made at the public meeting including the minutes from the public meeting are provided in Appendix 3.

DEPARTMENT AND AGENCY COMMENTS

In general, departments and agencies recommended changes to provide more clarity and consistency in language. Some comments were provided for information purposes and will be addressed during the development application review process. The following is a brief summary of key agency comments received and staff's response.

- Conservation Halton provided comments indicating general support of the draft secondary plan amendment subject to their comments being addressed. Staff have been working closely with Conservation Halton throughout the project and specific comments are addressed in Appendix 1. Staff will continue to work with them to address their comments through the Phase 3 Scoped Sub-watershed Study - Implementation and Monitoring work and the review of future development applications
- Peel District School Board has identified the need for two school sites and the French Catholic School Board the need for one school site. A policy has been added to address both Boards' needs. The exact location of future schools will be determined through the review of development applications
- Healthy Development Assessment - an evaluation of Peel's Healthy Development Assessment was also completed based on the proposed land use policies. The policies as presented achieve a Gold standing as per the index. The area is being planned as a compact, transit-supportive community

COMMUNITY COMMENTS

Comments were received from local residents and ratepayer groups. The key themes arising from these comments and a summary of staff's response, are provided below.

- Increased traffic and congestion
 - a transportation assessment study was completed to determine any necessary transportation improvements
- Need for schools, hospitals and other community facilities and infrastructure
 - all community service and infrastructure providers were circulated for comment with some identifying the need for facilities
- Concern with flooding and stormwater management
 - a sub-watershed study was undertaken to develop a floodplain and stormwater management system strategy. Phase 3 will provide details on implementation
- Preservation of heritage sites
 - all existing heritage buildings and sites are permitted to remain
 - any redevelopment of heritage properties would require a Heritage Impact Assessment

- Pedestrian and bicycle safety
 - a network of multi-use trails, for both pedestrians and cyclists is proposed which will be separated from vehicular traffic
- Equitable land valuation
 - a comprehensive study of the floodplain and stormwater management strategy was conducted across the study area to determine appropriate land uses given the various constraints
- Concern with density and height
 - the Ninth Line Lands have been planned to meet minimum Provincial Growth Plan (2017) density targets and support the proposed 407 Transitway
 - greater densities and heights are concentrated around the transit stations
 - development adjacent to Ninth Line is to respect the existing built form to the east and provide an appropriate transitional built form
- 407 Transitway alignment not yet finalized
 - The City of Mississauga and the Region of Peel partnered with the Ministry of Transportation (MTO) to undertake a detailed study of the 407 Transitway alignment through the Ninth Line Lands to determine the most likely alignment in advance of the MTO commencing the Environmental Assessment (EA)
 - the EA is now underway
 - the final alignment resulting from the EA is not anticipated to significantly deviate from the result of the study
- Concern with accuracy of official plan designation and zoning boundary lines
 - both the Official Plan designation and zoning boundaries have been refined to more accurately reflect minor modifications to the 407 Transitway alignment and include buffers to the Natural Heritage System where appropriate
- Concern with implementation of underlying official plan designations once the Parkway Belt West Plan (PBWP) is amended
 - the proposed PBWP policy has been revised to allow underlying official plan designations in accordance with Reference Maps M1-M3 to come into effect without further amendment to the Official Plan when lands are removed from the PBWP

PLANNING PROCESS

In 2005, the Region of Halton adopted policies for the Ninth Line Lands (ROPA 28) to protect for the development of the inter-regional transitway and accessory infrastructure. The policies also spoke to the development of transit related and supportive uses including medium and high density residential, office and employment uses, subject to further more detailed land use studies being completed. The lands remain zoned in the Town of Milton zoning by-law.

With the transfer of the lands in 2010 to the Region of Peel and the City of Mississauga, the policies were brought into the Region of Peel's Official Plan and remain in effect today. In October, 2011, City Council directed staff to commence the detailed planning and background

work required to enable development of the lands. Staff in partnership with the Region of Peel and Ministry of Transportation, retained a consortium of consultants to complete all of the necessary background studies to advance the final land use plan and the required amendments to Mississauga Official Plan.

The Region of Peel continues to work with the Province to adjust the Regional boundary to incorporate the Ninth Line Lands. The Region will be reporting on this matter at a future date through the Peel 2041 Official Plan Review and Municipal Comprehensive Review (MCR) that will establish new settlement area boundaries and population and employment densities for the Ninth Line Lands and other areas in the Region. The Province has advised that the amendments to Mississauga Official Plan can proceed in advance of this work being completed given the uniqueness of the Ninth Line Lands and the framework established by Halton's ROPA 28. The letter dated April 13, 2018, from the Ministry of Municipal Affairs and Housing is attached as Appendix 4.

Conformity with Region of Peel Official Plan

The proposed Mississauga Official Plan Amendment achieves conformity with Regional Official Plan policy since Mississauga's amendment would implement policies from Halton ROPA 28 that has been incorporated into the Peel Official Plan. The Halton ROPA 28 policies direct that a local official plan amendment be undertaken to incorporate policies to guide development in accordance with the "Ninth Line Corridor Policy Area" planning framework and permit the extension of water and wastewater services from the Region of Peel into the Ninth Line Lands. Staff has been advised that the amendment is exempt from Region of Peel approval.

Conformity with the Provincial Growth Plan (2006)

A review of the 2006 Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement (2014) was undertaken. The proposed amendment represents good planning and conforms to the Growth Plan (2006) and the key directions of the Growth Plan (2017). Consultants on the project completed a Ninth Line Lands Municipal Comprehensive Review Addendum (Appendix 5) which details the conformity with Provincial Plans. Analysis of developable land, population and employment capacity, draft and preferred growth options and the associated growth management policy and land budget implications of the greenfield expansion and growth concept were completed.

The proposed land use plan includes development standards in keeping with the policies of the 2017 Growth Plan. This includes consideration for minimum density and intensification targets, integrated planning for complete communities, watershed planning, agricultural impacts, environmental planning, Major Transit Station Areas and transit supportive uses.

Consistency with the Provincial Policy Statement (2014)

The proposed land use plan is consistent with the Provincial Policy Statement, 2014. The plan establishes an urban form that will optimize infrastructure, including the Highway 407 Transitway, by providing for development of significant density surrounding the transit stations. Development will be of a compact urban form and will include a range of residential, commercial and employment uses and an extensive parks and open space network facilitating a complete community. The land use plan supports the environmental and conservation objectives by protecting an extensive linked natural heritage system and the protection of hazard lands.

Mississauga Official Plan and Zoning By-law 0225-2007

Modifications to Mississauga Official Plan that are required to incorporate the Ninth Line Lands are shown on Appendix 6 and the secondary plan is attached as Appendix 7.

Proposed zoning will remove the lands from the Town of Milton's zoning by-law and incorporate them into Mississauga's zoning by-law. The base zones allow for existing uses to continue until they are rezoned as part of a development application (Appendix 8).

The vision, goals and objectives for the community and its design are articulated in the Urban Design Guidelines which are contained in Appendix 9.

Strategic Plan

The Ninth Line Secondary Plan responds to the following Strategic Pillars:

Move: Connect our City

- Provide alternatives to the automobile along major corridors

Connect: Completing our Neighbourhoods

- Develop walkable, connected neighbourhoods

Green: Living Green

- Conserve, enhance and connect natural environments
- Promote a green Culture

Financial Impact

There is no financial impact at this time.

Conclusion

The adoption of the land use policies and plan for the Ninth Line Lands signifies the conclusion of the consultation process on how the area is to be developed and will enable the development of urban land uses.

This report contains the final recommended land use policies and schedules for the Ninth Line Lands. Should Council approve these policies through an adopting by-law, development of the area can commence.

Attachments

- Appendix 1: Response to Comments Summary
- Appendix 2: Written Submissions
- Appendix 3: Deputations and Public Meeting Minutes
- Appendix 4: Letter from Ministry of Municipal Affairs and Housing (April 13, 2018)
- Appendix 5: Ninth Line Lands Municipal Comprehensive Review Addendum
- Appendix 6: Modifications to Mississauga Official Plan
- Appendix 7: Secondary Plan for the Ninth Line Neighbourhood Character Area
- Appendix 8: Proposed Changes to Mississauga Zoning By-law 0225-2007
- Appendix 9: Shaping Ninth Line Urban Design Guidelines



Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Romas Juknevicius, Planner

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
1	Rogers Communications	Rogers Communications provided drawings indicating the location of their services within the study area.	Any conflicts with existing utilities will be addressed during the development application stage.
2	Enbridge Gas Distribution	No objection.	No response required.
3	TransCanada PipeLines Limited	TransCanada Pipelines Limited (TransCanada) has two high pressure natural gas pipelines. Appropriate separation and setbacks from this infrastructure must be taken into consideration through the review of any development applications.	The “Other Information” section of MOP, Part D, Map 1, Oil and Gas Transmission lines to note their location within Ninth Line area. Appropriate separation and setbacks will be addressed through the review of development application.
4	Conservation Halton	<p>Conservation Halton (CH) has provided comments that have been summarized below.</p> <p>Draft Official Plan Policies and Schedules</p> <ol style="list-style-type: none"> Schedule 1: Urban System, Schedule a: Urban System - Green System, Schedule 3: Natural System and Schedule 10: and Use Designations - These amended schedules should include an overlay of the full extent of CH's regulated area identified through the SWS. Policy 16.20.2.2.3: Parks, Open Spaces and Natural Heritage and Policy 16.20.2.4: Greenlands - Identify the importance of the SWS as a guiding document by adding "in accordance with the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study" to these policies. Policy 16.20.2.6: Parkway Belt West - Add text to recognize that proposed amendments to the Parkway Belt West Plan (PBWVP), where the City will seek to designate the lands in accordance with the underlying land use identified on Map 16-24.2, will be subject to consultation with CH for lands currently regulated and proposed for development designations. Policy 16.20.3: Precincts and Policy 16.20.3.3.1: North 	<p>The natural environment was extensively studied as part of the supporting work for Ninth Line Lands and included consideration of the Province's plans to build the 407 Transitway through this corridor. The Plan includes a vibrant, functional and connected natural heritage system that will result in a net gain in the amount and quality of natural area within the Ninth Line Lands. Conservation Authority regulated areas are identified on a reference map used during the review of development applications. The hazard lands overly is shown on Official Plan schedules.</p> <ol style="list-style-type: none"> Policy 16.20.2.2.3: Parks, Open Spaces and Natural Heritage and Policy 16.20.2.4: Greenlands have been revised to add "have regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study" to these policies. No policy changes made. All lands within the Ninth Line study area will be subject to a development application (rezoning / plan of subdivision / site plan) at which time Conservation Halton will be circulated for comment. Policy 16.20.3: Precincts and Policy 16.20.3.3.1: North Britannia/Flood Protection Land Form Area (Precinct 3) – reference to a “Floodplain Protection

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
		<p>Britannia/Flood Protection Land Form Area (Precinct 3) - The reference to a "Floodplain Protection Landform" in the area of Precinct 3 North Britannia should be revised to "Floodplain Alteration Area" to more accurately reflect the nature of the proposed cut-fill floodplain alteration consisting of a passive, open watercourse system rather than an isolated dyke, berm or active control structure.</p> <p>5. Policy 16.20.6: Physical Services, Stormwater Management and Utilities – agree with the reference in this policy to all development within the Ninth Line Neighbourhood Character Area being subject to the SWS (north of the woodlot near Erin Centre Boulevard).</p> <p>6. Policy 16.20.7: Implementation - text needs to be added to expand and clearly outline that subsequent studies [e.g. EIR, SIS, Functional Servicing Report (FSR)] that will be required to support development applications. This will be formulated as part of Phase 3 of the SWS. Given the large scale of these issues and the fact that they cross multiple land parcels, these policies must clearly outline the additional technical requirements and areas for landowner coordination. The absence of this direction within the policies may limit the successful implementation of a systems based solution, as proposed in the SWS.</p> <p>7. Similar to Comment 1, the proposed amendments to Zoning By-law 0225-2007 should include an overlay of the full extent of CH's regulated area identified through the SWS and a note that the ultimate configuration of these regulated areas will be in accordance with the final SWS, technical studies in support of development applications (e.g. EIRs, SISs) and subject to the approval of CH.</p>	<p>Landform" has been replaced with "Floodplain Alteration Area". The redevelopment of these lands in accordance with this Plan and SWS will reduce overall flood impacts. The SWS, Phase 3 report will speak to these comments in more detail.</p> <p>5. No policy changes required.</p> <p>6. The Mississauga Official Plan (MOP) has implementation policies (19.4.5) which require specific reports in support of development applications. No policy changes required.</p> <p>7. The proposed Greenlands designation includes all natural features, watercourses and hazard areas. Further studies and approvals will be required at time of development applications.</p>
5	Trillium Health Partners	<p>Trillium Health Partners have expressed interest in locating a health facility within the Ninth Line Lands that would provide needed services such as long-term care, transitional care, urgent care, ambulatory care, primary care, hospice and ancillary uses. They have indicated a site of 5-15 acres in size would be preferred.</p>	<p>Once Trillium Health Partners have secured a site and confirmed the proposed health care facilities to be provided, the necessary development applications will be submitted.</p>

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules		
#	Commenter	Comment Summary
6	Metrolinx	The subject lands include Canadian Pacific Railway's Galt Subdivision which carries Milton GO Train Service. CPR is the primary commenting agency in this regard, and it is prudent to contact them for rail specific requirements regarding adjacent development.
7	Peel District School Board	The Board will require two school sites. The minimum site requirement for each school is 2.83 hectares (7 acres).
8	Dufferin Peel Catholic School Board	At this time, the Board does not require a school site on the subject lands.
9	Conseil scolaire catholique MonAvenir	The board has an interest in a 4 to 6 acre school site in the area between Derry Road and Britannia Avenue.
10	Transportation and Works	Transportation and Infrastructure Planning provide the following comments. Modification Table for Mississauga Official Plan - Page 1, Chapter 8: Create a Multi-Modal City, Table 8-4: Road Classification – Arterials; should be revised to read Table 8-1.
		Staff Response
		Canadian Pacific Railway was circulated for comment.
		The following policies have been added address school board (s) comments. The City will 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. Schools will be combined with another permitted use on the same building to create a compact urban form. No action required
		The following policies have been added to land use policy section to address school board (s) comments. The City will 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. Schools will be combined with another permitted use on the same building to create a compact urban form. The suggested revisions have been made.

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules		
#	Commenter	Staff Response
		<p>Comment Summary</p> <ul style="list-style-type: none"> - Add Table 8-2: Road Classification – Major Collectors <ul style="list-style-type: none"> o In Table 8-2 amend Row 2 Argentia Rd. so reads From: “Highway 407” - Page 8, Schedule 8 Designated Right-of-Way Widths <ul style="list-style-type: none"> o The second paragraph under “Issue” column of modification table should read as follows “Add proposed Argentia, Derry, Britannia and Eglinton west from Ninth Line to Highway 407” <p>Draft Policies</p> <p>Page 4, 16.29.2.6 Parkway Belt West, 16.20.2.6.1, 3rd line</p> <ul style="list-style-type: none"> • (1977) should read to (1978). <p>Page 5, 16.20.3.3, North Britannia/Flood Protection Land form Area (Precinct 3)</p> <ul style="list-style-type: none"> • Rename to “North Britannia (Precinct 3)” • Policy 16.20.3.3.1 • Revise language to read, “This precinct will be created through earth filling to manage hazard lands. The implementation of this approach will enable residential development adjacent Ninth Line. The ultimate configuration of this area will be subject to approval by Conservation Halton.”
11	Heritage, Community Services Department	<p>A Heritage Impact Assessment will be required as part of future development applications.</p>
12	Lisgar Residents Association	<p>The LRA is not opposed to development. However, it should be done in the wisest way possible, to provide the best living for the new residents and existing residents nearby.</p> <p>Areas of greatest concern are:</p> <ol style="list-style-type: none"> 1. Increased Traffic 2. School and Hospital Crowding <p>1. A transportation assessment study was completed to determine any necessary transportation improvements.</p> <p>2. All school boards and Trillium Health Partners have been consulted with. Three new school sites are being planned for within the Ninth Line Lands.</p> <p>3. A sub-watershed study was undertaken to develop a</p>

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
		<p>3. The Potential Flooding (within and beyond Ninth Line)</p> <p>4. Bike safety</p> <p>5. Noise and aesthetics</p> <p>6. Design consistency</p> <p>7. Preservation of History and Greenspace (St. Peters Church and cemetery)</p> <p>8. Equitable Land Valuation</p> <p>9. Safe Connectivity Across Ninth Line for Pedestrians and Bikes</p> <p>10. Increased Communication</p>	<p>floodplain and stormwater management system strategy. More detailed reports at the time individual development applications will also be required with concurrent approval by Conservation Halton.</p> <p>4. Bike lanes proposed along the east side of Ninth Line will be within a separated path network. A multi-use trail is also proposed along the 407 Transitway.</p> <p>5. These details would be considered at the time individual development applications.</p> <p>6. We have planned for limited heights and compatible built forms along Ninth Line with increasing heights and densities closer to the 407 Transitway and the station areas.</p> <p>7. The cemetery is a protected use under the Cemeteries Act. St. Peters is a “listed” heritage site. The church is permitted to remain under the proposed land use designation.</p> <p>8. A comprehensive study of the floodplain and stormwater management strategy was conducted across the study area to determine appropriate land uses given the various constraints.</p> <p>9. Appropriate pedestrian crossings of Ninth Line will be considered at the time of intersection improvements and during the Environmental Assessment for widening of Ninth Line.</p> <p>10. Several community open house meetings and workshops have been held throughout the course of the project. We have also met with the Lisgar Residents Association board of directors. The public consultation process will continue when individual development applications are submitted.</p>
13	Board Member, Lisgar Residents Association	Concerns were identified with how density was being calculated and confusion to how much population growth has been allocated to the study area.	The density estimate of 82 is of persons and jobs combined per ha and results in an estimated 9,000 residents and jobs on Ninth Line. While the 14,000 figure

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
		An explanation was requested of what Section 37 means with respect to policy 16.20.6.3.	<p>was a result tested in the background analysis, this was based on a higher density assumption and did not form the basis for the final growth management analysis or reporting. The preferred growth option for Ninth Line is characterized by built form consisting of ground-related and low and mid-rise housing units, community employment uses, along with some employment dedicated lands. The population and employment estimated for the area, is of a magnitude that will enable the City of Mississauga and Region of Peel to meet the minimum expectations for planned density of development as mandated by the Province. The higher density assumption and resulting “maximum” scenario tested was not forwarded as a basis for the preferred growth option.</p> <p>The developable land area estimates were not based on broad assumptions, but rather on a series of detailed technical studies that identified and measured features to be excluded and included, based on the physical characteristics of the study area, planning policy and servicing considerations, which resulted in the ultimate figure of 110 ha of developable lands.</p> <p>Section 37 refers to a section of the <i>Planning Act</i> which permits municipalities to pass a by-law authorizing increases in height and density of development beyond what is permitted in the relevant zoning by-law in exchange for community benefits. Policy 16.20.6.3 has been deleted and general official plan policies will apply.</p> <p>The information provided was shared with our Transportation and Works department.</p>
14	Erin Mills Development Corporation	It appears the work to date has taken into consideration the requirement to control discharge from 26.1 Ha (64.5 acres) of the Ninth Line corridor in the vicinity of Eglinton Avenue. This parcel is to be controlled to a Pre – Post level prior to entering to the storm system built through our industrial business park at the south east	

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
		corner of Eglinton Avenue and Ninth Line. A few relevant pages from the SWM Report for our lands, as approved by the City and the MTO Corridor Control Department, are attached. See attached drawings	
15	NLOA - Ninth line Owners Association February 5, 2018	<p>While NLOA supports the planning process to date, they still object to the use of the unapproved 407 transitway alignment and design, as it significantly impacts the ability to develop lands owned by NLOA members.</p> <p>NLOA notes a Region of Halton policy (2005) that suggested other means of providing flood relief to allow development and note that the City and its consultants ignored this option.</p>	<p>The City of Mississauga and the Region of Peel partnered together with the Ministry of Transportation (MTO) to undertake a detailed study of the 407 Transitway alignment through the Ninth Line study area to determine the most likely alignment in advance of the MTO undertaking the Environmental Assessment (EA). The MTO has commenced the EA process and is using the Ninth Line study to inform the detailed alignment work. The City and Region are confident that the final alignment resulting from the EA will not significantly deviate from what studies to date have shown.</p> <p>Any land requirements for the transitway will be dealt with by the MTO.</p> <p>A comprehensive study of the floodplain and stormwater management strategy was conducted across the study area to determine appropriate land uses given the various constraints.</p>
16	CRM Lab Archaeological Services	<p>Has this area already been cleared of archaeological potential or is that being left up to the individual developers within the Ninth Line Lands?</p> <p>Any information regarding current or future archaeological assessment opportunities within the Ninth Line Lands would be greatly appreciated.</p>	<p>The Background Report dated September 2015 and prepared by Macaulay Shiomi Howson Ltd. discussed archeological potential within the study area. Further archeological assessment work will be done through the development application process.</p>
17	Volunteer with Lisgar Residents Association	<p>Raised the following points at the public meeting:</p> <ol style="list-style-type: none"> 1. Surprised to see land use plan in advance of MTO transitway study plan not being complete 2. Concerns with density and increased traffic (including during construction), overcrowding of schools and hospitals. 	<ol style="list-style-type: none"> 1. The City and Region partnered with MTO to determine the most likely alignment of the transitway through the Ninth Line lands 2. All school boards and Trillium Health Partners have been consulted with. Three new school sites are

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
		<p>3. Need to mimic what is the east side of Ninth Line</p> <p>4. Potential flooding concerns east of ninth line</p> <p>5. Bike lanes on roadways are not safe</p> <p>6. Preservation of historic sites and ample greenspace</p> <p>7. Safe connectivity for pedestrians and bikes between existing residents and new development area</p>	<p>being planned for within the Ninth Line lands.</p> <p>3. The existing built form on the east side of Ninth Line has been respected in the proposed plan</p> <p>4. A Sub-watershed study was undertaken to develop a floodplain and stormwater management system strategy. More detailed reports associated at the time individual development applications are submitted will also be required with concurrent approval by Conservation Halton.</p> <p>5. Bike lanes are not encouraged on roadways but will be accommodated on planned multi-use trails.</p> <p>6. Existing heritage sites and buildings can remain.</p> <p>7. Safe connections and crossing will be provided for through development application process</p>
18	Jim Levac representing Mattamy Homes and Argo Development Corporation	<p>Raised the following points at the public meeting.</p> <ul style="list-style-type: none"> • Size of future transit station north of Derry • Clarification of designation and zoning boundary lines for lands adjacent natural areas – should they follow the canopy drip line • Encourage city to initiate any amendments to Parkway Belt West Plan (PBWP) to allow underlying designations to develop with the rest of the lands 	<p>The Highway 407 Transitway Corridor Assessment within the Ninth Line Lands study dated October 12, 2016 made some preliminary assumptions on the transitway parking facility requirements. Transit station parking facility details will be refined through the 407 Transitway EA process.</p> <p>The official plan designation and zoning boundaries were refined in some areas to reflect modifications of the 407 transitway alignment that resulted from addressing Conservation Halton comments.</p> <p>Buffers are included within the Natural Heritage System boundaries on which designation and zone boundary lines are based.</p> <p>PBWP policy has been revised to allow underlying official plan designations to come into effect without further amendment to the Plan in accordance with Reference Maps M1-M3.</p>
19	Region of Peel	Recommend that a policy be included to ensure that development	A new policy will be added to the proposed amendment

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
		<p>applications in the Northwest Greater Toronto Area Identification Study Area do not preclude or predetermine any further planning and/or implementation of the Study Area that has been established by the Province and replaces the now cancelled Greater Toronto West Corridor.</p> <p>The Region has no concerns with the amendment. The proposed amendment achieves conformity with Peel's Official Plan as it implements the in effect "Ninth Line Corridor Policy Area" policies of the Halton Official Plan. The Halton Plan policies direct that a local Official Plan Amendment be undertaken to incorporate policies to guide development in accordance with the Ninth Line Corridor Policy Area planning framework and permit the extension of water and wastewater services from the Region of Peel.</p>	to address protection for the Northwest Greater Toronto Area Identification Study Area.
20	Resident	<ol style="list-style-type: none"> 1. Traffic congestion – needs to be considered a priority 2. Residential units in the Ninth Line lands be kept to a minimum and this space should be used more as a natural park and for trails 	<ol style="list-style-type: none"> 1. A transportation assessment study was completed to determine any necessary transportation improvements. 2. The entire surrounding road network was evaluated in the Transportation Assessment study. The Province (2017 Growth Plan) requires a minimum density of 80 residents and jobs per hectare when developing greenfield areas such as the Ninth Line lands. An extensive network of trails, parks and open spaces are planned for this area.
21	Resident	Concerned with increased traffic and related hard services (such as telecommunications) in the area. Area should remain green.	A transportation assessment study was completed to determine any necessary transportation improvements. All necessary infrastructure and servicing improvements will be provided through future development applications.
22	Resident	Happy with the research and vision created for the area and inclusion of a new community centre.	No response required.
23	Resident	Resident at 5644 Ninth Line. Not opposed to the current development process for the Ninth Line Lands.	The sub-watershed study was undertaken to develop a floodplain and stormwater management system strategy irrespective of property ownership. The geography of the Ninth Line lands is not consistent across all

Response to Comments Summary – Ninth Line Neighbourhood Character Area Policies and Schedules			
#	Commenter	Comment Summary	Staff Response
		<p>Concern with flood plain reduction only affecting large developer and city owned property.</p> <p>Concern over the amount of taxes being paid for lands that don't have development potential.</p>	<p>properties and therefore it was not possible to alleviate flood issues across all properties.</p> <p>Property taxation is not within the scope of this project.</p>
24	Resident	Spoke in support of the project.	No response required.
25	Resident	Heights permitting 4-10 stories north of Derry fail to relate to context of the area with single detached homes east of Ninth Line.	The majority of homes on the east of Ninth Line in this location are semi-detached and the proposed policies require new development along Ninth Line to respect the existing built form on the east side of Ninth Line.
26	Resident - 5578 Ninth Line	Objects to Greenland designation on property and increase in property taxes.	A comprehensive study of the floodplain and stormwater management strategy was conducted across the study area to determine appropriate land uses given the various constraints.
27	Resident - 5476 Ninth Line	<p>Concern with flood plain reduction only affecting large developer and city owned property.</p> <p>Concern over the amount of taxes being paid for lands that don't have development potential.</p>	<p>Property taxation is not within the scope of this project.</p> <p>The sub-watershed study was undertaken to develop a floodplain and stormwater management system strategy irrespective of property ownership. The geography of the Ninth Line Lands is not consistent across all properties and, therefore, it was not possible to alleviate flood issues across all properties.</p> <p>Property taxation is not within the scope of this project.</p>

K:\PLAN\POLICY\GROUP\2017 Character Areas\Shaping Ninth Line\Corporate Reports\June18_2018_RecommendationReport_SNL\Appendix 1 - Comment_ResponseSummary_Table_June18-2018.docx



Enbridge Gas Distribution
500 Consumers Road
North York, Ontario M2J 1P8
Canada

January 15, 2018

Romas Juknevičius
Planner
City of Mississauga
City Planning Strategies
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Romas Juknevičius,

Re: Official Plan Amendment & Zoning By-Law Amendment
City Initiated Amendment
City of Mississauga
File No.: CD-04-NIN (Ninth Line)

Enbridge Gas Distribution does not object to the proposed application(s).

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,

A handwritten signature in black ink that reads 'Alice Coleman'.

Alice Coleman

Municipal Planning Coordinator
Long Range Distribution Planning

—
ENBRIDGE GAS DISTRIBUTION

TEL: 416-495-5386

MunicipalPlanning@enbridge.com

500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

AC/jh



Authorized commenting Agency for



KITCHENER
WOODBIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

March 9th, 2018

Mr. Romas Juknevičius,
Planner, City Planning Strategies
City of Mississauga
300 City Centre Drive, 7th Floor
Mississauga, ON
L5B 3C1

Via email: romas.juknevičius@mississauga.ca

Dear Mr. Juknevičius:

RE: Ninth Line Lands – Proposed Neighbourhood Character Area Policies and Zoning
Your File: CD.04.NIN
Our File No. PAR 33559

In response to the Ninth Line lands policy circulation dated January 11th, 2018, following are our comments for the City's consideration.

TransCanada PipeLines Limited (TransCanada) has two high pressure natural gas pipelines crossing the ninth line lands. TransCanada's pipeline is subject to the jurisdiction of the National Energy Board ("NEB"). As such, certain activities must comply with the National Energy Board Act (the "Act") and the National Energy Board Damage Prevention Regulations (the "Regulations"). This includes approval for activities within 30 metres of the pipeline centreline such as conducting a ground disturbance, constructing or installing a facility across on or along the pipeline right-of-way, driving a vehicle, mobile equipment or machinery across the right-of-way and the use of explosives.

The Act and the Regulations noted can be accessed from the NEB's website at www.neb-one.gc.ca.

TransCanada's pipelines are defined as Infrastructure in the Provincial Policy Statement (PPS). Section 1.6.8.1 of the PPS states that *"planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs"*.

New development can result in increasing the population density in the area that may result in TransCanada being required to replace its pipeline(s) to comply with CSA Code Z662. For development proposals within 200 metres of the pipeline right-of-way the City should require pre-consultation early in the process with TransCanada or its designated representative.

The proposed transitway route will cross the pipeline corridor. As such TransCanada should be consulted as soon as possible through the new third party crossings tool at:

<https://www.transcanada.com/en/commitment/safety/working-safely-around-pipelines>.

We recommend the following policy be added to Section 16.20.6:

16.20.6.2 "New development can result in an increase of population density that may result in TransCanada being required to replace its pipeline to comply with CSA Code Z662. Therefore, any development proposals within two hundred (200) metres of its facilities require early consultation with TransCanada".

In addition, we request the Schedules include the location of TransCanada's pipelines. We can provide GIS shape files of the pipeline to the City however a confidentiality agreement will be required prior to releasing the files. Please let us know if you would be interested in this option.

In the proposed Zoning By-law Amendment we request the following is implemented into the general provisions:

"No permanent building or structure may be located within 7 metres of the pipeline right-of-way. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way".

I thank you for the opportunity to comment on the Ninth Line policies. If you have any questions or require any additional information please don't hesitate to contact our office.

Sincerely,

Darlene Presley,
Planning Coordinator
On behalf of TransCanada PipeLines Limited



905.336.1158
 Fax: 905.336.7014
 2596 Britannia Road West
 Burlington, Ontario L7P 0G3
conservationhalton.ca

Protecting the Natural
 Environment from
 Lake to Escarpment

November 30, 2017

Romas Juknevicus M.PL, RPP, LEED AP
 Planner, City Wide Policy Planning
 City Planning Strategies Division
 City of Mississauga
 300 City Centre Drive
 Mississauga, ON L5B 3C1

BY MAIL AND BY EMAIL

Dear Mr. Juknevicus,

**Re: Draft Official Plan Policies for the Ninth Line Lands and Phase 2 Impact Assessment and Management Strategy of the Ninth Line Lands Scoped Subwatershed Study
 CH File: MPR 433**

Conservation Halton staff has reviewed the following items:

- *Draft Official Plan Policies and Proposed Land Use Schedules for the Ninth Line Lands*, prepared by City of Mississauga, dated May 4, 2017.
- *Maps 1 – 3, Ninth Line Lands, Ecological Land Classification* (with wetlands), prepared by Natural Resource Solutions Incorporated, dated September 14, 2017.
- *Maps 1 – 3, Ninth Line Lands, Parkway Belt and Transitway* (with Ecological Land Classification), prepared by Natural Resource Solutions Incorporated, dated September 22, 2017.

The following comments are based on staff's review of these items and our participation in a September 15, 2017 meeting and site visit with staff of the City of Mississauga, Region of Peel and consultant team consisting of Amec Foster Wheeler (Wood), Natural Resource Solutions and Parish Geomorphic.

General Comments

Conservation Halton staff is generally supportive of the Draft Official Plan Amendment to bring the Ninth Line Lands into the City of Mississauga's urban boundary. We recommend that specific policies of the amendment be revised to reference the Ninth Line Lands Scoped Subwatershed Study (SWS) as an essential document to be implemented and followed in the subsequent planning stages and identify the significance of the Highway 407 Transitway Transit Project Assessment Process (TPAP) on the proposed land use. The proposed land use schedules should also identify the existing watercourse alignment, floodplain extent, wetlands and setbacks that should be incorporated in the proposed Natural Heritage System (NHS) with a note that the final configuration is subject to further technical study.

While Conservation Halton staff are supportive of moving forward with the Official Plan Amendment process, we do not consider the management recommendations contained in the SWS Phase 2 report to be

final. We recognize that development of the Ninth Line Lands poses a fundamental challenge for the City of Mississauga to balance population and employment growth requirements with the future Highway 407 Transitway alignment and existing natural hazards, environmental features and other infrastructure that comprise this non-traditional greenfield area. However, Conservation Halton's primary mandate is the prevention of loss of life and property due to flooding and erosion, the prevention of pollution and the conservation and enhancement of natural resources. The planning and regulatory concerns with the direct and indirect development impacts and management recommendations as outlined in our June 20, 2017 letter remain. The primary concern is the direct removal and indirect isolation of large wetlands in the study area as a result of the proposed land use development plan. Other concerns include the need for further information and analysis regarding the proposed cut and fill floodplain alteration in Precinct 3 and the creation of sufficient natural channel corridors to contain watercourses, associated hazards and setbacks to the greatest extent possible. The September 15, 2017 meeting and site visit was coordinated to provide an opportunity for the municipalities, consultant team and conservation authority to discuss the concerns and revisit some of the larger wetland areas proposed to be impacted. We look forward to continuing discussions with the City of Mississauga and consultant team to reach consensus in the remaining phases of the SWS.

Specific Comments

Draft Official Plan Policies and Land Use Schedules

Specific comments on the draft policies and schedules are included in the edited version of the Draft Official Plan Policies and Proposed Land Use Schedules document attached to this letter.

Wetlands

The SWS Phase 2 report identifies approximately 26 hectares of wetland area within the Ninth Line Lands. The wetland types are diverse and include marshes and swamps that collectively account for only 0.34 percent of the current land use in the City of Mississauga, based on a North South Environmental Report commissioned by the City in 2012. The preliminary Transitway alignment, proposed cut and fill floodplain alteration in Precinct 3 and residential/mixed use land use plan will directly impact 19 hectares of wetland in addition to 9 hectares of woodland and 146 hectares of meadow. As a natural resource management agency, this level of impact on the NHS is concerning. As stated in the North South Environmental Report, "there is a need to protect the remaining natural areas (in Southern Ontario), to maintain ecological connections among patches and to consider the need for set backs from the influences of adjacent development on ecosystem features and functions". Generally, Conservation Halton regulatory policy does not permit the removal of wetlands of significant hydrologic and ecologic value or interference with their functions including, but not limited to, attenuating flood water and providing wildlife habitat. In specific cases, the removal of smaller wetlands with limited value may be supported in the context of a SWS where it can be demonstrated that the form and function of these features will be successfully replicated elsewhere in the study area.

Through the urbanization of the Ninth Line Lands and construction of the Transitway, Conservation Halton staff require that the proposed NHS include the wetlands identified as Wetlands 1 – 5 in the above noted mapping with appropriate development buffers of either a minimum of 30 or 15 metres based on their size and significance as per our regulatory policy. These wetlands range in size from approximately 1.5 to 3 hectares. In addition to being regulated by Conservation Halton, these wetlands would be considered Significant Natural Areas in the City of Mississauga Official Plan as they are greater than 0.5 hectares in size. Wetlands 2 and 5 also have Significant Wildlife Habitat and Significant Woodland designations while Wetland 4 is adjacent to Significant Woodland. As previously noted in our June 20, 2017 letter, we

recognize that there are smaller (less than 0.5 hectare) wetlands in the study area that may lack hydrologic or ecologic value and could be considered for removal subject to an appropriate management strategy to offset this loss by restoring or enhancing other wetlands and providing a net benefit to the Sixteen Mile Creek system. As an implementation principle, compensation should be considered as a last resort as successful replacement cannot be guaranteed. At this time, the SWS Phase 2 report has not demonstrated that adequate protection of existing natural hazards and natural environmental features and an overall net benefit to the study area and greater Sixteen Mile Creek system will be achieved through the management recommendations.

Proposed Cut-Fill Floodplain Alteration

As previously noted, any floodplain alteration must be carried out in accordance with Conservation Halton's regulatory policies, the Provincial Policy Statement, and the MNRF's Natural Hazard Technical Guidelines (2002). Given the level of detailed design that will be required to ensure the proposed floodplain alteration meets regulatory and technical requirements, the SWS Phase 2 and 3 reports should be more prescriptive with requirements for the floodplain alterations to describe appropriate inclination of grades and slopes, type of fill material and other design principles to be followed during detailed design. The SWS has identified that the Regional Storm (Regulatory) Floodplain through the study area encompasses some existing residential development east of Ninth Line and north of Britannia Road. While Conservation Halton staff have provided conceptual support of the cut-fill floodplain alteration in our letter of October 28, 2016, various floodplain alteration alternatives should be explored to address the existing flood conditions while also protecting existing wetlands to the greatest extent possible.

Watercourse

The proposed re-alignment of 2.3 kilometres of the East Branch of Sixteen Mile Creek needs to be further assessed to ensure no adverse environmental impacts to the existing form and function of the watercourse and associated wetlands. Until this is demonstrated, staff cannot support the proposed loss of channel length or potential lowering of the watercourse. Conservation Halton staff recognize that the SWS Terms of Reference has set out requirements for proponents to fulfill where stream modifications are proposed to demonstrate that the newly constructed stream will maintain and where possible enhance existing channel form, function and aquatic habitat. It is our expectation that the Phase 3 report will clearly identify these detailed requirements to be fulfilled through future development proposals.

Proposed corridor widths are required to include the watercourse, flooding and erosion hazards and 15 metre regulation limit. Fisheries setbacks of 30 metres from the bankfull limit of the channel would also apply. In certain areas, Conservation Halton staff recognize that the proposed corridor width is in conflict with the existing Highway 407 right of way limits and/or the proposed Transitway right of way limits and are willing to have further discussions on achieving a best efforts approach to accommodate the watercourse, associated hazards and as much of the 15 metre regulation limit and fisheries setbacks within the corridor.

Recommendation

Conservation Halton staff have no objection to the draft Official Plan Amendment policies and schedules subject to addressing our recommended revisions to specific policies regarding Conservation Halton related items. Our understanding is that the Official Plan Amendment will be brought before Council in Spring 2018 and that once the process is complete, private zoning by-law amendment and plan of subdivision applications will be forthcoming for development of the lands. These applications will need to be supported by technical studies such as Environmental Implementation Reports and Functional Servicing Studies that

follow a robust set of implementation principles based on the goals, objectives and management recommendations of the SWS.

While Conservation Halton may support some alteration to the watercourse, floodplain and specific smaller wetlands subject to supportive technical studies demonstrating a net benefit to the Sixteen Mile Creek system, staff are unable to support the impacts associated with proposed land use development plan and the proposed management recommendations of the Phase 2 study as it pertains to removal of several large wetland areas. Conservation Halton is concerned that the proposed NHS does not adequately incorporate existing natural features and meet the requirements of Conservation Halton policy under Ontario Regulation 162/06. Additionally, the management recommendations do not provide sufficient detail to demonstrate that a net environmental benefit for the Sixteen Mile Creek system will be achieved through detailed protection, restoration and enhancement measures. We would appreciate further discussion with the City of Mississauga on how any loss of wetland area could be offset with enhancement and restoration initiatives in the Sixteen Mile Creek system.

In light of the above comments, we recommend that a follow up meeting occur with staff to discuss our recommended revisions to the draft official plan policies and schedules and the remaining phases of the SWS. We would be pleased to assist in the coordination of this meeting.

Please contact the undersigned at extension 2311 with any questions and to coordinate the meeting.

Yours truly,




Matt Howatt
Environmental Planner
MH/

Encl. 1 (Modification Table for Mississauga Official Plan)

C.C. (by email): Muneef Ahmad, City of Mississauga
Ron Scheckenberger, Amec Foster Wheeler
Aaron Farrell, Amec Foster Wheeler
Liliana da Silva, Region of Peel
Gail Anderson, Region of Peel
Barbara Veale, Conservation Halton
Jonathan Pounder, Conservation Halton

Draft for Review and Discussion May 4, 2017

Modification Table for Mississauga Official Plan		
MOP POLICY/SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deleted text shown as strikeouts; New text are highlighted in gray		
5 Direct Growth		
5.6 Designated Greenfield Area	Currently this section only recognizes lands in Churchill Meadows Neighbourhood Character Area. The Ninth Line Lands are also "Designated Greenfield Area" and should be recognized in this section.	That Section 5.6. Designated Greenfield Area, first paragraph be amended as follows: There are lands in the Churchill Meadows Neighbourhood Character Area and lands west of Ninth Line in the Ninth Line Character Area that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe.
16 Neighbourhoods		
16.1 Introduction	This section and related Map 16-1:City Structure – Neighbourhoods identify 22 Neighbourhoods. The Ninth Line Character Area should be identified as an additional Neighbourhood.	That Section 16.1 Introduction, be amended as follows: There are 22 ³ Neighbourhoods in Mississauga: <ul style="list-style-type: none"> • Applewood;^{.....} • Sheridan;^{and} • Streetsville;^{and} • Ninth Line
Map 16-1:City Structure - Neighbourhoods	As noted above, Map 16-1 should be amended to identify Ninth Line as an additional neighbourhood.	That Section 16.1 Introduction, Map 16-1:City Structure –Neighbourhoods be replaced with the following:  <p>The map shows the geographical distribution of 22 neighborhoods across Mississauga. Neighborhoods are labeled with names such as Uxbridge, North York, Scarborough, Brampton, Oakville, Burlington, and others. A legend indicates that yellow-shaded areas represent 'City Structure' and white areas represent 'neighbourhood'. The map includes a scale bar and a north arrow.</p>

Draft for Review and Discussion May 4, 2017

Modification Table for Mississauga Official Plan		
MOP POLICY/SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
16.24 Ninth Line	A detailed analysis and public and stakeholder consultation has been undertaken as the basis for the preparation of a plan for the Ninth Line Character Area. Area specific policies which reflect the results of this process should be incorporated into the Official Plan in a new section 16.24.	That Section 16, Neighbourhoods, be amended to add a new Section 16.24, Ninth Line as set out in Appendix 1 to this table.
Schedules		
Schedule 1 Urban System	Removal of the "Special Study Area" title and identification. Add: <ul style="list-style-type: none"> • "Corridor" on arterial roads; • "Green System"; and, • "Neighbourhood". 	That Schedule 1 be amended as shown in Appendix 2, Map 'A'.
Schedule 1a Urban System – Green System	Removal of the "Special Study Area" title and identification. Add "Green System".	That Schedule 1a be amended as shown in Appendix 2, Map 'B'.
Schedule 1b Urban System – City Structure	Removal of the "Special Study Area" title and identification. Add "Neighbourhood".	That Schedule 1b be amended as shown in Appendix 2, Map 'C'.
Schedule 1c Urban System – Corridors	Removal of the "Special Study Area" title and identification. Add "Corridor" on arterial roads.	That Schedule 1c be amended as shown in Appendix 2, Map 'D'.

Commented [MH1]: The amended schedule should include the full extent of lands currently existing under the Green System which comprises CH's regulated areas. Existing wetland, watercourse and floodplain areas that are not currently protected in the land use plan and are proposed for alteration should be identified in the Schedules and noted that ultimate configuration of the Green System, Significant Natural Areas and Natural Green Spaces and Natural Hazards is subject to the approval of Conservation Halton and in accordance with the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study.

Draft for Review and Discussion May 4, 2017

Modification Table for Mississauga Official Plan		
MOP POLICY/SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
Schedule 2 Intensification Areas	Removal of the "Special Study Area" title and identification. Add Major Transit Station Area symbol with 500 m radius circle for the two proposed 407 Transitway stations.	That Schedule 2 be amended as shown in Appendix 2, Map 'E'.
Schedule 3 Natural System	Removal of the "Special Study Area" title and identification. Add <ul style="list-style-type: none"> • "Significant Natural Areas and Natural Green Spaces"; and, • "Natural Hazards". 	That Schedule 3 be amended as shown in Appendix 2, Map 'F'.
Schedule 4 Parks and Open Spaces	Removal of the "Special Study Area" title and identification. Add <ul style="list-style-type: none"> • "Public and Private Open Spaces"; • "Parkway Belt West designation"; and, • "Utilities". 	That Schedule 4 be amended as shown in Appendix 2, Map 'G'.
Schedule 5 Long Term Road Network	Removal of the "Special Study Area" title and identification. Add <ul style="list-style-type: none"> • Derry, Britannia and Eglinton west from Ninth Line to Highway 407; and, 	That Schedule 5 be amended as shown in Appendix 2, Map 'H'.

Commented [MH2]: The amended schedule should include the full extent of lands currently existing under the Green System which comprises CH's regulated areas. Existing wetland, watercourse and floodplain areas that are not currently protected in the land use plan and are proposed for alteration should be identified in the Schedules and noted that ultimate configuration of the Green System, Significant Natural Areas and Natural Green Spaces and Natural Hazards is subject to the approval of Conservation Halton and in accordance with the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study.

Draft for Review and Discussion May 4, 2017

Modification Table for Mississauga Official Plan		
MOP POLICY/SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
	<ul style="list-style-type: none"> Argentia as a future road link west from Ninth Line to Highway 407. 	
Schedule 6 Long Term Transit Network	<p>Removal of the "Special Study Area" title and identification and Potential 407 Transitway and northern two Potential 407 Transitway Stations symbols.</p> <p>Add a revised Potential 407 Transitway configuration.</p> <p>Move symbol for Derry Road 407 Transitway Station to the north.</p>	That Schedule 6 be amended as shown in Appendix 2, Map 'I'.
Schedule 7 Long Term Cycling Route	Removal of the "Special Study Area" title and identification.	That Schedule 7 be amended as shown in Appendix 2, Map 'J'.
Schedule 8 Designated Right-of-Way Widths	<p>Removal of the "Special Study Area" title and identification.</p> <p>Add Argentia, Derry, Britannia and Eglinton west from Ninth Line to Highway 407.</p>	That Schedule 8 be amended as shown in Appendix 2, Map 'K'.
Schedule 9 Character Areas	<p>Removal of the "Special Study Area" title and designation</p> <p>Add Neighbourhood,</p>	That Schedule 9 be amended as shown in Appendix 2, Map 'L'.

Draft for Review and Discussion May 4, 2017

Modification Table for Mississauga Official Plan		
MOP POLICY/SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
	Character Area boundary and title "Ninth Line NHD".	
Schedule 10 Land Use Designations	Removal of the "Special Study Area" title and identification. Add land use designations.	That Schedule 10 be amended as shown in Appendix 2, Map 'M'.

Draft for Review and Discussion May 4, 2017

Appendix 1
Section 16.24 Ninth Line Lands

Draft for Review and Discussion May 4, 2017

Draft for Review and Discussion May 4, 2017

16.24 Ninth Line

16.24.1 Designated Greenfield Area

The Ninth Line Neighbourhood Character Area in its entirety as identified on Map 16-24 is "Designated "Greenfield Area" pursuant to the Growth Plan for the Greater Golden Horseshoe.

16.24.1.1 The Ninth Line Neighbourhood Character Area (Ninth Line Neighbourhood) identified on Map 16-24, is intended to accommodate a variety of medium and high density housing, employment activities and an extensive open space network. The Ninth Line Neighbourhood lands are part of a higher order transit corridor - the 407 Transitway - which will run through the site in a north/south direction. Development will focus on two Major Transit Station Areas and the lands in the Ninth Line Neighbourhood within a 500 metre radius of the Stations.

16.24.1.2 The Ninth Line Neighbourhood will be planned to achieve a minimum density of 82 residents and jobs combined per hectare, excluding permitted takeouts.

16.24.1.3 The Ninth Line Neighbourhood is divided into precincts in order to reflect differences in the planned function and character. The precincts as shown on Map 16-24.1, Ninth Line Neighbourhood Character Area Precincts. The precincts consist of Precinct 1 Employment Focus; Precinct 2 Derry 407 Transitway Station; Precinct 3 North Britannia/Flood Protection Land Form; Precinct 4 Britannia 407 Transitway Station; Precinct 5 Community Park Focus; and Precinct 6 Gateway Employment.

Commented [MH3]: The reference to a "Floodplain Protection Landform" in the name of Precinct 3 North Britannia should be revised to "Floodplain Alteration Area" to more accurately reflect the nature of the proposed cut-fill floodplain consisting of a passive, open watercourse system.

16.24.2 Urban Design Policies

16.24.2.1 Vision

The Ninth Line Neighbourhood is the last remaining greenfield land in Mississauga, and will be planned as sustainable, transit-supportive, connected and distinct. The Ninth Line Neighbourhood, and its six precincts, will be a model for sustainable development and a gateway into the City of Mississauga. The Neighbourhood will be designed with a focus on the importance of the natural environment, and the creation of a healthy, complete community with a sense of place. Existing and future Ninth Line, Lisgar and Churchill Meadows residents will have access to a linked natural heritage system, multi-use trails, parks and open spaces, higher- order transit, community uses and facilities and a variety of housing choices and employment opportunities to meet their needs.

Draft for Review and Discussion May 4, 2017

16.24.2.2 Guiding Principles

New buildings, streets and open spaces in the Ninth Line Neighbourhood will promote development that:

16.24.2.2.1 Land Use and Built Form

- a. Provides appropriate transitions to the neighbourhoods to the east.
- b. Is complementary to existing and future transportation facilities including taller mixed use buildings near the 407 Transitway stations and employment uses in a compact, campus style context.
- c. Supports transit, and active transportation as key components of the transportation network.
- d. Provides a mix of housing that accommodates people with diverse housing preferences and socioeconomic characteristics and needs, including housing which is affordable.
- e. Provides a diversity of employment opportunities to meet current and future needs.
- f. Reflects land use planning practices in a way that is conducive to good public health.
- g. Provides for a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors.
- h. Recognizes the significance of cultural heritage sites and landscapes.
- i. Is a model of sustainability within Mississauga.
- j. Demonstrates distinct and appropriate design of all buildings, streets and open space.

16.24.2.2.2 Connections

- a. Integrates a network of trails that link open spaces and key destinations, and provides for direct connections to existing destinations and trail networks outside the Ninth Line Lands.
- b. Provides for safe pedestrian crossings of Ninth Line.
- c. Recognizes gateways at key access points.
- d. Reinforces pedestrian supportive streets.

Draft for Review and Discussion May 4, 2017

- e. Integrates cycling lanes and/or multi-use paths on or adjacent to Ninth Line and other major roads.
- f. Provides visual/physical connections between open spaces.
- g. Supports a 407 Transitway route that minimizes land use and other potential impacts.
- h. Enhances views from Highway 407.

16.24.2.2.3 Parks, Open Spaces and Natural Heritage

- a. Creates a linked natural heritage system.
- b. Provides a variety of parks and open spaces for all ages and abilities including those which encourage passive and active use in all seasons, promote unique experiences and educational opportunities, and incorporate natural areas.
- c. Provides parks and open space in close proximity to adjacent neighbourhoods.

Commented [MH4]: Add text to recognize importance of Subwatershed Study by modifying policy to read, "Create a linked natural heritage system in accordance with the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study" noted in Section 16.24.5.1

16.24.2.3 Community Design

16.24.2.3.1 For the purposes of these policies, the Ninth Line Lands include significant areas where development will be limited including lands designated "Greenlands", "Public Open Space" and "Utility" along with Natural Hazard lands and the 407 Transitway. The remaining lands where development is permitted are located in the six Precincts as identified on Map 16-24.1. The Community Design policies must be read in conjunction with the Land Use policies and all other Urban Design policies and guidelines including the *Shaping Ninth Line Urban Design Guidelines*, 2017. In addition, consideration must be given to the land use designations on Schedule 10, Land Use Designations, as well as the land uses and heights identified on Map 16.24.2.

16.24.2.4 Connectivity/Interface

16.24.2.4.1 Connectivity, both physically for all modes of transportation, and visually, will be a priority consideration in the development of the Ninth Line Neighbourhood.

16.24.2.4.2 Maximization of integration with the lands east of Ninth Line and within the Ninth Line Neighbourhood will be considered when evaluating potential crossings of Ninth Line, the location of intersections, the design of the trail system, and the relationship of proposed development to the street and the Greenlands system.

16.24.2.4.3 Connections throughout the Ninth Line Neighbourhood will be supported by a modified grid system of public streets, public and semi-public open spaces as well as clear sightlines, gateways, wayfinding and signage plans. Any private streets will be

Draft for Review and Discussion May 4, 2017

secondary streets which meet applicable City design standards and are subject to easements which provide for public access.

16.24.2.4.4 The trail and sidewalk system should link core activity areas which are designed to promote pedestrian activity such as the 407 Transitway System stations, community facilities, employment areas and major parks.

16.24.2.4.5 Development, including the organization and design of blocks, streets, boulevards should support the use of transit, walking, and biking with direct connections to the east side of Ninth Line.

16.24.2.4.6 Development of lands abutting Ninth Line will be oriented to Ninth Line and designed with appropriate transitions to the street and to adjacent uses on the east side of the street through carefully considered massing and setbacks.

16.24.2.4.7 All development fronting on public or private streets will be designed to create an attractive interface with the street and to enhance pedestrian comfort through the design of the ground floor and landscaping and other features.

16.24.2.5 Greenlands

16.24.2.5.1 The Greenlands, both existing and restored, should be planned to protect the natural environment and establish a linked natural heritage system, recognizing the barriers created by existing and planned infrastructure.

16.24.2.5.2 Where appropriate ecologically, public access for passive recreation uses, including trails, will be encouraged for lands in the Greenlands designation. Views from adjacent development will be maximized.

16.24.2.6 Public Open Space

16.24.2.6.1 Public Open Space should be located adjacent to Ninth Line and/or lands in the Greenlands designation where possible to maximize accessibility and connectivity within the Ninth Line Neighbourhood and to the east of Ninth Line.

16.24.2.6.2 Public open spaces should be designed to serve the diverse needs of the community including facilities for active and passive recreation.

Commented [MH5]: Add text to recognize the importance of the Highway 407 Transitway Transit Project Assessment Process in the planning and implementation of the Greenlands system. It is our expectation that a comprehensive assessment of the Transitway project will be completed through this process to determine the best alignment of the corridor in consideration of protecting and restoring natural environment features to the greatest extent possible. "The Greenlands, both existing and restored, should be planned to protect the natural environment and establish a linked natural heritage system, recognizing the barriers created by existing and planned infrastructure and subject to additional study through the Highway 407 Transitway Brant Street to Winston Churchill Boulevard Transit Project Assessment Process".

Draft for Review and Discussion May 4, 2017

16.24.2.7 Parkway Belt West

16.24.2.7.1 As established in Section 11.2.13.1, lands designated on Schedule 10, Land Use Designations, as Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan.

16.24.2.7.2 It is anticipated that once the alignment of the 407 Transitway is determined lands not required for that facility may be considered for removal from the Parkway Belt West through amendment to the Parkway Belt West Plan. Where such an amendment is proposed, the City will seek the designation of the lands in accordance with the underlying land use identified on Map 16-24.2.

16.24.2.8 Precinct 1 Employment Area Focus

16.24.2.8.1 Precinct 1 will form an extension of the employment area east of Ninth Line. It will be developed as part of a comprehensive plan to create a campus-style development. Consideration will be given to joint access, shared amenity areas and connectivity throughout the Precinct and to the adjacent areas.

16.24.2.8.2 Buildings adjacent to Ninth Line or internal streets should front on the street and be designed to define the street edge.

16.24.2.9 Precinct 2 Derry 407 Transitway Station

16.24.2.9.1 Development in Precinct 2 will be focused around the Derry 407 Transitway Station to create a vibrant, active node comprised of mixed-use transit supportive development with seamless multi-modal connections.

16.24.2.9.2 The mixed use development adjacent to the Transitway Station will generally be designed to achieve the maximum permitted height of ten storeys with a minimum height of four storeys. Specific sites adjacent to the Transitway Station on high pedestrian traffic routes will be identified which will be required to design the ground floor of buildings to provide for the potential to accommodate retail development.

16.24.2.9.3 The residential area which comprises the remaining portion of Precinct 2 will provide for high density housing. The development adjacent to the lands in the Mixed Use designation will be designed to achieve the maximum permitted height of ten storeys with a minimum height of four storeys. Some grade related residential development such as townhouses and all forms of horizontal multiples with a minimum height of three storeys may be permitted in locations which do not front on Ninth Line and which do not abut the development in the mixed use area or the lands immediately south of the Mixed Use area. In addition, mixed commercial/residential "live/work" units will be permitted

Commented [MH6]: Add text to recognize that where Parkway Belt West amendments are proposed and the City will seek to designate the lands in accordance with the underlying land use identified on Map 16-24.2, subject to the approval of Conservation Halton on lands currently regulated and proposed for development designations. "It is anticipated that once the alignment of the 407 Transitway is determined lands not required for that facility may be considered for removal from the Parkway Belt West through amendment to the Parkway Belt West Plan. Where such an amendment is proposed, the City will seek the designation of the lands in accordance with the underlying land use identified on Map 16-24.2 in consultation with Conservation Halton where required."

Draft for Review and Discussion May 4, 2017

subject to parking facilities being provided and designed in a manner compatible with the residential character of the area.

16.24.2.9.4 The City will encourage the maximization of development density and height in Precinct 2 to achieve an ultimate density of 160 people and jobs combined per hectare. To assist, wherever possible, the City will seek to locate parking for the Transitway Station or related development in structures or underground. However, if significant surface parking is proposed as an initial phase of development by a public agency, the City will require a design which will allow for intensification over time, including an internal driveway system which can be converted to public or private roads and appropriate relationships to surrounding development.

16.24.2.10 Precinct 3 North Britannia/Flood Protection Land Form

16.24.2.10.1 The ultimate configuration of Precinct 3 will be determined based on approval from the appropriate Conservation Authority regarding alteration for floodplain management.

Commented [MH7]: In addition to revising the name of the precinct to "Flood Alteration Area", it should be clarified that the ultimate configuration of Precinct 3 will be determined based on approval from Conservation Halton regarding alteration for floodplain management as this area is within Conservation Halton's jurisdiction.

16.24.2.10.2 Any development will be designed to create a residential community with a mix of housing. The intent is to permit flexibility in the form of development to reflect the relationship to the natural heritage system and Ninth Line.

16.24.2.10.3 The maximum permitted height will be six storeys and the minimum permitted height will be three storeys. In some instances grade related housing such as townhouses and all forms of horizontal multiples may be permitted to front on Ninth Line. Townhouses or horizontal multiples with a minimum height of two storeys may be permitted particularly adjacent to lands in the natural heritage system. However, development abutting Ninth Line will have a minimum height of three storeys.

16.24.2.10.4 The density and height of the high density housing at the intersection of Ninth Line and Britannia will be maximized to provide for development which supports the Britannia 407 Transitway Station. The maximum height in this area shall be ten storeys and the minimum height permitted shall be four storeys.

16.24.2.11 Precinct 4 Britannia 407 Transitway Station

16.24.2.11.1 The use of the limited amount of developable land in the vicinity of the Britannia 407 Transitway Station should be maximized for mixed use transit supportive development. The maximum permitted height shall be ten storeys with a minimum height of four storeys. Careful consideration will be given to accessibility and connectivity to this development.

Draft for Review and Discussion May 4, 2017

16.24.2.11.2 The City will work with the appropriate Conservation Authority and other agencies to utilize hazard lands to the south of the station for surface parking if possible, given the limited available land in this area.

Commented [MH8]: Clarify that Conservation Halton is the appropriate Conservation Authority to work with as this area is within Conservation Halton's jurisdiction.

16.24.2.12 Community Park Focus (Precinct 5)

16.24.2.12.1 The City's Community Park will have facilities which serve the Ninth Line Neighbourhood as a whole, as well as the community east of Ninth Line. It will be designed as core activity area with strong connections to the natural heritage system and the lands east of Ninth Line.

16.24.2.12.2 The Community Park will be designed to minimize impacts on the existing and future adjacent residential uses. Similarly, residential development abutting the Community Park will be designed to ensure an appropriate relationship to the Community Park.

16.24.2.12.4 The development in the northwest quadrant of Eglinton Avenue West and Ninth Line will be designed as a residential community with a mix of housing. A maximum height of six storeys and a minimum height of three storeys shall be permitted. In some instances grade related housing such as townhouses and all forms of horizontal multiples may be permitted to front on Ninth Line. Townhouses or horizontal multiples with a minimum height of two storeys may be permitted particularly adjacent to lands in the natural heritage system. However, development abutting Ninth Line will have a minimum height of three storeys. In addition, higher density mixed commercial/residential "live/work" units will be permitted subject to parking facilities being provided and designed in a manner compatible with the residential character of the area and particularly in areas adjacent to Ninth Line.

16.24.2.12.5 The density and height of development at the intersection of Ninth Line and Eglinton Avenue West will be maximized to reflect the location at this major intersection adjacent to employment uses south of Eglinton. Consideration may be given to requiring that the ground floor of buildings at the intersection be designed for the potential to accommodate non-residential uses. The maximum height in this area shall be ten storeys and the minimum height permitted shall be four storeys.

16.24.2.13 Precinct 6 Gateway Employment

16.24.2.13.1 The Gateway Employment area represents an entry point to the City as well as Ninth Line Neighbourhood. The design of development will recognize that Highway 407, Eglinton Avenue West and Ninth Line all represent entry points to the City. A

Draft for Review and Discussion May 4, 2017

distinctive built form, landscaping and streetscape which provide visual landmarks to identify the City entry and reinforce its image will be promoted. A landscaped buffer will be considered along Highway 407.

16.24.3 Land Use

16.24.3.1 Notwithstanding the Business Employment policies of this Plan, the uses permitted in the Business Employment designation shall be permitted in the lands designated "Business Employment" in Precinct 1 with the exception of outdoor storage adjacent to Provincial Highway 407 or lands in the Greenlands designation.

16.24.3.2 Notwithstanding the Mixed Use policies of this Plan, the uses in the Mixed Use designation shall be permitted on the lands designated "Mixed Use" in Precincts 2 and 4, with the exception that townhouse dwellings and all forms of horizontal multiple dwellings shall not be permitted.

16.24.3.3 Notwithstanding the Residential-High Density policies of this Plan, Residential High Density shall permit the following uses:

- a. low-rise and mid-rise apartment dwellings;
- b. street-townhouse dwellings, townhouse dwellings, and, all forms of horizontal multiple dwellings in accordance with applicable policies of Sections 16.24.2.9 related to Precinct 2.

16.24.3.4 Notwithstanding the Residential-Medium Density policies of this Plan, the Residential Medium Density designation shall permit the following uses:

- a. street-townhouse dwellings;
- b. townhouse dwellings;
- c. all forms of horizontal multiple dwellings; and,
- d. low-rise and mid-rise apartment dwellings.

16.24.3.2 The lands designated "Residential High Density" and "Residential Medium Density" in Precinct 2 and Precinct 5 shall also permit "live/work" units.

16.24.3.3 Infrastructure and facilities including surface parking related to the 407 Transitway shall be permitted in all designations in the Ninth Line Neighbourhood in accordance with an approved Environmental Assessment.

Draft for Review and Discussion May 4, 2017

16.24.4 Transportation

16.24.4.1 Development in the Ninth Line Neighbourhood will be designed to create a multi-modal transportation network. The focus will be on enhancement of transit and active transportation modes (i.e. walking, biking) and the use of other strategies including transportation demand management.

16.24.4.2 The development in the Ninth Line Neighbourhood will be supported by a modified grid system of public streets. Any private streets will be secondary streets which meet City standards and are subject to easements which provide for public access.

16.24.4.3 The City will continue to work with the Province with respect to the preparation of the Environmental Assessment for the 407 Transitway and implementation of that facility. All development in the Ninth Line Neighbourhood will be designed to protect for, and support, the 407 Transitway and related stations and other facilities in keeping with the policies of Section 8.2.1, Corridor Protection of this Plan.

16.24.4.4 The City will encourage the Province and other public agencies to consider strategic parking management and innovative parking accommodations to support commuters accessing the Derry and Britannia 407 Transitway Stations. This should include optimizing the use of parking through such approaches as prioritization of carpool users, compact vehicles and emerging – shared mobility commuters, as well as maximizing the use of shared public parking.

16.24.4.5 The City will support the Region in exploring alternative approaches to addressing Regional road improvements such as road widenings related to the Ninth Line Neighbourhood articulated in the Region's Long Range Transportation Plan (LRTP). This includes exploring alternative approaches to such issues including sustainable modes of travel, transit strategies and efficient/effective use of the road right-of-way.

16.24.4.5 The City will when reconstructing Ninth Line promote the highest level of design to ensure that it serves a variety of functions including transit, pedestrian movement, cycling, connections between communities and connections to other areas of the City and the region.

16.24.4.6 Roads within the Ninth Line Neighbourhood will also be designed to serve a variety of functions including pedestrian movement and cycling and connections to transit. The focus will be on effective use of the road to minimize the right-of-way width wherever possible.

16.24.5 Physical Services and Utilities

Draft for Review and Discussion May 4, 2017

16.24.5.1 All new development within the Ninth Line Neighbourhood for the lands north of the woodlot south of the Community Park will be in accordance with the Ninth Line Sixteen Mile Creek Tributary Scoped Sub-watershed Plan.

16.24.5.2 All new development within the Ninth Line Neighbourhood for the lands south of the woodlot shall be in accordance with the Sawmill Creek Sub-watershed Plan.

16.24.6 Implementation

16.24.6.1 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.

Commented [MH9]: Add text to expand and clearly outline the subsequent studies (e.g. Subwatershed Impact Study, Environmental Implementation Report, Functional Servicing Studies) and planning approvals that will be required to facilitate development "by way of one or more master plans of subdivision".

16.24.6.2 In the event that there are multiple land landowners, to ensure the appropriate and orderly development of the site and to ensure that the 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 and 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 had become party to the landowners' cost sharing agreement. The City shall 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 ending agreement, the City may utilize area specific development charge by-laws enacted pursuant to the Development Charges Act, 1998, as amended.

16.24.6.3 In exchange for increased height and/or density permissions a community benefits contribution pursuant to Section 37 of the *Planning Act* will be required. The base value from which increased height and/or density will be calculated will reflect land use permissions as of January 1, 2017.

16.24.7 Interpretation

16.24.7.1 Where a property is adjacent to a public or private street or transit right-of-way, the land use designation will be interpreted as extending to the centreline of the street or transit right-of-way.



905.336.1158
 Fax: 905.336.7014
 2596 Britannia Road West
 Burlington, Ontario L7P 0G3
conservationhalton.ca

Protecting the Natural
 Environment from
 Lake to Escarpment

March 2, 2018

Romas Juknevičius M.PL, RPP, LEED AP
 Planner, City Wide Policy Planning
 City Planning Strategies Division
 City of Mississauga
 300 City Centre Drive
 Mississauga, ON L5B 3C1

BY MAIL AND BY EMAIL

Dear Mr. Juknevičius,

Re: File: CD.04.NIN (Ninth Line)
Proposed Ninth Line Neighbourhood Character Area Policies and Zoning
City of Mississauga
CH File: MPR 433

Conservation Halton (CH) staff has reviewed the following items:

- *City of Mississauga Planning and Development Committee Information Report (Wards 9 & 10), Ninth Line Lands – Proposed Neighbourhood Character Area Policies and Zoning, File: CD.04.NIN, dated November 10, 2017.*
 - *Appendix 1: List of Studies and Reports*
 - *Appendix 2: Modification Table for Mississauga Official Plan*
 - *Appendix 3: Proposed Ninth Line Neighbourhood Character Area Policies*
 - *Appendix 4: Proposed Amendments to Mississauga Official Plan Schedules*
 - *Appendix 5: Proposed Amendments to Zoning By-law 0225-2007*
 - *Appendix 6: Draft Ninth Line Urban Design Guidelines*

General Comments

Thank you for circulating the draft official plan policies and proposed zoning to establish the Ninth Line Character Area for our review. While we are generally supportive of the Draft Official Plan Amendment to bring the Ninth Line Lands into the City of Mississauga's urban boundary, we note that previous comments in our November 30, 2017 letter have not been addressed. We continue to recommend that specific policies be revised to reference the Ninth Line Lands Scoped Subwatershed Study (SWS) as an essential document to be implemented and followed in the subsequent stages of development. The proposed schedules should identify the existing watercourse alignment, floodplain extent, wetlands and setbacks as an overlay with a note that the final configuration of these areas is subject to further technical study through the finalization of the SWS and completion of technical studies in support of development

applications [e.g. Environmental Implementation Report (EIR) or Subwatershed Impact Study (SIS)]. At this time, the draft official plan policies, schedules and proposed zoning must identify the existing regulated areas until the proposed configuration has been approved by CH.

While we are supportive of moving forward with the Official Plan Amendment process, we do not consider the management recommendations contained in the SWS Phase 2 report to be final. The planning and regulatory concerns with the direct and indirect development impacts and management recommendations as outlined in our June 20 and November 30, 2017 letters remain. Through finalization of the SWS, clear direction is required on addressing the extent of the floodplain in the study area and east of Ninth Line and the direct removal and indirect isolation of large wetlands as a result of the proposed land use development plan.

We look forward to working with City staff in this regard and will continue to engage in the Ninth Line Lands process as per our regulatory responsibility under Ontario Regulation 162/06, delegated responsibility for comments relating to provincial interests under Sections 3.1.1-3.1.7 of the Provincial Policy Statement and our technical advisory role under the Protocol for Plan Review and Technical Clearance with the Regional Municipality of Peel (2002).

Specific Comments

Draft Official Plan Policies and Schedules

1. **Schedule 1: Urban System, Schedule 1a: Urban System – Green System, Schedule 3: Natural System and Schedule 10: Land Use Designations** – These amended schedules should include an overlay of the full extent of CH's regulated area identified through the SWS. Existing wetland, watercourse and floodplain areas that are not currently protected in the land use plan and are proposed for alteration should be identified and noted that the ultimate configuration of these regulated areas will be in accordance with the final SWS, technical studies in support of development applications (e.g. EIRs, SISs) and subject to the approval of CH. At this time, the proposed schedules depict a configuration of the regulated area that has not been approved or demonstrated to result in a net benefit to the Sixteen Mile Creek system based on CH regulatory policy.
2. **Policy 16.20.2.2.3: Parks, Open Spaces and Natural Heritage and Policy 16.20.2.4: Greenlands** – Identify the importance of the SWS as a guiding document by adding "in accordance with the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study" to these policies.
3. **Policy 16.20.2.6: Parkway Belt West** – Add text to recognize that proposed amendments to the Parkway Belt West Plan (PBWP), where the City will seek to designate the lands in accordance with the underlying land use identified on Map 16-24.2, will be subject to consultation with CH for lands currently regulated and proposed for development designations. The policy could read, "At that time, the City will seek to designate the lands in accordance with the underlying land use designation on Schedule 10: Land Use Designations *in consultation with Conservation Halton, where required*".
4. **Policy 16.20.3: Precincts and Policy 16.20.3.1: North Britannia/Flood Protection Land Form Area (Precinct 3)** – The reference to a "Floodplain Protection Landform" in the name of Precinct

3 North Britannia should be revised to “Floodplain Alteration Area” to more accurately reflect the nature of the proposed cut-fill floodplain alteration consisting of a passive, open watercourse system rather than an isolated dyke, berm or active control structure. Please refer to our October 28, 2016 letter, as well as previous 2017 CH letters referenced above, for detailed comments on the proposed floodplain alteration that will need to be addressed in the final SWS and subsequent technical studies in support of development applications. The SWS has identified that the Regional Storm (Regulatory) Floodplain through the study area encompasses some existing residential development east of Ninth Line and north of Britannia Road. While CH staff have provided conceptual support of the cut-fill floodplain alteration, various floodplain alteration alternatives should be explored to address the existing flood conditions while also protecting existing wetlands to the greatest extent possible.

5. **Policy 16.20.6: Physical Services, Stormwater Management and Utilities** – Thank you for the reference in this policy to all development within the Ninth Line Neighbourhood Character Area being subject to the SWS (north of the woodlot near Erin Centre Boulevard).
6. **Policy 16.20.7: Implementation** – It is imperative that text be added to expand and clearly outline that subsequent studies [e.g. EIR, SIS, Functional Servicing Report (FSR)] that will be required to support planning applications for development. It is our understanding that this will be formulated as part of Phase 3 of the SWS. Given the large scale of these issues and the fact that they cross multiple land parcels, these policies must clearly outline the additional technical requirements and areas for landowner coordination. The absence of this direction within the policies may limit the successful implementation of a systems based solution, as proposed in the SWS.
7. **Proposed Amendments to Zoning By-law 0225-2007** – The zoning component of the Ninth Line Character Area will assign several base zone categories in the study area that will require further rezoning applications to permit development in accordance with the official plan designation. The base PB1 zone (Parkway Belt) will remain in place until the 407 Transitway is finalized and lands not required for the transitway are considered for removal from the PBWP through a proposed amendment process that will involve CH. The base D zone (Development) is to recognize vacant land not yet developed and/or to permit the use that legally existed on the date of passing of the Zoning By-law, until such time as the lands are rezoned in conformity with Mississauga Official Plan. Similar to Comment 1, the proposed amendments to Zoning By-law 0225-2007 should include an overlay of the full extent of CH’s regulated area identified through the SWS and a note that the ultimate configuration of these regulated areas will be in accordance with the final SWS, technical studies in support of development applications (e.g. EIRs, SISs) and subject to the approval of CH.

We recommend that Natural Heritage System features and regulated areas (e.g. watercourse, flooding and erosion hazards, wetlands, associated setbacks) be protected within appropriate Official Plan and zoning-by-law designations to ensure no new development or site alteration occurs that would be contrary to CH regulatory policy under Ontario Regulation 162/06 as well as Sections 2 and 3 of the *Provincial Policy Statement, 2014*. It is CH staff’s preference that protection of these areas be done through dedication to the municipality.

Recommendation

We have no objection to the draft Official Plan Amendment policies and schedules provided that the above comments are addressed to the satisfaction of Conservation Halton. We would be pleased to meet with City staff to discuss the above comments and finalization of the SWS further.

Please contact the undersigned at extension 2311 with any questions and to coordinate a meeting between CH and City staff.

Yours truly,

A handwritten signature in black ink, appearing to read 'M. Howatt', with a long horizontal stroke extending to the right.

Matt Howatt
Environmental Planner
MH/

C.C. (by email): Muneef Ahmad, City of Mississauga
 Ron Scheckenberger, Amec Foster Wheeler
 Aaron Farrell, Amec Foster Wheeler
 Liliana da Silva, Region of Peel
 Gail Anderson, Region of Peel
 Barbara Veale, Conservation Halton
 Jonathan Pounder, Conservation Halton

From: Hall, Monika <Monika.Hall@thp.ca>
Sent: 2018/05/17 2:28 PM
To: Romas Juknevicus
Cc: Kerr, Shawn
Subject: Follow Up re Ninth Land

Hi Romas,

Further to our call earlier this week and to the letter THP submitted regarding our interest in the Ninth Line Corridor Lands, I'd like to provide you with some additional detail to address your questions about acreage and potential use.

Mississauga is a rapidly growing and ageing region, and the expansion of health care services is required to meet the growing demands of the community. While the hospital is advancing a number of initiatives across our three sites, we are also looking at opportunities in the community to provide services closer to home for residents who live in the community. We have been facing unprecedented challenges to our capacity in recent years, and we don't expect this will improve without thinking differently about how and where we deliver services.

The area around the Ninth Line Corridor Lands is diverse and in need of health care services closer to the region. To meet the need of the community, we would need to do further population analysis, however, believe that any of the following types of services would be of benefit to residents:

- Long-term care: providing residential care to those who are unable to live independently and require health supports; typically for seniors
- Transitional care: providing residential services to those who no longer require hospital care but are waiting for placement in the most appropriate care setting (e.g. long term care or home with supports)
- Urgent care: similar to emergency care, but serving lower acuity / urgency of patients, typically during the day with extended hours
- Ambulatory care: outpatient / day program clinic services for those who live in the community but require care for specific conditions (e.g. fracture clinics, seniors' day programming, mental health clinics, etc.)
- Primary care: family health teams or other models of primary care to serve the general community and improve access to care
- Potential residential hospice and community bereavement services
- Likely that we would want complementary retail and diagnostic services, like pharmacy, laboratory and diagnostic imaging services on site
- Any combination of these services could form community health hubs focused on co-locating complementary services, either by population (e.g. seniors) or condition (e.g. renal care, chronic diseases, etc.)
- While we don't currently plan on a full hospital site, in the future it may be something that is appropriate in that community

As I mentioned, we are open to any land, however, we've historically had significant challenges with anything less than 5 acres accommodating our proposed service complement. We would be generally interested in 5 – 15 acres.

With respect to employment numbers, some estimates we have are:

- Long term care – 246+
- Community Health Hub – 65 – 85+ (could be less or more, depending on services)
- Hospice – 50
- Urgent Care – TBC depending on size (will try to get some estimates for next week)
- Ambulatory Care – TBC depending on services (will try to get some estimates for next week)

I know you have had a couple of conversations with Shawn Kerr from THP. He will be following up with respect to some questions around the process:

- What stage of the process are you at currently? (e.g. authority to negotiate; surplus declaration, etc.)
- What is the process once this goes to council?
- What opportunities would THP have to potentially present or bring forward more information?

If you have any questions, please don't hesitate to reach out.

Thank you

Monika

Monika Hall

Project Director, Health Hubs



Mobile: (416) 262-0446
15 Bronte College Ct
Mississauga, ON L5B 0E7

monika.hall@thp.ca
<http://www.trilliumhealthpartners.ca>

 *Please consider the environment before printing this e-mail.*

CONFIDENTIALITY NOTICE: *This information is intended only for the use of the individual named in this email. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or action taken in reliance on the contents of these documents is strictly prohibited. If you have received this email in error, please notify the sender immediately. Before printing this document, please consider the environment.*

From: Brandon Gaffoor <Brandon.Gaffoor@metrolinx.com>
Sent: 2018/01/12 1:54 PM 4.8 - 48
To: Romas Juknevičius
Cc: Adam Snow
Subject: Re: CD.04.NIN (Ninth Line) - Metrolinx comments

Hello Romas,

Further to your request for comments regarding the 'Proposed Neighbourhood Character Area Policies and Zoning for the Ninth Line lands' dated January 10, 2018. I note the subject lands include Canadian Pacific Railway's Galt Subdivision which carries Milton GO Train Service. CPR is the primary commenting agency in this regard, and it is prudent to contact them for rail specific requirements regarding adjacent development. We have no further comment.

Should you have any questions or concerns, please feel free to contact myself.

BRANDON GAFFOOR, B.E.S.
Intern - Rail Corridor Management Office
Metrolinx
335 Judson Street | Toronto | Ontario | M8Z 1B2
T: 416.202.7294 C: 647.289.1958



This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

March 9th, 2018

Mr. Romas Juknevičius
Development Planner
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Mr. Juknevičius:

**RE: Ninth Line
Proposed Neighbourhood Character Area Policies and Zoning
City of Mississauga**

The Peel District School Board ("the Board") has reviewed the Ninth Line Neighbourhood Character Area Policies and Zoning which proposes approximately 3,500 to 5,000 new residential units. The proposed development will have an impact on the following neighbourhood schools:

	Grade			
	Organization	Enrolment	Capacity	# of Portables
Kindree P.S.	K-5	464	641	0
Treelawny P.S.	K-5	335	389	0
Osprey Woods P.S.	K-5	516	540	2
Churchill Meadows P.S.	K-5	781	651	7
McKinnon P.S.	K-5	653	672	2
Artesian Drive. P.S.	K-5	612	698	1
Lisgar Middle P.S.	6-8	684	577	0
Erin Centre Middle P.S.	6-8	828	766	5
Ruth Thompson Middle P.S.	6-8	717	799	9
Meadowvale S.S.	9-12	1,086	1,497	0
Stephen Lewis S.S.	9-12	1,553	1,530	0

The Board understands the proposal is in its early stages and does not prescribe unit types at this time. For the purposes of projecting the future student population, the maximum number of 5,000 units has been considered for an even split of townhouse and apartment units.

Trustees

Janet McDougald, Chair
Suzanne Nurse, Vice-Chair
Carrie Andrews
Stan Cameron
Robert Crocker
Nokha Dakroub

David Green
Sue Lawton
Brad MacDonald
Kathy McDonald
Harkirat Singh
Rick Williams

Director of Education and Secretary
Peter Joshua

**Associate Director,
Instructional and Equity Support Services**
Poleen Grewal

Associate Director, School Support Services
Wendy Dowling

**Associate Director,
Operational Support Services**
Jaspa Gill

Therefore, the anticipated yield from this development is as follows:

K-5	739
6-8	317
9-12	270

Based on the current residential units proposed for this development and the Board's anticipated yields, the Board will not be able to accommodate all anticipated elementary students in existing schools. The Board will require two (2) 650 Ministry Rated Capacity (MRC) school sites. The minimum site requirement for a 650 MRC school is 2.83 hectares (7 acres).

The Ninth Line Population and Employment Calculations indicate greater densities being distributed north of Britannia Road and north of Derry Road. Therefore, the Board prefers school sites to be located in *Precinct 2 – Derry 407 Transitway Station Area* and *Precinct 3 – North Britannia/Flood Protection Land Form Area*. School location preferences may change as more information becomes available on density distribution.

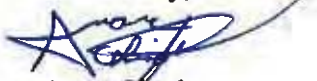
Student projections used to determine public school facility requirements are based on student per household yields that may change over time. Should the student yield increase, school accommodation needs may require additional or larger school sites. The Board is interested in understanding the developers' future phasing plans of this development.

Please keep the Board informed on the status of the proposed Ninth Line Neighbourhood Character Area Policies and Zoning and provide us with information as it becomes available so that we may provide comments as necessary on future applications for this site. The Board also wishes to be notified of the decision of Council with respect to this plan.

Thank you for providing the Board with the opportunity to comment on the Ninth Line Neighbourhood Character Area Policies and Zoning.

If you require any further information please contact me at 905-890-1010, ext. 2217.

Yours truly,



Amar Singh

Planner

Planning and Accommodation Dept.

- c. B. Bielski, Peel District School Board
- J. Rogers, Dufferin-Peel Catholic District School Board (email only)



February 28, 2018

Romas Juknevičius, Planner
City of Mississauga
Planning & Building, City Planning Strategies Division
300 City Centre Drive,
Mississauga, ON L5B 3C1

Dear Mr. Juknevičius:

Re: City of Mississauga – Ninth Line Lands Official Plan Amendment

The Dufferin-Peel Catholic District School Board has reviewed the proposed Official Plan Amendment for the Ninth Line Lands and provides the following comments:

The current Draft Plan proposes approximately 3500 residential units spread out over 4 elementary and 2 secondary school boundaries, consisting of townhouse and apartment units. Enrolment and capacity numbers for each school area are outlined in the table below:

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Albert of Jerusalem	555	700	7*
Elementary School	St. Simon Stock	323	602	0
Elementary School	St. Faustina	451	758	0
Elementary School	St. Bernard of Clairvaux	696	519	10
Secondary School	Our Lady of Mount Carmel	1540	1320	16*
Secondary School	St. Joan of Arc	1064	1371	4*

** Portables on site, but not required for student accommodation*

These units are estimated to yield 149 Junior Kindergarten to Grade 8 students and 124 grade 9 to 12 students. These estimates are based on an even split of townhouse and apartment units. As an approximate breakdown of unit type becomes available, the yields provided may be subject to change. The Board would like to be notified when this information becomes available.

Based on the Dufferin-Peel Catholic District School Board's School Accommodation criteria, the Board is satisfied with the current provision of educational facilities for the catchment areas in which the subject application is located. At this time, the Board does not require a school site on the subject lands.

The Ninth Line Lands Plan proposes medium to high density residential development with the potential to grow the existing population by 8,500 residents according to the proposed Official Plan Amendment. However, as outlined in section 5 of the Background Report, the Ninth Line Plan acknowledges density targets set in the Growth Plan under the Places to Grow Act. The Board supports this intensification in

this area as additional residential units in established school catchment areas have the potential to maintain or increase student enrolments where enrolments are declining.

Thank you for giving us the opportunity to provide comments on this matter. The Board would like to be notified of the decision of council with respect to this document.

Yours truly,



Joanne Rogers

Senior Planner

Dufferin-Peel Catholic District School Board

Phone: (905) 890-0708 x24299

E-mail: joanne.rogers@dpcdsb.org

c. B. Bielski, Peel District School Board

February 15th, 2018

Mr. Roman Juknevicius
Planner
City Planning Strategies
City of Mississauga ON, L5B 3C1

RE: Proposed Neighbourhood Character Area Policies and Zoning

Dear Mr. Juknevicius,

We hereby acknowledge receipt of the application circulation regarding the draft Official Plan policies to establish the Ninth Line Character Area and proposed Zoning.

As you are aware, our school board has the approval to build a school and a childcare in Mississauga for our JK to 6 grades student population. We would require 4 to 6 acres of land for the construction of our school. As a result, we would like to express our strong interest to be part of this development and to have a designated site between Derry Road and Britannia Avenue in this development for our school.

Please do advise us of the next steps that we have to take in order to be integrated in this subdivision and development.

We would like to extend our sincere gratitude for your assistance in this important project of ours.

Yours Truly,



Albert Aazouz
Director of Facilities and Planning

From: Mel Kayama
Sent: 2018/05/25 10:48 AM
To: Romas Juknevičius
Cc: Susan Tanabe
Subject: Re: Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning

Hi Romas,

Just a follow-up to our conversation this morning regarding T&W's comments dated (27th /02/18).

Instead of adding a new row to Table 8-2: Road Classification – Major Collectors, revise Line 2....Argentina Rd. / ~~Ninth Line~~
Highway 407 / Creditview Rd. /

Thanks,
Mel

From: Romas Juknevičius 4.8 - 55
Sent: 2018/03/07 1:46 PM
To: Mel Kayama
Cc: Farah Sharib
Subject: RE: Re: Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning

Thanks for the comments Mel.

Romas

From: Mel Kayama
Sent: 2018/02/27 2:01 PM
To: Romas Juknevičius
Cc: Muneef Ahmad; Susan Tanabe
Subject: Re: Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning

Romas,

Transportation and Infrastructure Planning has reviewed the proposed policies and provide the following comments.

Information Report dated 2017/11/10

Modification Table for Mississauga Official Plan, APPENDIX 2, Page 1, Chapter 8: Create a Multi-Modal City,
Table 8-4: Road Classification - Arterials

- Should be revised to Table 8-1
- Add Table 8-2: Road Classification – Major Collectors
 - Proposed Argentia Road / Highway 407 / Ninth Line / Mississauga / 26 m

APENDIX 2, Page 8, Schedule 8 Designated Right-of-Way Widths

- Add Proposed Argentia Road from Ninth Line to Highway 407

APPENDIX 3

Page 4, 16.29.2.6 Parkway Belt West, 16.20.2.6.1, 3rd line

- (1977) should read to **(1978)**.

Page 5, 16.20.3.3, North Britannia/Flood Protection Land form Area (Precinct 3)

- Rename to **"North Britannia (Precinct 3)"**

Policy 16.20.3.3.1

- Revise language to read, **"This precinct will be created through earth filling to manage hazard lands. The implementation of this approach will enable residential development adjacent Ninth Line. The ultimate configuration of this area will be subject to approval by Conservation Halton."**

(NOTE: This language is something T&W will need to work out with P&B in addressing Conservation Halton concerns however this is something that (Muneef) can sort out with Romas through our ongoing partnership in dealing with the Ninth Line Lands and Scoped Subwatershed Study.

Appendix 4 – Map H

- Note: the section of Argentia Road (Ninth Line to Tenth Line) is constructed.

General

All references to "Floodplain Protection Landform" or "FPL" can now be removed. That was appropriate terminology at a point in time but the process has given way to us moving away from that terminology and using more general references to cut/fill. While we don't need to replace FPL with cut/fill, we may need to look more closely at this with P&B when they do a find/replace in the Urban Design Guidelines and other related planning documents on the Ninth Line Lands going forward.

Mel

From: Paula Wubbenhorst
Sent: 2018/01/23 10:15 AM
To: Romas Juknevičius
Subject: Ninth Line Character Area Policies and Zoning

4.8 - 57

Hi Romas,

I am in receipt of your circulation filed under CD.04.NIN (Ninth Line)

Please note, my “agency” should be listed as “Heritage Planning” rather than “Chair/Secretary of Heritage Advisory Committee.”

There are several heritage properties within your study area. A Heritage Impact Assessment is required to understand and evaluate the impacts of the proposal on these properties and to mitigate any negative impacts. Our terms of reference are available here: https://www7.mississauga.ca/documents/culture/heritage/HeritageImpactAssessment_TermsOfReference2017.pdf. I have attached a reference list of heritage consultants.

All the best,
Paula



Paula Wubbenhorst, MA, CAHP, RPP, MCIP
Heritage Planner
T 905-615-3200 ext.5385
paula.wubbenhorst@mississauga.ca | mississauga.ca/heritageplanning

[City of Mississauga](http://CityofMississauga) | Community Services Department,
Culture Division

Please consider the environment before printing.



Lisgar Residents' Association Position Paper on the development of the 9th Line Lands

Provisional Version, December 2017

The LRA is not opposed to development. However, we request that it be done in the wisest way possible, to provide the best living for the new residents and existing residents nearby.

Our areas of greatest concern:

1. Increased Traffic.
 - a. The proposed new residents (up to 14,000) in this thin corridor of land will mean they will necessarily use already busy Ninth Line, Derry Road, Britannia Road, and Eglinton Avenue as their primary routes. Through lanes should be added to roads such as Ninth Line as needed to handle this increased traffic, as well as turn lanes throughout. We suggest a major North/South artery be considered in the middle of this corridor. We would like to see the traffic impact study when completed.
2. School and Hospital Crowding.
 - a. Additional housing will place a further burden on already crowded schools. School boards and nearby schools should be consulted throughout this design process to ensure adequate accommodation. Local hospitals are already far over provincial targets for wait times for complex conditions. These argue against plans for significant population increases.
3. The Potential Flooding.
 - a. We urge waterway relocation to be kept to a minimum and recommend a strategic approach of over-capacity and redundant systems in stormwater planning, so there is no flooding of these or adjacent lands. This has traditionally been swampy land. Current proposals include significant re-engineering of waterways. Hundreds of residents of Lisgar have had stormwater infiltration (i.e. flooding) issues as recent as 2017. Research into causes and preventions are still ongoing. Lisgar residents do not have much confidence in re-engineering wa-

The Ninth Line Corridor is a major gateway to our city, the 6th largest in Canada.
We urge the design of a suitable and attractive gateway.



Lisgar Residents' Association

Position Paper on the development of the 9th Line Lands

Provisional Version, December 2017

terways. The City is also concerned about stormwater since they have instituted a "Stormwater Levy." These concerns are all the more pressing, since Mississauga cannot control potential development north, or upstream, of Mississauga.

We cannot afford the same kind of mistakes that were made in the design of Lisgar to occur in the new development, especially as it will be higher density development. We request the City ensure (potentially through site plan or development agreements) that any developer(s) of 9th Line provide for proper and effective drainage systems to support the new infrastructure and prevent any adverse impacts to existing stormwater systems in Ward 10.

4. Bike safety.

- a. Any bike lanes along major arteries, like Ninth Line, should be constructed as separate bike paths, off the roadway. Options should be explored for placing them in the planned green space.

5. Noise and aesthetics.

- a. We would urge the strategic use of land berms and foliage to camouflage buildings wherever possible and provide noise abatement. Union Gas has successfully demonstrated this in their facility along Ninth Line.

6. Design consistency.

- a. We urge any development on the west side of Ninth Line to reflect the construction on the east side. Proposed 15 stories buildings are therefore concerning and out of place. We urge buildings not over three levels, with a gradual increase in height toward Hwy 407. Any high-density housing should be limited to the south end of Ninth Line, near Eglinton, where hopefully transit corridors will help alleviate traffic congestion.

7. Preservation of History and Greenspace.

- a. We urge that the City work with the appropriate authorities, including Heritage

The Ninth Line Corridor is a major gateway to our city, the 6th largest in Canada.
We urge the design of a suitable and attractive gateway.



Lisgar Residents' Association

Position Paper on the development of the 9th Line Lands

Provisional Version, December 2017

Mississauga, to preserve St. Peter's Church and Cemetery, preferably as a Heritage site. We recommend that these be incorporated into the plans for the extension of Osprey Marsh and green space, including parks and walking trails, on the west side of Ninth Line.

8. Equitable Land Valuation.

- a. We have been concerned that the most recent proposal appears to give preference to some landowners over others regarding the location of residential and commercial development vis-a-vis stormwater facilities, compared to the previous plan. For instance, the land north of the train tracks, owned by the City and developers, see a significant reduction in land area devoted to stormwater facilities, while these services have been relocated to privately owned lands. Moving stormwater facilities from areas where preferred people own property to where others who are not part of the design process own property is not fair or equitable. We expect better from a just and open society. Since no development in this corridor can be done without adequate stormwater facilities, then all lands should be acquired at comparable rates, regardless of where stormwater facilities are located.

9. Safe Connectivity Across Ninth Line for Pedestrians and Bikes.

- a. This needs to be carefully planned for safety and integration of these lands in Mississauga.

10. Increased Communication.

- a. We look forward to being part of continuing meaningful consultation through a Steering Committee. To ensure the best possible outcomes, we urge that residents and residents' associations be made part of the design process all the way through. (With all due respect, we have seen deficient proposals that come from "experts" who parachute into our neighbourhood for analysis in off-peak

The Ninth Line Corridor is a major gateway to our city, the 6th largest in Canada.
We urge the design of a suitable and attractive gateway.



Lisgar Residents' Association Position Paper on the development of the 9th Line Lands

Provisional Version, December 2017

hours.) We urge you to involve residents who live here, because they have a better grasp of realities on the ground, and because they are the ones who are most impacted by decisions that are made.

The Ninth Line Corridor is a major gateway to our city, the 6th largest in Canada.
We urge the design of a suitable and attractive gateway.

From: Glenn Voakes <glenn.voakes@outlook.com>
Sent: 2018/02/27 10:35 PM
To: Romas Juknevičius
Cc: Glenn Voakes
Subject: Feb 14 general council

Romas:

At our LRA meeting you attended it was concluded that the population of Ninth Line corridor development could not be established by planning as things were changing. We had been looking at population figures quoted by the city and/or planning ranging from a low of 8,000 (your last number) to a high of 14,000.

If there is insufficient information why does the planning department continue to throw out numbers to the council and the public? Click the attached link, select Feb 14 and forward to 1:34:00, and listen to this lady from planning throw out yet another number of 9,500.

This amazes me and causes me to wonder what is really going on in the city planning department. Certainly the numbers have no credibility.

Best regards

Glenn

<http://www.mississauga.ca/portal/cityhall/council-and-committee-videos>

From: Glenn Voakes <glenn.voakes@outlook.com>
Sent: 2018/02/07 5:59 PM
To: Romas Juknevicius
Cc: Sue McFadden; George Carlson; Mayor Bonnie Crombie; davidthistle@sympatico.ca; 'Scott Plavnick'; Pat Saito; Andrew Whittemore; Karen Crouse; Paulina Mikicich; David Raakman
Subject: RE: Ninth Line development

Romas:

Thank your reply. Please allow me think on it before responding. Tonight I am busy.

The LRA meeting on the Feb 12th has not been cancelled. I believe Susanne Thistle has been waiting on an RSVP. Perhaps you are referring to this evenings Miranet meeting which was cancelled.

Best regards

Glenn

From: Romas Juknevicius [mailto:Romas.Juknevicius@mississauga.ca]
Sent: February 7, 2018 5:46 PM
To: Glenn Voakes <glenn.voakes@outlook.com>
Cc: Sue McFadden <Sue.McFadden@mississauga.ca>; George Carlson <George.CARLSON@mississauga.ca>; Mayor Bonnie Crombie <mayor@mississauga.ca>; davidthistle@sympatico.ca; 'Scott Plavnick' <scottplavnick@rogers.com>; Pat Saito <Pat.Saito@mississauga.ca>; Andrew Whittemore <Andrew.Whittemore@mississauga.ca>; Karen Crouse <Karen.Crouse@mississauga.ca>; Paulina Mikicich <Paulina.Mikicich@mississauga.ca>; David Raakman <David.Raakman@mississauga.ca>
Subject: RE: Ninth Line development

Good afternoon Mr. Voakes,

Thank you for attending the PDC meeting this past Monday evening and providing us with your comments on behalf of the LRA. I'm sorry we didn't get a chance to meet as well.

As you are aware, and have clearly demonstrated in your email below, this is a complex project with many different variables and inputs that must be taken into consideration when calculating the density and total number of residents and jobs. Some of these inputs and variables have changed and evolved from the start of the project as we progressed with our studies so we'll have to go back to the beginning and retrace our steps.

We are currently collecting all the comments we have been receiving and will work to address them as we move forward through this next phase of the project.

If you have any additional comments or questions please don't hesitate to pass them along.

I was informed today that the February 12th LRA meeting has been cancelled. Is it being rescheduled?

Best regards,

Romas

**Romas Juknevičius M.PL., RPP, LEED®AP**

Planner, City Wide Policy Planning
 City Planning Strategies Division
 905-615-3200 ext. 4115
romas.juknevičius@mississauga.ca

[City of Mississauga](#) | Planning & Building Department

Please consider the environment before printing.

From: Glenn Voakes [<mailto:glenn.voakes@outlook.com>]

Sent: 2018/02/05 10:42 PM

To: Romas Juknevičius

Cc: Sue McFadden; George Carlson; Mayor Bonnie Crombie; davidthistle@sympatico.ca; Scott Plavnick; Glenn Voakes; Pat Saito

Subject: Ninth Line development

Romas:

Following up on my 2 questions this evening.

The first question had to do with the population and density in the Ninth Line developed area. **Density is referenced on page 4.3-19 and again at 4.3-23 in the “Planning and Development Committee Agenda”.** Density has been prioritized as the #1 and #2 issue respectively by residents and the LRA. The reason it is important to understand a firm population number is the impact it will have on us that live in ward 10. We don’t want to look the Vegas strip. As I stated this evening the first population number I ever saw published was 14,000 people. Over the past several months the number has dropped to 12,000, then 8,500 and tonight you stated 8,000. What has not changed in any data published by planning is the density of 82 per hectare. So how can it be accounted for that the population projections is decreasing but the density is not?

Adding to the difficulty in rationalizing the published numbers is how many hectares the numbers are being based on. It is stated that the Ninth Line consists of 350 hectares. If the density is 82 that would represent just shy of a population of 29,000 (350×82). However not all the land can be developed. (ie) transit way, floodplain. If one assumes that only 70% (a pure guess) can be developed and we use the 82 per hectare number that would represent a population of 20,000 ($(350 \times .7) \times 82$). Looking at it from the flip side if the population is actually going to be 8,000 as you stated this evening and you use my 70% usable hectare number the density would be 33 ($8,000 / 245$). So Romas the numbers jump all over the place and don’t add up or make sense no matter which way you slice or dice them. **Can you please provide the actual numbers (population and density) the city is planning for the Ninth Line? Additionally could you confirm the number of hectares that can be developed along the Ninth Line corridor.**

The second question had to do with **article 16.20.6.3 on page 4.3-25 in the “Planning and Development Committee Agenda”.** It states **“In exchange for increased height and/or density permissions a community benefits contribution pursuant to Section 37 of the Planning act will be required”.** I asked for someone to explain what this statement really meant or implied. The gentleman to your left (apologize I did not get his name) spoke to the question but to me was incoherent in his explanation. Rather than drag the conversation out this evening, for the sake of time, I asked if he could provide the explanation in writing to which it was agreed by all he would. **Can I ask you to please follow up with this gentleman regarding his response and an indication of when I might receive it?** When providing the answer please keep in mind I am unaware of what Section 37 is so that may also have to be explained in context of the response of explaining the meaning.

4.8 - 65

Thank you in advance Romas. Sorry we did not get a chance to meet this evening but perhaps at an LRA meeting in the future.

Best regards

Glenn

From: Randy Griffin <r.griffin@erinsmillsdev.com>
Sent: 2018/01/24 8:05 AM
To: Romas Juknevicius
Subject: Shaping Ninth Line Lands
Attachments: 2057_001.pdf

Good morning Romas : We have been circulated the Public Meeting Notice for Shaping the Ninth Line Lands . We have briefly opened some of then background information and it appears the work to date has taken into consideration the requirement to control discharge from 26.1 Ha (64.5 acres) of the Ninth Line corridor in the vicinity of Eglinton Avenue . This parcel is to be controlled to a Pre – Post level prior to entering to the storm system built through our industrial Business Park at the south east corner of Eglinton Avenue and the Ninth Line . A few relevant pages from the SWM Report for our lands , as approved by the City and the MTO Corridor Control Department, are attached . Thank you for keeping us on the circulation list for this proposed new development . Regards,

Randy Griffin
General Manager
THE ERIN MILLS DEVELOPMENT CORPORATION
Cell 416 319 2663

Glen Erin Brook Erin Mills – Neighbourhood 407 MTO – Highway 403 Corridor

City of Mississauga

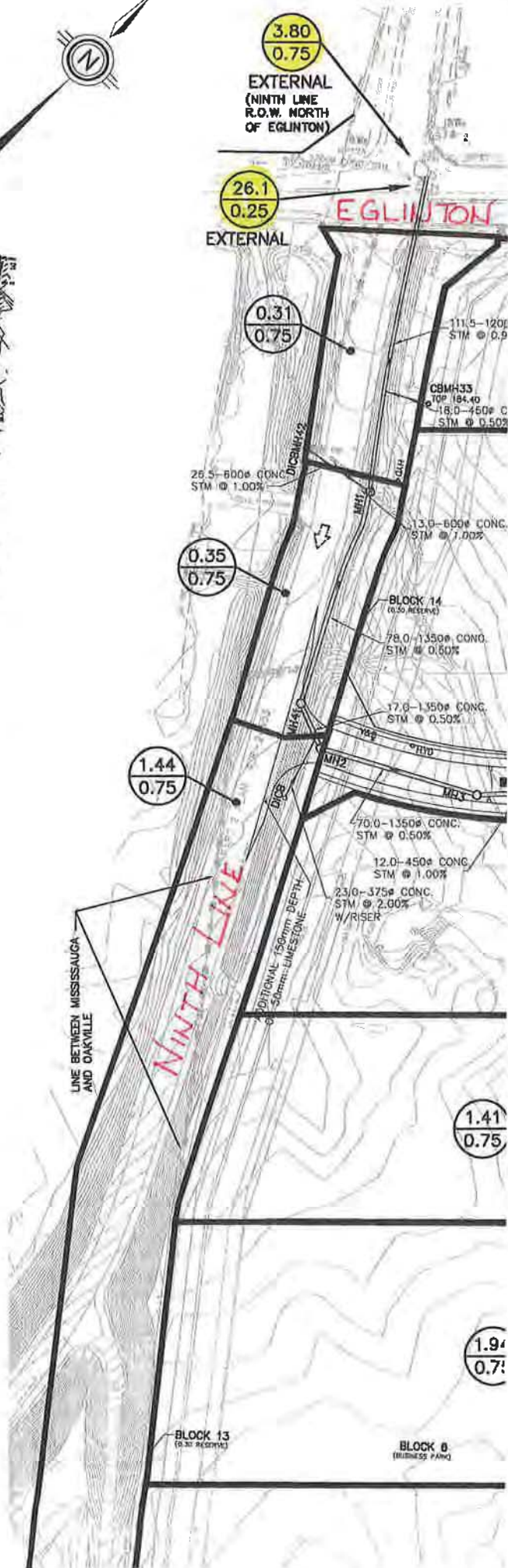
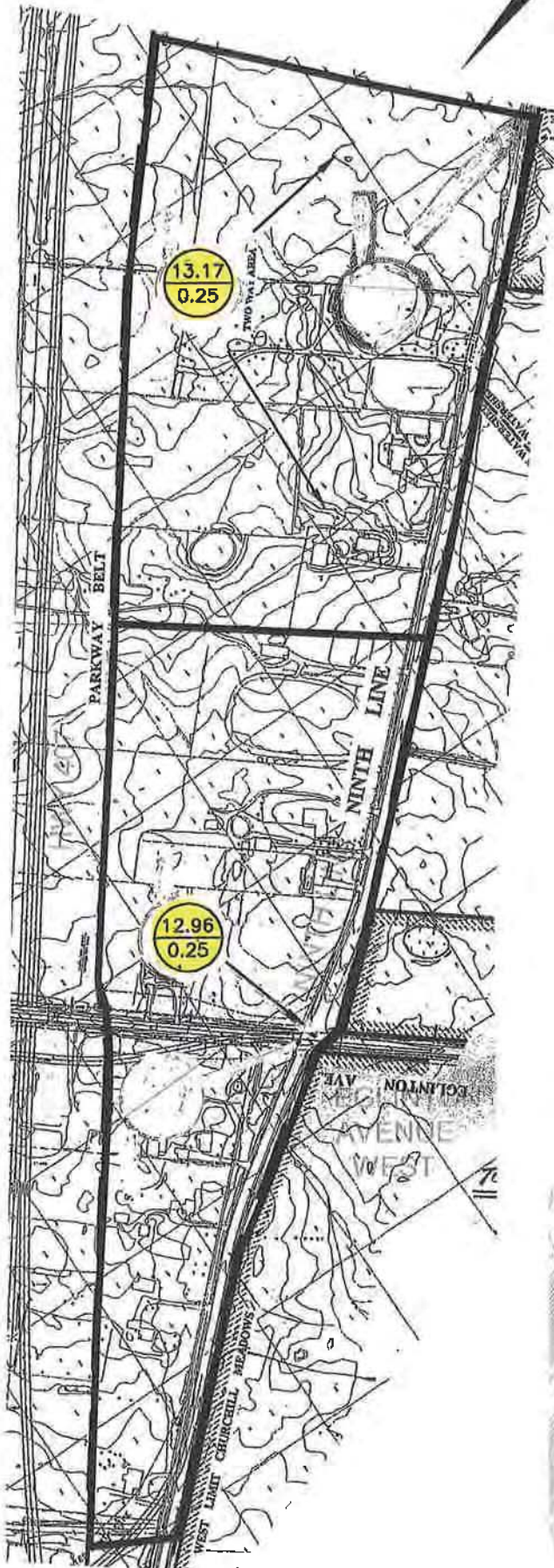
Stormwater Management Report Detail Design

Prepared for:
The Erin Mills Development Corporation
7501 Keele Street, Suite 500
Concord, ON L4K 1Y2

Prepared by:
Earth Tech AECOM
7th Floor 105 Commerce Valley Dr. W
Markham, ON L3T 7W3

June 2004
Rev. September 2008

Project No. 57134 (73452)

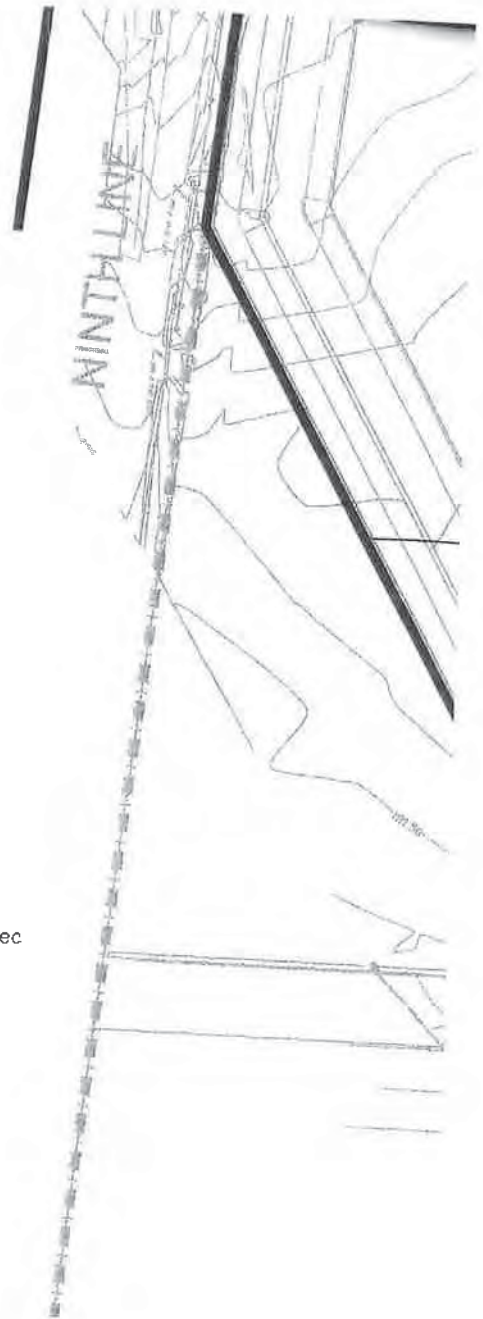


EXTERNAL STORM DRAINAGE PLAN

N.T.S.

EXTERNAL DRAINAGE FLOWS

1. STORMWATER MANAGEMENT REQUIRED FOR FUTURE DEVELOPMENT
OF EXTERNAL AREAS BASED ON PRE-DEVELOPMENT FLOW RATES
FROM A DRAINAGE AREA OF 32.1 ha.
2. ALLOWABLE FLOWS: 2 YEAR (24 HOUR CHICAGO) STOTM $\approx 1.1 \text{ m}^3/\text{sec}$
100 YEAR (24 HOUR CHICAGO) STOTM $= 2.9 \text{ m}^3/\text{sec}$





**NLOA - Ninth Line Owners Association (1997)
5150 Ninth Line, Mississauga, Ontario L5M 0R5**

February 5th, 2018

**Attention: Mississauga City Council & Planning Staff
300 City Centre Drive, Mississauga, Ontario L5B 3C1**

RE: Proposed Mississauga Official Plan Amendment (MOPA) for Ninth Line Study Lands

Dear Members of Mississauga Council & Planning Staff:

Thank You for the opportunity for the Ninth Line Owners Association (NLOA) to submit written/oral comments & questions at this Public Meeting for the Proposed Mississauga Official Plan Amendment (MOPA) for the Ninth Line Study Lands.

We have been actively involved in this Planning Process since the beginning, & have made numerous submissions previously to the City, the Region & the MTO.

NLOA has supported this Planning Process for the development of the Ninth Line Lands, however we continue to question & object to a number key details in the current Proposed Draft Mississauga Official Plan Amendment (MOPA).

NLOA continues to strongly object to the continued use of an Unapproved Proposed 407 Transitway Alignment & Design that Mississauga Planning Staff have been using in developing Proposed Land Uses for the Annexed Milton/Halton Lands. This planning effort by the City with the Unapproved Proposed 407 Transitway Alignment, forms part of the documentation in support of your Proposed Draft MOPA.

NLOA submits that the continued use of an Unapproved Proposed 407 Transitway Alignment in this planning process does not reflect good planning practice. And that the continued use of this Unapproved Alignment gives it an apparent validity which it is not entitled to, given that it does not follow & is not contained within the Current Approved MTO 1998 Preliminary 407 Transitway Alignment.

In addition, MTO is currently undertaking an Environmental Assessment (EA) for the Proposed 407 Transitway Alignment, to determine its Final MTO Approved Location.

NLOA asks once again, why are you not working within the Current Approved MTO 1998 Preliminary 407 Transitway Alignment?

MTO has not yet approved your Proposed 407 Transitway Alignment.

continued...

A number of properties north of Britannia Rd. (including the NLOA Chair's at 6288 Ninth Line), have been cut in half by this Unapproved Proposed 407 Transitway Alignment. This is in complete disregard to your own Terms of Reference, which include keeping the 407 Transitway Alignment as far west & as close to the Highway 407 Corridor as possible. Will you be purchasing our Lands for your Unapproved Proposed 407 Transitway Alignment, including the Land-Locked Portions on the west-side?

In addition to our objections to Mississauga's Proposed 407 Transitway Alignment & it's negative impact on many NLOA Members Properties, we also have further objections to Mississauga's Current Proposed Land Use Mapping. Although it provides some Development Land Uses to most of the NLOA Members Properties, reducing Flood Plain Areas to varying degrees, it has completely ignored 3 Smaller Resident Owned Parcels at 5476, 5578 & 5644 Ninth Line.

However in comparison & contrast, Large Developer Owned & City Owned Parcels north of Derry Rd., have had Large Existing Flood Plain Areas completely disappear in the Current Proposed Land Use Mapping. We submit that this is not only unfair & far from even-handed, but is also with complete disregard to the Mississauga Mayor's & Councillor's commitments to the NLOA Members in Fall 2009 that all of their Lands would receive as much Development Land as possible (notwithstanding the limits to Flood Plain Reduction), if they supported the Proposed Annexation of their Lands to Mississauga & Peel.

Why can't you reduce, minimize & even eliminate the Flood Line for these Smaller Private Land Parcels, as you have so conveniently for the Larger City Owned & Developer Owned Larger Land Parcels? Will you be compensating us for supporting Storm Water Drainage Uses over our Lands, which will serve & support Development north of us on City & Developer Owned Lands?

Lastly, Halton ROPA 28 (2005) provided for further reductions in Flood Plain Areas by Land Owners through Storm Water Management Works, without the need for an Official Plan Amendment, provided that they satisfied Conservation Halton's Requirements. We have yet to see the inclusion of this Option in the City's Current Proposed Draft Land Use, or in the Proposed Draft Regional Official Plan Amendment (ROPA). Will this provision be included in the your Proposed MOPA & the Proposed ROPA, as was committed to in Fall 2009, prior to the Annexation?

Thank You for your time & consideration of our comments & questions.

Sincerely,

R. Peter Skira / Chair, Ninth Line Owners Association (905) 877-0739

c.c. - Romas Juknevičius / Mississauga Planning Dept.
- Stan Jakaitis / Planner
- NLOA Members

From: christhorne@crmlab.ca [<mailto:christhorne@crmlab.ca>]

Sent: 2018/02/06 11:20 AM

4.8 - 72

To: Romas Juknevičius

Cc: Claire Freisenhausen

Subject: Ninth Line Lands Archaeological Potential

Good morning,

We have been reviewing the proposed plan for the Ninth Line Lands and have noticed mention of archaeological potential within the proposed area. Has this area already been cleared of archaeological potential or is that being left up to the individual developers within the Ninth Line Lands?

Any information regarding current or future archaeological assessment opportunities within the Ninth Line Lands would be greatly appreciated.

Thanks,

Chris Thorne
Senior Associate



CRM Lab Archaeological Services

242 Joicey Boulevard - Suite 200

[Toronto, ON M5M 2V7](#)

tel: 647-391-9430 www.crmlab.ca

email: christhorne@crmlab.ca



May 29, 2018

Mr. Romas Juknevičius
City Planning Strategies Division
Planning and Building Department
City of Mississauga
300 City Centre Drive, 7th Floor
Mississauga, ON L5B 3C1

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Re: Ninth Line Lands – Proposed Neighbourhood Character Area Policies and Zoning
City File: CD.04.NIN

Dear Mr. Juknevičius,

Thank you for the opportunity to review the Ninth Line proposed Neighbourhood Character Area policies and zoning amendments.

The Ninth Line lands are unique in terms of their history and their planning status. The annexation provided the City of Mississauga with the opportunity to ensure that any development on the lands is planned in conjunction with the urban community and infrastructure on the east side of Ninth Line.

From a land use planning perspective, Peel Regional Official Plan policy 5.10 defers to the Halton Region Official Plan that implemented policies for the Ninth Line Corridor Policy Area through ROPA 28 in 2005. As such, the subject lands are designated "Ninth Line Lands" in the Region of Peel Official Plan and section 5.10 of the Peel Region Official Plan states that:

...currently, the policies of the Region of Halton and the Town of Milton Official Plans apply to these lands. The policies of the Region of Peel Official Plan do not apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.

At the lower-tier level, the City of Mississauga Official Plan currently designates the subject lands as "Special Study Area" and defers to the Town of Milton and Region of Halton Official Plans for applicable land use policies.

Since the Mississauga Official Plan Amendment would be implementing existing land use policies associated with the Halton "Ninth Line Corridor Policy Area" and not a Peel Regional Official Plan settlement boundary expansion, the Municipal Comprehensive Review process requirements of the 2017 Growth Plan would not apply.

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

While the lands have come into Peel Region under an old policy regime, Mississauga is aiming to achieve a higher standard in line with the standards and policies of the 2017 Growth Plan, such as meeting density and intensification targets, integrated approach to planning for complete communities, watershed planning, agricultural impacts, environmental planning, Major Transit Station Areas and transit supportive uses.

Regional staff recommends that the proposed amendment include a policy to ensure that development applications within the Northwest Greater Toronto Area Identification Study Area do not preclude or predetermine any further planning and/or implementation of the Study Area. The Study Area has been established by the Province of Ontario and replaces the now cancelled Greater Toronto West Corridor.

A future Regional Official Plan Amendment based on technical work completed would bring these lands into conformity with the Region of Peel Official Plan as part of the Peel 2041 Official Plan Review and Municipal Comprehensive Review process, thereby reflecting the Settlement Boundary that includes the Ninth Line Lands and incorporating population and employment densities for Ninth Line Lands into the 2041 planning horizon.

Peel Region By-Law 1-2000 states that local Official Plan amendments are exempt from Regional approval where they do not require an amendment to the Regional Official Plan; where they have had regard to the Provincial Policy Statement and applicable Provincial Plans; where the City Clerk has certified that processing was completed in accordance with the Planning Act and where the Region has advised that no Regional Official Plan amendment is required to accommodate the local Official Plan amendment.

I am pleased to advise that we have no concerns with the proposed amendments. This Local Official Plan Amendment would achieve conformity with Peel's Official Plan since the Amendment would implement the in effect, "Ninth Line Corridor Policy Area", policies from the Halton Official Plan. The Halton Plan policies direct that a local Official Plan Amendment be undertaken to incorporate policies to guide development in accordance with the Ninth Line Corridor Policy Area planning framework and permit the extension of water and wastewater services from the Region of Peel.

If you have any questions or concerns, please contact me at your earliest convenience at 905-791-7800 ext. 4362, or by email at: christina.marzo@peelregion.ca

Yours truly,

Christina Marzo, MCIP, RPP
Manager
Development Services, Public Works

From: Irfan Sheryar <irfansheryar@hotmail.com>
Sent: 2018/01/17 5:06 PM
To: Romas Juknevicius
Subject: Ninth Line Lands - Public Meeting Comments

I will not be able to attend the meeting on Feb 5, 2018. My comments:

1. The residential units in the Ninth Line lands will add tremendously to the traffic on the Ninth Line even after it is widened, which will be a huge discomfort to the residents already living on Ninth Line such as me.
2. There is already a need to have exits to Hwy 401 in the North and to Hwy 403 in the South from Ninth Line to ease the traffic flow on other horizontal road joining the Ninth Line. This need to enhance after development of the Ninth Line lands. This needs to be considered on priority.
3. I suggest that the residential units in the Ninth Line lands be kept to a minimum and this space be used more as a natural park and for trails.

Regards,

Irfan Sheryar
Khamza Sheryar
5867 Chessman Court
Mississauga, L5M 6P4

From:

rashad dahshi <rdahshi@yahoo.com>

Sent:

2018/02/03 7:27 PM

To:

Romas Juknevičius

Subject:

Wards 9 & 10, File: CD.04-NIN, Ninth Line lands proposal.

Good Evening Romas,

I was reading the notice letter sent to me at 3967 Skyview Street, Mississauga L5M-8A2, regarding the proposal of rezoning the ninth line lands which will result in constructing over 8000 residents and commercial buildings. I would to submit some remarks about this proposal:

- 1- Living in Mississauga was a beautiful dream now it is a night mare with all the traffic jam in all streets 24-7 day and night, please we do not need more traffic jam.
- 2- The green zone lands west of the ninth line is the best remaining green and quiet area west to where we live.
- 3-Ninth line is a narrow road and can not take more traffic of 8000 houses, not forgetting drivers who are not from Mississauga and still using it North and South.
- 4- More subdivisions build on these lands will cause horrific traffic, not enough sewage lines, water supply, storm water drainage network capacity to serve these new proposed houses which will affect our life style.
- 5- Also more load will be on internet services, natural gas supply and electricity, which will also affect our life.
- 6- By building new houses on Ninth line lands will affect adversely the value of neighbouring existing houses in both wards 9 & 10.
- 7- Constructing commercial building will bring more big size commercial trucks into the traffic on the 9th. line, which will cause more serious accidents.

So, in general and because of all the above mentioned remarks, I do not support this proposal which will bring more harm than benefits to our city in general and specially to both Wards 9 & 10, where we are already suffering from the new garbage collection system you are doing, from the snow cleaning services which is very bad and even from school bus transportation which is not good enough and does not serve the fair number of students in this area.

Kindly, I prefer if you do not proceed with this proposal and try to change it to some other more beneficial project like building a new hospital which we urgently need in Mississauga or another University or college for our kids rather than suffering every morning in transportation to go to Toronto, Hamilton or Waterloo to attend a university.

Thanks

Rachad Dahche

3967 Skyview Street, Mississauga
L5M 8A2

From: Julia Zhou <yejuhua2002@gmail.com>
Sent: 2018/01/21 7:07 PM 4.8 - 77
To: Romas Juknevičius
Subject: Ninth Line Development

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Planner:

As a resident along ninth line, I'm really appreciate you send the mail inquiring about ninth line development plan. Every day our family drive along Ninth line, during weekend walking along Ninth line, we really love this area, and we also read your document and picture, we love your future plan for this area, it's very good research, very good detail plan, makes this area commute more convenient, more beautiful, and will be future community activity hot area.

Here is my one wish:

Now it looks there will be an community center located around Ninth line cross Tacc line (a big ad showing community constructed), we really love this idea, I wish it will have more room for elder people social, for toddler playing, and a lot of small restaurant for people enjoy food, and there are buses send people here conveniently. Because I know a lot of elder people feel very lonely when kids all go to work or school at day time, they can not drive and don't have activity area, can not meet and talk to friends every day, especially during the long winter time, they even can not walk outside, some are sick and even pass away quickly. For the new community center if you build a lot of empty room decorated with table and chair, people just buy some monthly tickets, every day they can meet friends, join some activity, and enjoy food there, I believe this will be great news for elder and toddler family, and also for their kids, they will be very happy their parents have splendid life, healthy and living longer, hopefully you can consider this suggestion.

Secondly I wish to clarify one concern, right now at east Eglinton cross south Ninth line area, there are some building being constructed, I want to know if one building is Muslim praying area. If not, that's really good, if it's true, I'm really disappointed, I feel uncomfortable their praying site just before my home, it looks this area belong to this religion instead of multi-culture area, I wish the religious praying site will be far away from people living area, and every body will feel more relax and enjoy this area.

Thanks your inquiry, these are my thoughts, hopefully it will be considered during Ninth line planning.

Best Regards

Qing Zhou

Joe Amato**5644 Ninth Line, Mississauga, Ontario L5M 0R5**

February 5th, 2018

Attention: Mississauga City Council & Planning Staff
300 City Centre Drive, Mississauga, Ontario L5B 3C1

RE: Proposed Mississauga Official Plan Amendment (MOPA) for Ninth Line Study Lands

Dear Members of Mississauga Council & Planning Staff:

My name is Joe Amato, I live at 5644 Ninth Line. I made an Oral Submission at the Draft ROPA Public Meeting at Peel Regional Council Chambers on Oct. 26th, 2017, as it pertains to the Ninth Line Lands being brought into the Urban Boundary. It was necessary to put my objections & concerns on the record at that Draft ROPA Public Meeting, and I also feel it necessary to put them on the record here again today, at the Draft MOPA Public Meeting.

I do not oppose the current development process for the Ninth Line Lands. The Ninth Line Land Owners supported the Proposed Annexation in the Fall of 2009, and Mayor Hazel McCallion, Councillors Sue McFadden, Pat Saito and Katie Mahoney, sold us on the fact that our lands would go up in value, and that we would all benefit from some form of development possibilities on our lands, IF we didn't oppose Annexation from Milton to Mississauga.

The Proposed Annexation was something that the Ninth Line Owners Association (NLOA) had been following very closely for years, and we were prepared to go to the OMB if not satisfied.

Through the current Planning Process all but 3 Properties have proposed development opportunities, one of which is mine. At this stage my land has been proposed to be a Greenlands (Flood Plain) Land Use Designation!

As of Jan. 1st, 2010, the date of Annexation, my taxes went up \$1000 almost 33%, and as of today, 7 years later have almost tripled to \$7000.

If my land stays designated as Greenlands (which it was prior to Annexation), then why am I paying taxes based on what a developer would purchase my land for, if it cannot be developed at all.

We were made promises to gain our support for Annexation which have not been kept.

The other related issue is that of the proposed changes to the Current Flood Plain. The Flood Plain Line has been changed during this Planning Process, and the current proposed changes have it all but disappearing on Large Developer and City Owned Parcels of Land (especially north of Derry Rd. W.), but not on my Small Parcel of Land, or on my 2 Neighbours' Lands south of me!

continued...

It's a bit suspect, given that I have 1.1 acres of land, while the Developers and the City have hectares upon hectares of Land, and the Consulting Firm could adjust the Flood Line for the Developers and the City, but not for my and my neighbour Jas Kumar's Properties.

This is clearly not a fair or un-biased process that has produced such unacceptable proposed results.

During the next stages of this Planning Process, I/we are looking to the City of Mississauga, the Consulting Firm, MTO and the Region of Peel, to right this wrong.

In closing, I wish to state that I have been patient and fair throughout this process. from the very beginning. I first brought my concerns to all the Official Meetings, public or otherwise, and I was always told, "Don't worry Joe, this is just a proposal, things may change". Unfortunately, they have not changed for my Property and my Neighbours'.

I always hold people to their word, and I give people the benefit of the doubt. I wanted to believe that the Smaller Stakeholders like myself, and my fellow NLOA Members, would be treated fairly, and not ignored in favour of Larger Stakeholders (both Private and Public).

I have no problem with paying my fair share of taxes, when it's just. But when my taxes are used for a Planning Process that's both un-fair and biased against me, that's where I must strongly oppose this Proposed Official Plan Amendment.

When the City has worked to favour Larger Landowners, to get them more developable land at the expense of other Smaller Landowners, that's where I must draw the line. And I will take this all the way to the OMB if necessary, to ensure that the City of Mississauga keeps their promises, that were made to us during Annexation.

A fair process is what we were promised, and that everyone would get Development Opportunities, as long as we did not oppose Annexation.

You need to fix this right away, without any further delay!

Thank You for your time.

Sincerely,

Joe Amato / Member of Ninth Line Owners Association

c.c. - Romas Juknevičius / Mississauga Planning Dept.
- Stan Jakaitis / Planner
- NLOA Members

Planning and Development Committee

2018/02/05

5

Councillor G. Carlson	X			
-----------------------	---	--	--	--

Carried (9-0-2Absent-0)

4.3. **PUBLIC MEETING (WARDS 9 AND 10)**

Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning CD.04.NIN

Romas Juknevičius, Planner, City Planning Strategies Division, provided a review of the Proposed Neighbourhood Character Area Policies and Zoning.

The following persons made oral submissions citing concerns with the still outstanding Ministry of Transportation (MTO) transit study; increased traffic and density in a land locked area; school and hospital crowding; the built form on west side of Ninth Line should mimic the east side; unresolved storm water problems; bike lanes should not be on road ways to ensure safety; preservation of heritage and green space; there needs to be increased communication; the size of the future transit station north of Derry Road; encourage the City to initiate amendments to delete any lands not required for the transit way so that they can be developed with the rest of the lands; the density outlined in the Report is confusing; proposed heights north of Derry Road do not provide appropriate transition; the continued use of an unapproved proposed 407 Transit way Alignment does not reflect good planning and adversely impacts properties north of Britannia Road; the current land use proposal unfairly excludes three smaller properties from development opportunities as well as the proposed Flood Plain Line; since the Annexation in the Fall of 2009 from Halton Region, property taxes have tripled;

1. Scott Plavnik, Lisgar Residents' Association;
2. Jim Levac, Glen Schnarr & Associates Inc., representing Mattamy Homes and Argo Development Corporation;
3. Jennifer Renaud, Resident;
4. Peter Skiry, Chair of Ninth Line Owners Association (1997);
5. Joe Amato, Resident;
6. Glenn Voakes, Resident;
7. Jaswinder Kumar, Resident;
8. Fatah Ladero, Resident;
9. Mary McPherson, Resident, expressed support for the Proposed Neighbourhood Character Area Policies and Zoning of the Ninth Line Lands.

Councillor Saito spoke to the fact that the MTO had recently come forward and advised the City that they will require more land for the transit way. She said that the City has no control over this as it is a Provincial decision. She also said that the City will work with property owners to ensure they receive as much development as possible.

Mr. Juknevičius advised that the overall average density is prescribed by the Province.

Mr. Andrew Whittemore, Director of City Planning Strategies, advised that this is a high level land use plan and as the City moves through the process, it needs to ensure that the Provincial density targets are met. He explained the Section 37 Policy which allows

community benefit in exchange for additional density.

Councillor McFadden noted that the Lisgar Community will get the much needed school. She said that this is just the first part in the planning process to get the policies underway and work will continue towards ensuring the Community's needs and wants are taken into consideration.

Councillor moved the following motion, which was voted on and carried:

RECOMMENDATION

PDC-0010-2018

1. That the submissions made at the public meeting held on February 5, 2018, to consider the report "Ninth Line Lands" Proposed Neighbourhood Character Area Policies and Zoning dated January 16, 2018, be received, and
2. That staff report back to Planning and Development Committee on the submissions made, outlining any modifications to the original proposed amendments and zoning changes, if necessary.
3. That nine oral submissions made to the Planning and Development Committee at its meeting dated February 6, 2018, be received.

File: CD.04.NIN

RECEIVED (Councillor S. McFadden)

RECORDED VOTE	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie	X			
Councillor K. Ras			X	
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr			X	
Councillor N. Iannicca	X			
Councillor M. Mahoney	X			
Councillor P. Saito	X			
Councillor S. McFadden	X			
Councillor G. Carlson	X			

Carried (9-0-2(Absent)-0)

4.4. National Housing Strategy □ Comments File: CD.06.AFF

Councillor N. Iannicca moved the following motion, which was voted on and carried:

**Ministry of
Municipal Affairs**

**Ministère des
Affaires municipales**

Ministry of Housing

Ministère du Logement



Municipal Services Office
Central Ontario
777 Bay Street, 13th Floor
Toronto ON M5G 2E5
Phone: 416 585-6226
Facsimile: 416 585-6882
Toll-Free: 1 800 668-0230

Bureau des services aux municipalités
du Centre de l'Ontario
777, rue Bay, 13^e étage
Toronto ON M5G 2E5
Téléphone : 416 585-6226
Télécopieur : 416 585-6882
Sans frais : 1 800-668-0230

April 13, 2018

Arvin Prasad
Director of Integrated Planning
Region of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9

Andrew Whittemore
Director of City Planning Strategies
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear: Mr. Prasad and Mr. Whittemore

**RE: Provincial Review Follow up Comments
Draft Regional Official Plan Amendment
Ninth Line Lands, City of Mississauga, Region of Peel
MMAH File No.: 21-OP-177206**

I would like to thank the Region of Peel and City of Mississauga for meeting with the Ministry throughout March and sharing additional information regarding the history and context of the Ninth Line Lands (subject lands). The documentation has been beneficial in understanding some of the background associated with the subject lands and informs the following comments that should be considered as further clarification to the previous Ministry letter of December 2017 regarding the proposed Regional Official Plan Amendment (ROPA) for the subject lands.

Based on a review of the documentation, the Ministry recognizes that the subject lands are unique, both in terms of their history and their planning status. With respect to the history of the subject lands, we understand that the purpose of the annexation was to provide the City of Mississauga with the opportunity to ensure that any development that might occur on the lands would be compatible with the existing community that has developed within Mississauga on the east side of Ninth Line. It was intended that when development did occur, it would contribute towards the cost of the municipal services provided by the Region of Peel and City of Mississauga, and not to the Region of Halton and Town of Milton. Further to the annexation of the subject lands in 2010, the Ministry also recognizes the numerous planning studies

and reports that were completed by both the Region of Peel and City of Mississauga in order to provide guidance for future development in this area.

From a land use planning perspective the Peel Regional Official Plan defers to the Halton Region Official Plan that implemented policies for the Ninth Line Corridor Policy Area through ROPA 28 in 2005. As such, the subject lands are designated "Ninth Line Lands" in the Region of Peel Official Plan and section 5.10 of the Peel Region Official Plan states that: "currently, the policies of the Region of Halton and the Town of Milton Official Plans apply to these lands. The policies of the Region of Peel Official Plan do not apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan." At the lower-tier level, the City of Mississauga Official Plan currently designates the subject lands as "Special Study Area" and defers to the Town of Milton and Region of Halton Official Plans for applicable land use policies.

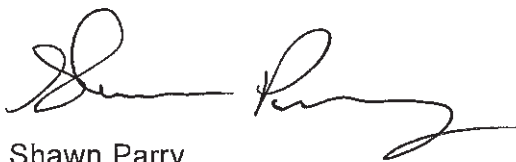
Historically, through ROPA 28, the Region of Halton's objective was to protect the land base for the development of the inter-regional transitway and accessory infrastructure in the Ninth Line Corridor, as well as to provide for development at the future transit station locations that encourage and support such development while permitting limited development through the rest of the Corridor. A Ninth Line Study Report was prepared for the Region of Halton in May 2005 to support ROPA 28. The Ninth Line Study Report identified numerous transit related and supportive land uses, including high density and medium density residential, office, and employment.

We understand that the Region of Peel and City of Mississauga staff are of the opinion that the City can bring forward an area-specific official plan amendment under section 17 of the *Planning Act* and outside of a municipal comprehensive review through section 26 of the *Planning Act* to further advance the planning of the subject lands. Proceeding with this matter in this way would be a local decision.

Both the annexation of, and the applicable planning framework for the subject lands appear to be the subject of long, elaborate municipal processes in which the Ministry had a relatively limited role. Review of the selected documentation you have provided has helped us understand that there are a number of complexities associated with the subject lands and I understand a local solution is being advanced, recognizing that the Region and City would have a deep understanding of all the subtleties associated with these lands.

Should you have any questions or wish to discuss this matter further, please do not hesitate to contact me at 416-585-7264 or shawn.parry@ontario.ca.

Yours truly,

A handwritten signature in black ink, appearing to read 'Shawn Parry', written in a cursive style.

Shawn Parry
A/Regional Director

PEEL REGION

Ninth Line Lands Municipal Comprehensive Review ADDENDUM

The Ninth Line Lands Municipal Comprehensive Review (MCR) was completed in May 17, 2017. It was undertaken within the Provincial policy framework for managing growth including the Growth Plan for the Greater Golden Horseshoe, 2006 (Growth Plan, 2006) and the Provincial Policy Statement, 2014. Analyses were undertaken regarding developable land assumptions, population and employment capacity, draft and preferred growth options and the associated growth management policy and land budget implications of the greenfield expansion and growth concept. The MCR addressed policies and targets of the Growth Plan, 2006 (as amended in 2013), particularly as it relates to meeting minimum expectations for intensification and density and expansion of settlement areas. The MCR implements Regional Official Plan Amendment 24 (ROPA 24), which has a 2031 time horizon and was based on the population and employment forecasts in the original Growth Plan, 2006 now known as "2031A" in the new Schedule 3, Distribution of Population and Employment for the Greater Golden Horseshoe to 2041, arising from Amendment 2 (July 2013).

Subsequently, the Province approved an update to the Growth Plan for the Greater Golden Horseshoe (Growth Plan, 2017) under the Places to Grow Act 2005 which came into effect on July 1, 2017. The Growth Plan, 2017, among other matters, revised policy direction for intensification and density, increasing the minimum targets that upper- and single-tier municipalities in the Greater Golden Horseshoe, including the Region of Peel, are required to plan to achieve. Given the new *Growth Plan*, the Region has updated its growth management program, through the Peel 2041 ROPA, and it became necessary to review some of the assumptions and analysis related to the greenfield expansion and preferred land use concept for Ninth Line.

However, this review has been carried out recognizing that the MCR process requirements of the Growth Plan 2017 do not apply to the Ninth Line Lands. This results from the fact that the Ninth Line Lands, having been annexed from the Region of Halton, are still subject to the policies of the Region of Halton Official Plan.

The Region of Halton Official Plan established a policy framework for this area identified as the "Ninth Line Corridor Policy Area" to support transit oriented development and to protect the proposed 407 Transitway. The policy framework came into effect in 2005 before the 2006 Growth Plan. The Region of Peel Official Plan in Section 5.10 notes that the Halton policies will apply until such time as a future Regional Official Plan Amendment brings the lands into the Peel Official Plan. Given the status of the Ninth Line Lands, it has been determined that it is local decision to move forward with a City initiated area-specific Official Plan Amendment outside an MCR.

Nevertheless, all the technical work associated with a settlement expansion under the Growth Plan has been completed and will be considered as input into a future Regional MCR. This Addendum to the MCR reviews the relevant policies of the Growth Plan, 2017 and their implications for the Ninth Line Lands as set out in Table 1. It is based on additional technical input including:

- Hemson Consulting Ltd., Memorandum Shaping Ninth Line Updated Growth Management Analysis: Growth Plan 2017, February 7, 2018 (Attachment #1); and,
- DBH Soil Services Inc., Agricultural Impact Assessment Update, February 2018 (Attachment #2).

The review demonstrates that the inclusion of the Ninth Line Lands in the City of Mississauga settlement boundary represents good planning and conforms with the Growth Plan, 2006 and the key directions in the Growth Plan, 2017. In particular, the review establishes, with respect to the Ninth Line Lands, that:

- The Ninth Line Lands are not in the delineated built boundary through an "accident of history". This area was annexed relatively recently in order to rationalize a boundary which was no longer in a logical location since the construction of Highway 407. However, at the time the lands were annexed, the Region of Halton's Official Plan already included a policy framework for this area identified as the "Ninth Line Corridor Policy Area" to support transit oriented development and protect the proposed 407 Transitway. The policy framework came into effect in 2005 before the 2006 Growth Plan. The Region of Peel Official Plan notes that the Halton policies continue to apply until a future Regional Official Plan brings the lands into the Peel Official Plan.
- The result is a strip of land, much of it in floodplain or public use with only a few areas of developable land, nor is it configured as a typical greenfield expansion area. Nevertheless, this area satisfies a number of the criteria for lands which should be allocated growth. In addition to the existing policy framework, the area can be easily serviced with municipal water and wastewater systems and the 407 Transitway is proposed to be extended through these lands with two stations planned in the area. In addition, a

major City park and community centre are planned for the southern portion of the Ninth Line Lands, and located immediately adjacent to the northern part of the Ninth Line Lands is a major fire station. A range of schools, parks and other facilities are also located in the existing residential neighbourhoods east of the Ninth Line Lands. Finally, the City has developed a plan for this area which will ensure the creation of a complete community including Proposed Neighbourhood Character Area Policies and Zoning. The plan forms the basis of the Official Plan Amendment and proposed Zoning changes.

- The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands including an MCR beginning in 2013. In addition, the Region and the City have worked closely with the Ministry of Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway. A fiscal impact analysis formed part of this work, as well planning for infrastructure and public service facilities including water and wastewater services and transportation, and community services (e.g. parks, community centre). Life cycle capital costs were considered as part of the fiscal impact analysis.
- The detailed land use plan for the area establishes an urban form that will optimize infrastructure, particularly the Highway 407 Transitway and the proposed Transitway stations, by providing for development with significant density along the transit corridor and particularly in the vicinity of the two proposed stations. In addition, as reflected in the proposed amendment to the City's Official Plan, direction is provided for a compact urban form which includes a range of residential, employment and commercial uses, as well as parks and open space resulting in the creation of a complete community. At the same time, the plan supports the environmental and conservation objectives of the Growth Plan by ensuring the protection of an extensive linked natural heritage system, as well as the protection of hazard lands as demonstrated in the proposed City Official Plan Amendment. No significant agricultural impacts are anticipated as demonstrated through the Agricultural Impact Assessment and the 2018 Update.
- As outlined in the Shaping Ninth Line Growth Management Analysis prepared by Hemson Consulting Ltd. May 16, 2017 and the Shaping Ninth Line Update Growth Management Analysis: Growth Plan 2017:
 - The Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041 and associated Peel 2041 ROPA, received by Council on October 26, 2017, plans for Ninth Line and *all* lands within Peel, on the basis of the Schedule 3 forecasts and associated region-wide land needs to a 2041 horizon, planned to meet the suite of *Growth Plan*, 2017 policies and higher minimum targets for intensification and density.

- Ninth Line will help the City of Mississauga to meet its growth forecasts under the Peel 2041 ROPA, while also providing opportunities for higher density ground-oriented development¹, for which there is limited opportunity in the City. At the same time, Mississauga's intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the Growth Plan, 2017.
- The Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum designated greenfield area (DGA) density target as well as the 160 residents and jobs per ha minimum around the MTSAs, under the Growth Plan, 2017. Changes to how DGA density is measured under the revised Growth Plan results in an increase to the planned density of Ninth Line, from 82 to 87 residents and jobs per ha, which could be achieved within a 2031 timeframe. Over the longer-term to 2041, if built-out to the ultimate development scenario for Ninth Line, a density greater than 100 persons and jobs per ha over the measurable DGA lands could be achieved.

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
Section 7 Definitions Municipal Comprehensive Review	
<p>☐ A new official plan, or an official plan amendment, initiated by an upper-or single-tier municipality under Section 26 of the Planning Act that comprehensively applies the policies and schedules of this Plan. ☐</p>	<ul style="list-style-type: none"> • The MCR was carried out by the Region of Peel - the upper tier municipality. • The MCR, and related Regional Official Plan Amendment (ROPA), implements ROPA 24 which was prepared under Section 26 of the Planning Act. • The MCR has been designed to comprehensively apply the policies and schedules of the Growth Plan, 2006 and also reflects the key directions in the Growth Plan, 2017 with respect to the Ninth Line Lands as set out below.
Section 2.2 Policies for Where and How to Grow	
Section 2.2.1 Managing Growth	
<p>1. Population and employment forecasts contained in Schedule 3 will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance</p>	<p>The MCR is based on the population and employment forecasts in the Growth Plan, 2006 now known as 2031A in the new Schedule 3 arising from Amendment 2 to the Growth Plan in 2013. Schedule 3 provides a forecast for 2031, 2036 and 2041. Under a future ROPA implementing the Amendment 2 forecasts, the Region of Peel will begin planning for the 2041 horizon. However,</p>

¹ Higher density ground-oriented development in this case is stacked row houses, back-to-back rows, stacked back-to-back rows and low-rise apartments; as distinct from the high density high-rise development in the Urban Growth Centre and other growth nodes.

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
with the policies in subsection 5.2.4.	the forecasts for 2031A fit within the forecasts for 2041.
<p>2. Forecasted growth to the horizon of this Plan will be allocated based on the following:</p> <p>a) the vast majority of growth will be directed to settlement areas that :</p> <p>i. have a delineated built boundary;</p> <p>ii. have existing or planned municipal water or wastewater systems; and</p> <p>iii. can support the achievement of complete communities;□ ..</p> <p>c) within settlement areas, growth will be focused in:</p> <p>□ □ iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and</p> <p>iv. areas with existing or planned public service facilities;</p>	<p>The Ninth Line Lands are not in the delineated built boundary through an "accident of history". This area was annexed relatively recently in order to rationalize a boundary which was no longer in a logical location since the construction of Highway 407. However, at the time the lands were annexed, the Region of Halton's Official Plan already included a policy framework for this area identified as the "Ninth Line Corridor Policy Area" to support transit oriented development and protect the proposed 407 Transitway. The policy framework came into effect in 2005 before the 2006 Growth Plan. The Region of Peel Official Plan notes that the Halton policies continue to apply until a future Regional Official Plan brings the lands into the Peel Official Plan.</p> <p>The result is a strip of land, much of it in floodplain or public use with only a few areas of developable land, nor is it configured as a typical greenfield expansion area. Nevertheless, this area satisfies a number of the criteria for lands which should be allocated growth. In addition to the existing policy framework, specifically the area can be easily serviced with municipal water and wastewater systems and the 407 Transitway is proposed to be extended through these lands with two stations planned in the area. In addition, a major City park and community centre are planned for the southern portion of the Ninth Line Lands, and located immediately adjacent to the northern part of the Ninth Line Lands is a major fire station. A range of schools, parks and other facilities are also located in the existing residential neighbourhoods east of the Ninth Line Lands. Finally, the City has developed a plan for this area which will ensure the creation of a complete community including Proposed Neighbourhood Character Area Policies and Zoning. The plan forms the basis of the Official Plan Amendment and proposed Zoning changes.</p>
3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the	The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands including an MCR beginning in 2013. In addition, the Region and the City have worked closely with the Ministry of

Table 1: Growth Plan, 2017 Policy Review

Growth Plan, 2017	Review and Analysis
<p>horizon of this Plan, which will □ ..</p> <p>b) be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;</p> <p>c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;</p> <p>d) support the environmental and agricultural protection and conservation objectives of this Plan; and</p> <p>e) be implemented through a municipal comprehensive review and where applicable, include direction to lower-tier municipalities.</p>	<p>Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway. A fiscal impact analysis formed part of this work, as well planning for infrastructure and public service facilities including water and wastewater services and transportation, and community services (e.g. parks, community centre). Life cycle capital costs were considered as part of the fiscal impact analysis.</p> <p>The detailed land use plan for the area establishes an urban form that will optimize infrastructure, particularly the Highway 407 Transitway and the proposed Transitway stations, by providing for development with significant density along the transit corridor and particularly in the vicinity of the two proposed stations (In addition, as reflected in the proposed amendment to the City's Official Plan, direction is provided for a compact urban form which includes a range of residential, employment and commercial uses, as well as parks and open space resulting in the creation of a complete community. At the same time, the plan supports the environmental and conservation objectives of the Growth Plan by ensuring the protection of an extensive linked natural heritage system, as well as the protection of hazard lands as demonstrated in the proposed City Official Plan Amendment No significant agricultural impacts are anticipated as demonstrated through the Agricultural Impact Assessment and the 2018 Update.</p>
<p>4. Applying the policies of this Plan will support the achievement of complete communities that:</p> <p>a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities;</p> <p>b) improve social equity and overall quality of life,</p>	<p>As noted, the Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands. The detailed land use plan for the area which will be incorporated in the City's Official Plan</p> <ul style="list-style-type: none"> • provides a diverse mix of land uses including a mix of medium and high density residential uses, as well as commercial and employment uses and public service facilities; • contributes to social equity and overall quality of life through the provision of a range of housing and parks, recreation facilities and open space, as well as transit facilities and active transportation including

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>including human health, for people of all ages, abilities, and incomes;</p> <p>c) provide a diverse range and mix of housing options□ ..</p> <p>d) expand convenient access to :</p> <p>i. a range of transportation options□ .</p> <p>ii. public service facilities, co-located and integrated in community hubs;</p> <p>iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and</p> <p>iv. healthy, local, and affordable food options, including urban agriculture;</p> <p>e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;</p> <p>f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and</p> <p>g) integrate green infrastructure and low impact development.</p>	<p>trails;</p> <ul style="list-style-type: none"> • provides for the development of a community centre with a range of facilities which will serve as a community hub servicing the Ninth Line Lands and existing adjacent residential neighbourhoods; • establishes detailed policies and urban design guidelines which will ensure the development of a high quality, compact built form and an attractive and vibrant public realm; and, • will be designed to mitigate the impacts of climate change including the integration of low impact development and green infrastructure.
5. The Minister will establish a methodology	The Region has carried out the MCR to the year 2031 in a process that commenced well before the Growth Plan

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
for assessing land needs to implement this Plan, including relevant assumptions and other direction as required. This methodology will be used by upper- and single tier municipalities to assess the quantity of land required to accommodate forecasted growth to the horizon of this Plan.	update. A subsequent process will be followed to the horizon of the Plan (2041) using the methodology which the Minister has developed.
2.2.6 Housing	
5. When a settlement area boundary has been expanded through a municipal comprehensive review in accordance with the policies in subsection 2.2.8, the new designated greenfield area will be planned based on the housing strategy developed in accordance with policies 2.2.6.1 and 2.2.6.2.	The Ninth Line Lands have been planned in the context of the housing policies of the Region's and City's Official Plans and the Region of Peel's Housing and Homelessness Plan A Community Strategy 2014-2024. The City's plan for the Ninth Line Lands provides for a diverse range and mix of housing options and densities including affordable housing. It is planned to accommodate the forecasted growth established through the MCR.
Section 2.2.7 Designated Greenfield Areas	
1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that: a) supports the achievement of complete communities; b) supports active transportation; and c) encourages the integration and sustained viability of transit services.	The detailed City Official Plan Amendment for the Ninth Line Lands developed by the City, working with the Region as noted provides for a compact urban form which includes a range of residential, employment and commercial uses, as well as parks and open space resulting in the creation of a complete community. Further, the area is designed to support active transportation through its design and the provision of a range of facilities including a linked trail system. In addition, the City Official Plan Amendment establishes an urban form that will optimize infrastructure, particularly the Highway 407 Transitway and the proposed Transitway stations, by providing for development with significant density along the transit corridor and particularly in the vicinity of the two proposed stations. The Region and the City have worked closely with the Ministry of Transportation with

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
	respect to transportation system planning with regard to the planning for the 407 Transitway.
<p>2. The designated greenfield area of each upper- or single tier municipality will be planned to achieve within the horizon of this Plan a minimum density target that is not less than 80 residents and jobs combined per hectare.</p> <p>3. The minimum density target will be measured over the entire designated greenfield area of each upper- or single tier municipality, excluding the following: □ ..</p>	<p>The Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum designated greenfield area (DGA) density target as well as the 160 residents and jobs per ha minimum around the MTSAs, under the Growth Plan, 2017. Changes to how DGA density is measured under the revised Growth Plan as set out in Section 2.2.7.3 results in an increase to the planned density of Ninth Line, from 82 to 87 residents and jobs per ha, which could be achieved within a 2031 timeframe. Over the longer-term to 2041, if built-out to the ultimate development scenario for Ninth Line, a density greater than 100 persons and jobs per ha over the measurable DGA lands could be achieved.</p>
2.2.8 Settlement Boundary Expansions	
1. Settlement area boundaries will be delineated in official plans.	The Region of Peel and the City of Mississauga Official Plans delineate settlement boundaries. The Ninth Line Lands are currently outside the City's settlement boundary due to an accident of history; however the MCR provides the basis for amendments to the Regional and City Official Plans to include the Ninth Line Lands in the settlement area boundary.
2. A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that:	
a) based on the minimum intensification and density targets of this Plan and a land needs assessment undertaken in accordance with policy 2.2.1.5, sufficient opportunities to accommodate forecasted growth to the horizon of this Plan are not available through intensification and in the designated greenfield area:	<p>As outlined in the Shaping Ninth Line Growth Management Analysis prepared by Hemson Consulting Ltd. May 16, 2017 and the Shaping Ninth Line Update Growth Management Analysis: Growth Plan 2017:</p> <p>□ The Province released an updated <i>Growth Plan</i>, which came into effect on July 1, 2017 and which, among other matters, revised policy direction for intensification and density, increasing the minimum targets that upper- and single-tier municipalities in the Greater Golden Horseshoe, including the Region of Peel, are required to plan to achieve. Given the new <i>Growth Plan</i>, the Region has updated its growth management program, through</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>i. within the upper- or single-tier municipality, and</p> <p>ii. within the applicable low-tier municipality;</p> <p>b) the proposed expansion will make available sufficient lands not exceeding the horizon of this Plan, based on the analysis provided for in policy 2.2.8.2 a), while minimizing land consumption; and</p> <p>c) timing of the proposed expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the minimum intensification and density targets of this Plan, as well as the other policies of this Plan.</p>	<p>the Peel 2041 ROPA, and it became necessary to review some of the assumptions and analysis related to the greenfield expansion and preferred land use concept for Ninth Line. This memorandum provides the results of that review and addresses key revised <i>Growth Plan</i> policies and implications for Ninth Line, concluding the following:</p> <ul style="list-style-type: none"> • The Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041 and associated Peel 2041 ROPA, received by Council on October 26, 2017, plans for Ninth Line and all lands within Peel, on the basis of the Schedule 3 forecasts and associated region-wide land needs to a 2041 horizon, planned to meet the suite of Growth Plan, 2017 policies and higher minimum targets for intensification and density. • Ninth Line will help the City of Mississauga to meet its growth forecasts under the Peel 2041 ROPA, while also providing opportunities for higher density ground-oriented development², for which there is limited opportunity in the City. At the same time, Mississauga's intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the Growth Plan, 2017. • The Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum designated greenfield area (DGA) density target as well as the 160 residents and jobs per ha minimum around the MTSAs, under the Growth Plan, 2017. Changes to how DGA density is measured under the revised Growth Plan results in an increase to the planned density of Ninth Line, from 82 to 87 residents and jobs per ha, which could be achieved within a 2031 timeframe. Over the longer-term to 2041, if

² Higher density ground-oriented development in this case is stacked row houses, back-to-back rows, stacked back-to-back rows and low-rise apartments; as distinct from the high density high-rise development in the Urban Growth Centre and other growth nodes.

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
	<p>built-out to the ultimate development scenario for Ninth Line, a density greater than 100 persons and jobs per ha over the measurable DGA lands could be achieved.</p> <ul style="list-style-type: none"> It is recommended that the City and Region proceed with the ROPA and local official plan amendments to bring the Ninth Line lands into the urban boundary and secondary planning process. □
<p>3. Where the need for the settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the following:</p>	
a) There are existing or planned infrastructure and public service facilities to support the achievement of complete communities;	<p>There is significant existing or planned infrastructure and public service facilities to support the achievement of complete communities:</p> <ul style="list-style-type: none"> Existing infrastructure includes Highway 407, Highway 401, major Regional and City arterial roads including Ninth Line, Derry Road, Britannia Road West and Eglinton Avenue, existing sewer and water; and, in close proximity to the east, the existing Derry GO Station, an existing fire station, and existing public service facilities such as schools and parks. Planned infrastructure includes the 407 Transitway with stations at Derry Road and Britannia Road West which is the subject of an environmental assessment being carried out by the Ministry of Transportation. The City is also planning the construction of a major community park and community centre in 2019 between Eglinton Avenue and Britannia Road West, as well as the extension of Argentia Road, an east/west Major Collector Road, to Ninth Line.
b) the infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets, based on mechanisms such as asset management planning and revenue	<p>Life cycle capital cost for Regional and City facilities were considered as part of the fiscal impact analysis. In addition, an environmental assessment is being carried out for the 407 Transitway which will consider financial viability.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
generation analyses;	
c) the proposed expansion would align with a water and wastewater master plan or equivalent which has been completed in accordance with the policies in subsection 3.2.6;	<p>The Ninth Line Lands including the 407 Transitway area will be serviced with an expansion of the Peel Region Water Distribution & Wastewater Systems. Services will be integrated with the existing Master Plans for Peel Region's Water and Wastewater Systems.</p> <p>Peel Region operates a municipal Lake Ontario based water and wastewater system that services the entirety of its Urban Service area. The serviced lands within the Ninth Line Lands are within the Lake Ontario watershed. System expansion within this area is in keeping with Great Lakes legislation and international / state-provincial agreements. Treated wastewater effluent disposal is via Peel's wastewater treatment plans to Lake Ontario.</p> <p>No communal systems are required for this area. System expansion planning for these lands will be in accordance with the Provincial Policy Statement hierarchy of servicing, i.e. integrated municipal water and wastewater services are the first consideration and the approach that will be implemented on these lands. The Region's Water & Wastewater Master Plan process is a coordinated systems approach that shares servicing within Peel's lower tier municipalities (Mississauga, Brampton & Caledon). Details on the connections and on the specific upgrades triggered by the City's Official Plan Amendment will be provided as part of the technical supporting material related to the Ninth Land Lands.</p>
d) the proposed expansion would align with a stormwater master plan or equivalent that has been completed in accordance with the policies in subsection 3.2.7;	<p>The Ninth Line Lands Stormwater Management (SWM) plan is based on a scoped subwatershed scale assessment of the Sixteen Mile Creek Tributary subwatershed which services the area. The SWM plan has involved an integrated assessment of the area's hydrology and hydraulics to establish criteria to protect on-site and off-site properties from flooding and erosion risks due to planned urbanization. Furthermore, the SWM plan has developed strategies to meet Provincial objectives with respect to water quality treatment and thermal impact mitigation through the application of both end-of-pipe SWM facilities, as well as Low Impact Development Best Management Practices (LID BMPs) and Green Infrastructure (GI), consistent with City of Mississauga practices. The SWM plan has also</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
	considered resiliency planning needs associated with climate change.
e) watershed planning or equivalent has demonstrated that the proposed expansion, including the associated servicing, would not negatively impact the water resource system, including quality and quantity of water;	The hydrologic modelling of the Sixteen Mile Creek tributary system under current conditions as part of the scoped subwatershed study has set the peak flows and runoff volume targets for flood and erosion impact management. Future land use conditions modelling, with proposed SWM systems in-place, has demonstrated that the proposed development will meet the targets, and in some cases, lead to reductions in flood and erosion risks, as compared to existing conditions. In terms of water quality, the plan as proposed, which integrates end-of-pipe and source controls (LID BMPs), will meet Provincial and Municipal objectives.
f) key hydrologic areas and Natural Heritage System should be avoided where possible;	<p>The Draft Provincial Natural Heritage System (NHS) does not include lands within the Ninth Line Lands study area. Official Plans and other natural heritage plans in the area from the City of Mississauga, Region of Peel, Town of Milton or Region of Halton do not identify a NHS in the study area either.</p> <p>The Ninth Line Lands Official Plan Amendment and Subwatershed Study evaluated the natural environment within the study area and identified a NHS based on a systems approach. The NHS provides an increase in the area of wetland and woodland within the study area, as well as a connected system that is linked to the watercourse and its floodplain. The proposed NHS includes Fish Habitat, created wetlands, and woodlands and will be incorporated within the watercourse valley. Habitat for SAR and SCC will be created within the proposed NHS.</p> <p>Key hydrologic areas include significant groundwater recharge areas, highly vulnerable aquifers, and significant surface water contribution areas. The Halton Region Source Protection Area Assessment Report indicates that within the Ninth Line Lands study area there are no significant groundwater recharge areas or highly vulnerable aquifers. The study area includes the headwaters for the watercourse; however, the headwater catchment does not provide significant baseflow contribution for the overall surface water flow volumes within the watershed. A stormwater management facility is located in the headwaters that</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
	gathers water from Highway 401 and contributes some flow to the watercourse.
g) for settlement areas that receive their water from or discharge their sewage to inland lake, rivers, or groundwater, a completed environmental assessment for new or expanded services has identified how expanded water and wastewater treatment capacity would be addressed in a manner that is fiscally and environmental sustainable;	Not applicable
h) prime agricultural areas should be avoided where possible. An agricultural impact assessment will be used to determine the location of the expansion based on avoiding, minimizing and mitigating the impact on the Agricultural System and evaluating and prioritizing alternative locations across the upper-or single-tier municipality in accordance with the following: i. expansion into specialty crop areas is prohibited; ii. reasonable alternatives to avoid prime agricultural areas are evaluated; and iii. where prime agricultural areas cannot be avoided, lower priority agricultural lands are used;	The Ninth Line Lands Agricultural Impact Assessment was carried out and then updated to reflect the directions in the Growth Plan, 2017. The Assessment as updated confirms that that the Ninth Line Lands does not include any specialty crop areas and that there are no reasonable alternative lands which avoid prime agricultural areas given the location within the City of Mississauga.

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
i) the settlement area to be expanded is in compliance with the minimum distance separation formulae;	The Agricultural Impact Assessment update concludes that the development of the Ninth Line Lands is in compliance with the updated minimum distance separation formulae. In particular, the updated Agricultural Impact Assessment concluded that only one revised mds arc was required for one livestock barn and the arc did not encroach on the Ninth Line Lands.
j) any adverse impacts on agricultural operations and on the agri-food network from expanding settlement areas would be avoided or, if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment;	The Agricultural Impact Assessment indicates that the presence of Highway 407 along the west boundary of the Ninth Line Lands provides an existing buffer between any future urban uses on the Ninth Line Lands and the adjacent agricultural areas to the west and north mitigating any adverse impacts. The Assessment also identifies a number of other mitigation approaches such as addressing the effects of stormwater runoff on adjacent agricultural properties.
k) the policies of Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS are applied;	<p>As per the direction in the PPS (2014) (ref. Section 2.2 Water), the assessment of cumulative impacts of the proposed Ninth Line Lands development has been conducted at the Subwatershed Scale. The Sixteen Mile Creek Tributary, which is the receiver of drainage from the Ninth Line Lands, crosses from the City of Mississauga to the Town of Milton, west of Highway 407. The analysis conducted for the stormwater/drainage assessment has indicated no negative impacts related to flooding, erosion or water quality with the proposed development and management system in-place. The assessment has incorporated a multi-disciplinary approach with due consideration of the hydrology, hydraulics of surface water, groundwater regime, stream network and natural heritage system.</p> <p>In terms of drinking water, the area is currently fully serviced by Lake-based water, hence no areas within the Ninth Line Lands are considered to be designated vulnerable areas, nor have any sensitive surface water or groundwater features (including their hydrologic functions) been identified.</p> <p>The surface water / groundwater (end-of-pipe) and innovative (e.g. LID BMPs, lot-level) control is in accordance with current Provincial and Municipal practices and guidance.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
	<p>Proposed development setbacks from the regulated features (watercourses and wetlands) are as per Conservation Halton requirements.</p> <p>The proposed NHS was developed based on an ecosystem approach to provide a more diverse and connected system that will be protected for the long term, and that is integrated with the watercourse in the Ninth Line Lands. This system will provide protection for natural features by applying buffers and setbacks to adjacent development and transportation land uses. The NHS provides opportunities to create, re-create, and enhance wetlands, woodlands, and meadows that have higher ecological benefit than the existing fragmented and degraded features. The NHS is setback from the development and transportation areas proposed for the Ninth Line Lands and will ensure that disturbance to the natural features within it does not occur in the future.</p>
l) the proposed expansion would meet any applicable requirements of the Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans and any applicable source protection plan; and	<p>The Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans are not applicable to the Ninth Line Lands.</p> <p>The Halton Region Source Protection Area Assessment Report indicates that within the Ninth Line Lands study area there are no significant groundwater recharge areas or highly vulnerable aquifers.</p>
m) within the Protected Countryside in the Greenbelt Area: □ ..	Not applicable
3. Infrastructure to Support Growth	
3.2.1 Integrated Planning	
1. Integrated planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.	The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands including a fiscal impact analysis and other supporting technical studies including scoped subwatershed planning, as well planning for land use, infrastructure and public service facilities including water and wastewater
2. Planning for new or	

Table 1: Growth Plan, 2017 Policy Review

Growth Plan, 2017	Review and Analysis
<p>expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning and financial planning, and will be supported by infrastructure master plans, asset management plans, community energy plans, watershed planning, environmental assessments, and other relevant studies where appropriate, and should involve:</p> <p>a) leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of minimum intensification and density targets in this Plan;□ .</p> <p>c) identifying full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and</p> <p>d) considering the impacts of a changing climate.</p> <p>3□ .. Priority will be given to infrastructure investments made by the Province that support the policies and schedules of this Plan.</p> <p>4. Municipalities will</p>	<p>services and transportation, and community services (e.g. parks, community centre). Life cycle capital costs were considered as part of the fiscal impact analysis. In addition, the Region and the City have worked closely with the Ministry of Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway.</p> <p>The detailed land use plan for the area establishes an urban form that will optimize infrastructure, particularly the Highway 407 Transitway and the proposed Transitway stations being implemented by the Province, by providing for development with significant density along the transit corridor and particularly in the vicinity of the two proposed stations. In addition, as reflected in the proposed amendment to the City's Official Plan, direction is provided for a compact urban form which will achieve the achievement of minimum intensification and density targets in the Growth Plan. At the same time, the plan supports the environmental and conservation objectives of the Growth Plan by ensuring the protection of an extensive linked natural heritage system, as well as the protection of hazard lands as demonstrated in the proposed City Official Plan Amendment</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>assess infrastructure risks and vulnerabilities, including those caused by impacts of a changing climate, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.</p> <p>5. The Province will work with public sector partners, including Metrolinx, to identify strategic infrastructure needs to support the implementation of this plan through multi-year infrastructure planning for the transportation system and public service facilities.</p>	
3.2.2 Transportation	
<p>1. Transportation system planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.</p>	<p>The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands. In addition, the Region and the City have worked closely with the Ministry of Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway.</p>
<p>2. The transportation system within the GGH will be planned and managed to:</p> <p>a) provide connectivity among transportation modes for moving people and moving goods;</p> <p>b) offer a balance of transportation choices that reduces reliance upon the automobile and</p>	<p>The transportation system within the Ninth Line Lands has been carefully planned by the Region and the City, working with the Ministry of Transportation, to provide connectivity between modes and to offer a balance of transportation choices particularly transit and active transportation.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>promotes transit and active transportation;</p> <p>c) be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode of trip-making □ .</p> <p>d) offer multi-modal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services; □ ..</p> <p>f) provide for the safety of system users.</p>	
<p>3. In the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted □ .</p>	<p>The Region and City have planned the street network in the Ninth Line Lands to reflect a complete streets approach.</p>
<p>4. Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs □ .</p>	<p>The Regional and City Official Plans and the City's Official Plan Amendment for the Ninth Line Lands establish transportation demand management policies for this area.</p>
3.2.3 Moving People	
<p>1. Public transit will be the first priority for transportation infrastructure planning and major transportation investments.</p>	<p>The Region and the City have worked closely with the Ministry of Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway which is a priority for the development of the Ninth Line Lands.</p>
<p>2. All decisions on transit planning and investment will be made according to the following criteria:</p>	<p>The Region and the City have planned the Ninth Line Lands to achieve transit-supportive densities and provide a mix of residential, office, institutional, and commercial development. The City's Official Plan</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>□ .d) expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;</p> <p>e) facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;</p> <p>f) increasing the modal share of transit; and</p> <p>g) contributing towards provincial greenhouse gas emissions reduction targets.</p>	<p>Amendment for the Ninth Line Lands is also designed to facilitate linkages between nearby neighbourhoods to the east and the proposed Transitway stations. The development of the Ninth Line Lands will increase the modal share of transit; and contribute towards provincial greenhouse gas emissions reduction targets.</p>
<p>4. Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning□ .</p>	<p>The planning for the Ninth Line Lands has established active transportation networks including a linked trail system that are a fundamental component of the transportation system.</p>
3.2.5 Infrastructure Corridors	
<p>2. The planning, location, and design of planned corridors and the land use designations along these corridors will support the policies of this Plan; in particular that development is directed to settlement areas.</p>	<p>The Region and the City have worked closely with the Ministry of Transportation with respect to the planning for the 407 Transitway and the related land use designations.</p>
3.2.6 Water and Wastewater Systems	
<p>1. Municipalities should generate sufficient revenue to recover the</p>	<p>The cost of infrastructure has been assessed through a fiscal impact analysis.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
full cost of providing and maintaining municipal water and wastewater systems.	
<p>2. Municipal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:</p> <p>a) the system will serve growth in a manner that supports the achievement of the minimum intensification and density targets in this Plan;</p> <p>b) a comprehensive water or wastewater master plan or equivalent, informed by watershed planning has been prepared.</p> <p>c) plans have been considered in the context of applicable Agreements or provincial legislation or strategies.</p>	<p>The Ninth Line / 407 Transit way area will be serviced with an expansion of the Peel Region Water Distribution & Wastewater Systems into the subject lands. Services will be integrated with the existing Master Plans for Peel Region's Water and Wastewater Systems.</p> <p>Peel Region operates a municipal Lake Ontario based water and wastewater system that services the entirety of its Urban Service area. The serviced lands within the Ninth Line Lands are within the Lake Ontario watershed. System expansion within this area is in keeping with Great Lakes legislation and international / state-provincial agreements. Treated wastewater effluent disposal is via Peel's wastewater treatment plans to Lake Ontario.</p> <p>No communal systems are required for this area. System expansion planning for these lands will be in accordance with the Provincial Policy Statement hierarchy of servicing, i.e. integrated municipal water and wastewater services are the first consideration and the approach that will be implemented on these lands. The Region's Water & Wastewater Master Plan process is a coordinated systems approach that shares servicing within Peel's lower tier municipalities (Mississauga, Brampton & Caledon).</p>
3.2.7 Stormwater Management	
<p>2. Proposals for large-scale development proceeding by way of a secondary plan will be supported by a stormwater management plan or equivalent, that:</p> <p>a) is informed by a subwatershed plan or equivalent;</p> <p>b) incorporates an integrated treatment approach to minimize stormwater flows and</p>	<p>The Ninth Line Lands Stormwater Management (SWM) plan is based on a scoped subwatershed scale assessment of the Sixteen Mile Creek Tributary subwatershed which services the area. The SWM plan has involved an integrated assessment of the area's hydrology and hydraulics to establish criteria to protect on-site and off-site properties from flooding and erosion risks due to planned urbanization. Furthermore, the SWM plan has developed strategies to meet Provincial objectives with respect to water quality treatment and thermal impact mitigation through the application of both end-of-pipe SWM facilities, as well as Low Impact Development Best Management Practices (LID BMPs) and Green Infrastructure (GI), consistent with City of</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;</p> <p>c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and</p> <p>d) aligns with the stormwater master plan for the settlement area, where applicable.</p>	<p>Mississauga practices. The SWM plan has also considered resiliency planning needs associated with climate change.</p>
3.2.8 Public Service Facilities	
<p>1. Planning for public service facilities, land use planning and investment in public service facilities will be co-ordinated to implement this Plan.</p> <p>5. Municipalities will collaborate and consult with service planning, funding, and delivery sectors to facilitate the co-ordination and planning of community hubs and other public service facilities.</p>	<p>The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands. This has included consideration of public service facility requirements in consultation with Regional and City departments and other public agencies.</p>
<p>2. Public service facilities and public services should be co-located in community hubs and integrated to promote cost-effectiveness.</p> <p>6. New public service facilities, including hospitals and schools, should be located in settlement areas and</p>	<p>The City's Official Plan Amendment provides opportunities for the co-location of public services easily accessible by active transportation and transit, in particular a community centre is proposed in the southern portion of the Ninth Line Lands.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
preference should be given to sites that are easily accessible by active transportation and transit, where that service is available.	
4. Protecting What is Valuable	
4.2.1 Water Resource Systems	
3. Decisions on allocation of growth and planning for water, wastewater, and stormwater infrastructure will be informed by applicable watershed planning. Planning for designated greenfield areas will be informed by a subwatershed plan or equivalent.	Planning for the Ninth Line Lands has been based on a scoped subwatershed scale assessment of the Sixteen Mile Tributary subwatershed which services the area.
4.2.2 Natural Heritage System, 4.2.3 Key Hydrologic Features, Key Hydrologic Areas and Key Natural Heritage Features, 4.2.4 Lands Adjacent to Key Hydrologic Features and Key Natural Heritage Features	
1. The Province will map a Natural Heritage System for the GGH to support a comprehensive, integrated, and long-term approach to planning for the protection of the region's natural heritage and biodiversity. The Natural Heritage System mapping will exclude lands within settlement areas boundaries that were approved and in effect as of July 1, 2017.	The Draft Provincial Natural Heritage System (NHS) does not include lands within the Ninth Line Lands and, also given the intent that the lands will be included in the settlement area, the policies in Sections 4.2.2.1 □ 5, 4.2.2.7, 4.2.3, and 4.2.4 are not applicable.
6. Beyond the Natural Heritage System, including within settlement areas, the municipality: a) will continue to protect	Official Plans and other natural heritage plans in the area from the City of Mississauga, Region of Peel, Town of Milton or Region of Halton do not identify a NHS in the study area either. However, the Ninth Line Lands Official Plan Amendment and Subwatershed Study evaluated the natural environment within the study area

Table 1: Growth Plan, 2017 Policy Review

Growth Plan, 2017	Review and Analysis
<p>other natural heritage features in a manner that is consistent with the PPS; and</p> <p>b) may continue to protect any other natural heritage system or identify new systems in a manner consistent with the PPS.</p>	<p>and identified a NHS based on a systems approach as discussed above. The NHS will be protected in accordance with PPS, and the policies of the Region of Peel and City of Mississauga Official Plans, as well as the City's Official Plan Amendment for the Ninth Line Lands.</p>
4.2.5 Public Open Space	
<p>1. Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, within the GGH that:</p> <p>a) clearly demarcates where public access is and is not permitted;</p> <p>b) is based on a co-ordinated approach to trail planning and development; and</p> <p>c) is based on good land stewardship practices for public and private lands.</p> <p>2. Municipalities are encouraged to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public</p>	<p>As part of the City's Official Plan Amendment for the Ninth Line Lands, in addition to the NHS and proposed trail system, a major community park and additional parkland related to a heritage building have been identified. The plan for the Ninth Line land addresses the criteria in Section 4.2.5.1. The policies also provide for urban agriculture, rooftop gardens, and communal courtyards.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
parks.	
Section 4.2.6 Agricultural System	
1. The Province will identify an Agricultural System for the GGH.	The Province has now approved the Agricultural System for the GGH. The Agricultural System does not include lands within the Ninth Line Lands and, also given the intent that the lands will be included in the settlement area, the policies in Section 4.2.6 are not applicable.
Section 4.2.7 Cultural Heritage Resources	
1. Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.	The City has identified a number of cultural heritage resources in the Ninth Line Lands which will be protected in accordance with the City's policies and protocols under the Heritage Act and the Planning Act.
2. Municipalities will work with stakeholders, as well as First Nations and Metis communities, in developing and implementing official plan policies and strategies for the identification, wise use and management of cultural heritage resources.	The Region and City consulted extensively with stakeholders through the process of preparing the Official Plan Amendment for the Ninth Line Lands, including the First Nations and Metis communities.
3. Municipalities are encouraged to prepare archaeological management plans and municipal cultural plans and to consider them in their decision-making.	An archaeological assessment of the Ninth Line Lands was carried out as part of the background analysis on which the Official Plan Amendment for the Ninth Line Lands was based. The report, "Developable Land Assumptions for the Ninth Line Corridor, City of Mississauga, Regional Municipality of Peel: Archaeological Context", was prepared by AMEC Environment & Infrastructure dated April 21, 2014.
Section 4.2.8 Mineral Aggregate Resources	
1. Municipalities will develop and implement official plan policies and other strategies to conserve mineral aggregate resources.	The Ninth Line Lands have no identified mineral aggregate resources as such the policies of Section 4.2.8 are not applicable.
Section 4.2.9 A Culture of Conservation	
1. Municipalities will	The Region and the City Official Plans and other related

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>develop and implement official plan policies and other strategies in support of the following conservation objectives:</p> <ul style="list-style-type: none"> a) Water conservation□ . b) Energy conservation□ . c) Air quality improvement and protection□ . d) Integrated waste management□ . <p>2. Municipalities should develop excess soil reuse strategies as part of planning for growth and development.</p> <p>3. Municipal planning policies and relevant development proposals will incorporate best practices for the management of excess soil generated and fill received during development and site alteration, including infrastructure development□ .</p>	<p>strategies which are applicable to the Ninth Line Lands provide the policies and other strategies to support the conservation objectives identified.</p>
Section 4.2.10 Climate Change	
<p>1. Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change</p>	<p>The Region and the City Official Plans and other related strategies which are applicable to the Ninth Line Lands provide the policies and other strategies to address the reduction of greenhouse gas emissions and climate change adaptation goals.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
adaptation goals, aligned with the Ontario Climate Change Strategy, 2015 and the Climate Change Action Plan, 2016□ .	

Attachment #1

Hemson Consulting Ltd., Memorandum Shaping Ninth Line Updated Growth Management Analysis: Growth Plan 2017, February 7, 2018

30 St. Patrick Street, Suite 1000, Toronto, Ontario, Canada M5T 3A3
Facsimile (416) 595-7144 Telephone (416) 593-5090
e-mail: hemson@hemson.com

MEMORANDUM

To: Liz Howson, Macaulay Shiomi Howson

From: Russell Mathew and Lara Nelson, Hemson Consulting Ltd.

Date: February 7, 2018

Re: Shaping Ninth Line
Updated Growth Management Analysis: Growth Plan, 2017

Hemson Consulting Ltd. was retained to provide technical input to the Ninth Line Corridor Review, Shaping Ninth Line, being undertaken by a multi-disciplinary team jointly for the City of Mississauga and the Region of Peel, led by Macaulay Shiomi Howson (MSH). Analyses have been undertaken regarding developable land assumptions, population and employment capacity, draft and preferred growth options and the associated growth management policy and land budget implications of the greenfield expansion and growth concept. A Shaping Ninth Line, Growth Management Report was prepared, dated May 16th, 2017. The Growth Management Report, among other matters, addressed policies and targets of the *Growth Plan for the Greater Golden Horseshoe* (the *Growth Plan*), 2006 (as amended in 2013), particularly as relates to meeting minimum expectations for intensification and density and expansion of settlement areas.

The Province released an updated *Growth Plan*, which came into effect on July 1, 2017 and which, among other matters, revised policy direction for intensification and density, increasing the minimum targets that upper- and single-tier municipalities in the Greater Golden Horseshoe, including the Region of Peel, are required to plan to achieve. Given the new *Growth Plan*, the Region has updated its growth management program, through the Peel 2041 ROPA, and it became necessary to review some of the

assumptions and analysis related to the greenfield expansion and preferred land use concept for Ninth Line. This memorandum provides the results of that review and addresses key revised *Growth Plan* policies and implications for Ninth Line, concluding the following:

- The “Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041” and associated Peel 2041 ROPA, received by Council on October 26, 2017, plans for Ninth Line and *all* lands within Peel, on the basis of the Schedule 3 forecasts and associated region-wide land needs to a 2041 horizon, planned to meet the suite of *Growth Plan*, 2017 policies and higher minimum targets for intensification and density.
- Ninth Line will help the City of Mississauga to meet its growth forecasts under the Peel 2041 ROPA, while also providing opportunities for higher density ground-oriented development¹, for which there is limited opportunity in the City. At the same time, Mississauga’s intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the *Growth Plan*, 2017.
- The Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum designated greenfield area (DGA) density target as well as the 160 residents and jobs per ha minimum around the MTSA’s, under the *Growth Plan*, 2017. Changes to how DGA density is measured under the revised *Growth Plan* results in an increase to the planned density of Ninth Line, from 82 to 87 residents and jobs per ha, which could be achieved within a 2031 timeframe. Over the longer-term to 2041, if built-out to the ultimate development scenario for Ninth Line, a density greater than 100 persons and jobs per ha over the measurable DGA lands could be achieved.
- It is recommended that the City and Region proceed with the ROPA and local official plan amendments to bring the Ninth Line lands into the urban boundary and secondary planning process.

¹ Higher density ground-oriented development in this case is stacked row houses, back-to-back rows, stacked back-to-back rows and low-rise apartments; as distinct from the high density high-rise development in the Urban Growth Centre and other growth nodes.

1. Ninth Line Preferred Growth Concept

The Shaping Ninth Line planning process resulted in the development of a preferred land use and growth concept for Ninth Line, which:

- would accommodate approximately 3,500 housing units, 8,500 residents and 510 job;
- provides for medium and high density residential areas, comprising row houses and apartments;
- includes mixed use areas with residential and commercial employment opportunities;
- provides for higher order transit;
- plans for an overall minimum density target of 82 residents and jobs per gross ha;
- plans for a minimum density target of 160 residents and jobs per ha around transit station areas;
- provides for well-located business employment lands in proximity to 400-series highways; and,
- protects natural heritage and flood plain features.

The associated growth management analysis concluded that:

- Development of the Ninth Line lands would give Mississauga a better prospect of meeting its growth targets to 2031 with a land use concept that included an appropriate density and mix of housing to support Provincial, Regional and City policies seeking denser and more intensified development.
- Higher density ground-oriented units, such as row houses and stacked row houses, of which there is very limited available land supply in Mississauga, particularly in a greenfield setting, would help meet demand for those households not seeking the high-rise apartment forms which now dominate the Mississauga market.
- ROPA 24, which implemented Peel growth management matters and *Growth Plan* conformity, anticipated that there would be urban boundary expansions as part of planning for growth within the period to 2031; and while most of this was for greenfield ground-related housing and employment land development in Caledon, Ninth Line in Mississauga equally qualified.
- The planned density of 82 persons and jobs per ha would affect a very small increase in the overall planned greenfield density in Peel at 50 persons and jobs

per ha; however while this is higher density development typically associated with intensification, it is outside of the built-up area, as defined by the *Growth Plan*. Because of this, Mississauga's intensification rate for the 2016 to 2031 period planned at 97% without Ninth Line became 86% with the addition of Ninth Line. Similarly, the Region's intensification rate for the same period, planned at 48%, became 44% with the inclusion of Ninth Line as planned in the preferred growth concept. This rate is still well above the 40% minimum intensification target, under the *Growth Plan* policies that were in effect at the time the growth concept and growth management analysis for Ninth Line were prepared.

2. Growth Plan, 2017

The growth management analysis underpinning the Shaping Ninth Line process and the development of the preferred growth concept was undertaken within the provincial and Peel regional policy framework for managing growth, originally planned for within the context of ROPA 24, which was to bring the Region's growth management policies and targets into conformity with the *Growth Plan*, 2006. The development of the preferred growth concept was undertaken cognizant of the, then draft, *Growth Plan*, 2017, and the lands were planned to meet or exceed the minimum expectations for density and intensification in effect at the time.

The *Growth Plan*, 2017 revised Provincial growth management expectations, such that:

- The intensification target for upper- and single-tier municipalities was increased from a minimum of 40% of residential development occurring annually within the built-up area; to a minimum 50% occurring within delineated built-up areas, from the time of the next municipal comprehensive review (MCR); and, to 60% by 2031 and each year thereafter.
- The minimum density targets for designated greenfield areas (DGA) were also increased. For upper- and single-tier municipalities in the GTAH, the minimum 50 residents and jobs per ha measured across the entire DGA was revised to a minimum 60 residents and jobs per ha from the time of the next MCR; and, a minimum 80 residents and jobs per ha within the horizon of the *Growth Plan*, now 2041. The direction for how DGA density is measured was also revised, with employment areas and jobs on employment area lands no longer being included in the density calculations.

- The *Growth Plan*, 2017 also provides more explicit direction for density around major transit station areas (MTSA), requiring that those serviced by light rail transit or bus rapid transit be planned to achieve a minimum density of 160 residents and jobs per ha.
- Since the forecasts contained in Schedule 3 – that all upper- and single-tier municipalities must use as a basis for planning – were extended from 2031 to 2041 through Amendment 2 to the *Growth Plan*, the planning horizon for determining land needs has now also been updated under the *Growth Plan*, 2017. The updated Schedule 3 forecasts for Peel anticipate 130,000 more residents at 2031 than was planned for under ROPA 24; to 2041, the Region is now planning for a population 1,970,000 residents.
- The planning period for land needs has also been revised from twenty years, to the horizon of the *Growth Plan*, currently 2041. Land needs assessments are now also to be undertaken based on a standardized land needs assessment methodology which the Province has currently released in draft.

3. Implications for Peel Region and Ninth Line

Given the Provincial policies now in effect, the Region of Peel has updated its growth management planning work to address the *Growth Plan*, 2017, including allocating the 2041 Schedule 3 forecasts to local municipalities in Peel and updating the associated land budget. The “Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041” and associated Peel 2041 ROPA was received by Peel Regional Council on October 26, 2017. The ROPA establishes growth forecasts and targets for density and intensification that meet the minimum requirements by planning period under the *Growth Plan*, 2017 as described above, and includes the Ninth Line DGA lands, as planned under the preferred growth concept through the Shaping Ninth Line process.

- The location and relative amounts of housing being planned for throughout the entirety of Peel has been updated through the new land budget to 2041. The 48% intensification target under ROPA 24 has been increased, to the effect that 50% of residential growth is planned within the built-up area at 2031; increasing again to 60% from 2031 onward. The residential units on Ninth Line lands figure into these targets.
- There is a change with respect to the overall density of planned development for Ninth Line as a result of updated policy direction for how density is

measured on designated greenfield areas under the *Growth Plan, 2017*. That is, DGA density calculations now exclude employment areas and associated jobs. The Ninth Line growth concept includes 11 ha of employment area lands, with an estimated potential of approximately 430 employment area jobs. Removing these lands and jobs from the density calculation has the effect of increasing the density of the remaining developable Ninth Line lands from 82 residents and jobs per ha; to 87 residents and jobs per ha. This could be even greater if the lands build out to the ultimate scenario over the longer term. At the Peel regional level, the effect of the Ninth Line lands on DGA density is negligible, however it is noted that the planned level of density for Ninth Line significantly exceeds *Growth Plan* minimums, both in the prior *Growth Plan* and the higher targets under the *Growth Plan, 2017*.

- There is no change to the density around MTSA's in the Ninth Line plan area, which were planned to meet the 160 residents and jobs, in the then draft *Growth Plan, 2017*.
- In terms of the overall role of Ninth Line in the land budget for Peel, the Ninth Line lands have been planned to support Mississauga's forecasts and fit within the updated Regional land budget to 2041 under the draft growth management ROPA.
- At such time of the next Regional MCR, Peel will need to undertake a region-wide land needs assessment, consistent with the Provincial land needs assessment methodology, presently released in a draft format for consultation. It is most likely that the application of the Provincial land needs assessment (if the final version does not change substantially from the current draft release), on a region-wide basis to 2041, will result in the need for additional greenfield designations well in excess of those proposed for Ninth Line. Ninth Line, as planned, does not undermine the Region's ability to meet the minimum targets for intensification and density under the *Growth Plan, 2017*, which will ultimately be the targets applied when updating the land budget through the Provincial land needs assessment.

4. Conclusions and Recommendations

The growth concept developed through the Shaping Ninth Line process was prepared such to be in conformity with the range of applicable Provincial, Regional and City plans and policies in effect and anticipated.

- Ninth Line as planned, will help the City of Mississauga to meet its growth forecasts to 2041 as planned under the Peel 2041 ROPA while also providing for higher density ground-oriented development, for which there is limited opportunity in the City. At the same time, the City's intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the *Growth Plan*, 2017.
- Cognizant of the then forthcoming *Growth Plan*, 2017, the Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum DGA density target as well as the 160 residents and jobs per ha minimum around the MTSA's.
- At such time of the next Regional MCR, the Region will need to re-assess and plan for Ninth Line and *all* lands within Peel based on the Province's standard land needs assessment methodology, which has yet to be finalized.
- In the meantime, it is recommended that the Region and City carry on with the implementation of the Peel 2041 ROPA and local official plan amendments to bring the Ninth Line lands into the urban boundary and secondary planning process.

Attachment #2

DBH Soil Services Inc., Agricultural Impact Assessment Update, February 2018



Via email

Mr. Adrian Smith
Manager of Policy Development
Integrated Planning
Corporate Services Department
Region of Peel
10 Peel Centre Drive
Suite A & B
Brampton, ON
L6T 4B9

February 26, 2018

Mr. Smith:

**Re: Ninth Line Lands
City of Mississauga
Region of Peel**

Minimum Distance Separation (MDS I) Update – Agricultural Facility Number 10

Further to your review and comments provided to Ms. Howson (MSH Plan), DBH Soil Services Inc. provides the following comments for the Minimum Distance Separation (MDS I) calculation for Agricultural Facility Number 10 (as was identified in the AMEC Foster Wheeler – Ninth Line Lands Agricultural Impact Assessment Final Report (August 2016) and subsequently in the DBH Soil Services letter report dated February 12, 2018.

The AMEC Foster Wheeler – Ninth Line Lands Agricultural Impact Assessment Final Report (August 2016) provided Minimum Distance Separation (MDS I) calculations as based on the OMAFRA statement (*Minimum Distance Separation I (MDS I)*, Ontario Ministry of Agriculture, Food and Rural Affairs Publication 707, October 2006 (MDS Formulae). A total of 14 agricultural facilities were identified that were capable of housing livestock and were located within 2000 m of the Subject Lands (as per General Guideline 6, 'For Type A applications apply MDS I for livestock facilities within a 1000 metre radius', and for Type B applications apply MDS I for livestock facilities within a 2000 metre radius). As per General Guideline 36, Type B land uses include applications to rezone or redesignate agricultural lands for residential, institutional, recreational use – high intensity, commercial or settlement area purposes. Type B land uses are typically characterized by uses that have a higher density of human occupancy, habitation or activity.

The AMEC study identified the livestock facilities and provided detail as to the type of livestock, the numbers of livestock and the maximum tillable ha for each facility. The MDS I calculations (and respective mapping) illustrated that the Subject Lands were not impacted by the MDS I arc from any of the livestock facilities.

Shortly after the AMEC study was completed, a newer version of the MDS Guidelines was presented by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) in 2016 in a document titled "*The Minimum Distance Separation (MDS) Document: Formulae and Guidelines for Livestock Facility and Anaerobic Digester Odour Setbacks* (Publication 853, Ontario Ministry of Agriculture, Food and Rural Affairs. 2016)."

DBH Soil Services was retained to complete an update of the AMEC MDS information to the newer OMAFRA Guidelines. The updated assessment of MDS I was completed through a review of the AMEC study and the use of the information provided within the appendix of that study. Detailed information regarding specific livestock facilities including, address, location, type of livestock, size of property (tillable ha) and numbers of livestock were



listed for each livestock facility. It was noted that the data sheet for livestock facility number 10 was not included in the AMEC report. As such, the MDS I calculation for that livestock facility could not be completed. It should also be noted that no additional interviews were completed as part of this updated MDS study. Therefore, the DBH Soil Services Inc. updated MDS study did not provide any revised MDS I calculations for the agricultural facility number 10. As per your request to provide an MDS I calculation for the agricultural facility number 10 as based on MDS I Guideline # 20, I provide the following.

MDS I Guideline # 20 states:

“Design capacity for an MDS I calculation shall include all *unoccupied livestock barns* on a lot in accordance with this Implementation Guideline. First and foremost, the number of *livestock* or the area of *livestock* housing of *unoccupied livestock barns* should be based on information supplied by the farm operator(s) and/or owner(s). Only after concerted, documented effort has been made to obtain information from the farm operator(s) and/or owner(s), but obtaining information was not possible, then the following default Factors apply for *unoccupied livestock barns*:

- Factor A = 1.0
- Factor B is based on 1 *Nutrient Unit*/
20 m² of area of *livestock* housing (NOTE: Assume the barn is only one-story high if using aerial photography.)
- Factor D = 0.7

However, an MDS I setback is not required when:

- the building has been deemed by a municipal building official, with input from a professional engineer or a consultant knowledgeable about *livestock facilities* where appropriate, as no longer being structurally sound or reasonably capable of housing *livestock*; or
- the portion of the *lot* on which the *unoccupied livestock barn* is located is zoned such that the building shall not be used for housing *livestock*; or
- the floor area of the *unoccupied livestock barn* is < 100 m².”

A review of Google Earth, Birds Eye and the Region of Peel online imagery was used in the assessment. Figure 1 represents agricultural facility number 10 (Google Earth Image). As evidenced in this figure agricultural facility number 10 appears to be a bank barn with an intact roof (with approximate dimensions of 19m x 18m (342 m²). Immediately adjacent to the barn is an open topped silo. There appear to be no livestock, no manure storage, no livestock yard or pens. The vegetation immediately adjacent to the barn appears to be growing well, suggesting that there are no livestock in the facility and that there is no use of the barn.

As per Guideline #20 a Factor A = 1.0, Factor B = 228.4 (as based on design capacity of 34.2 NU (Table 2. Factor



B (Nutrient Units Factor, MDS 2016))), Factor D of 0.7 and the encroachment factor (Factor E) of 2.2. The calculated MDS I arc is 352 m, as the minimum distance from both the closest part of the barn and the manure storage.

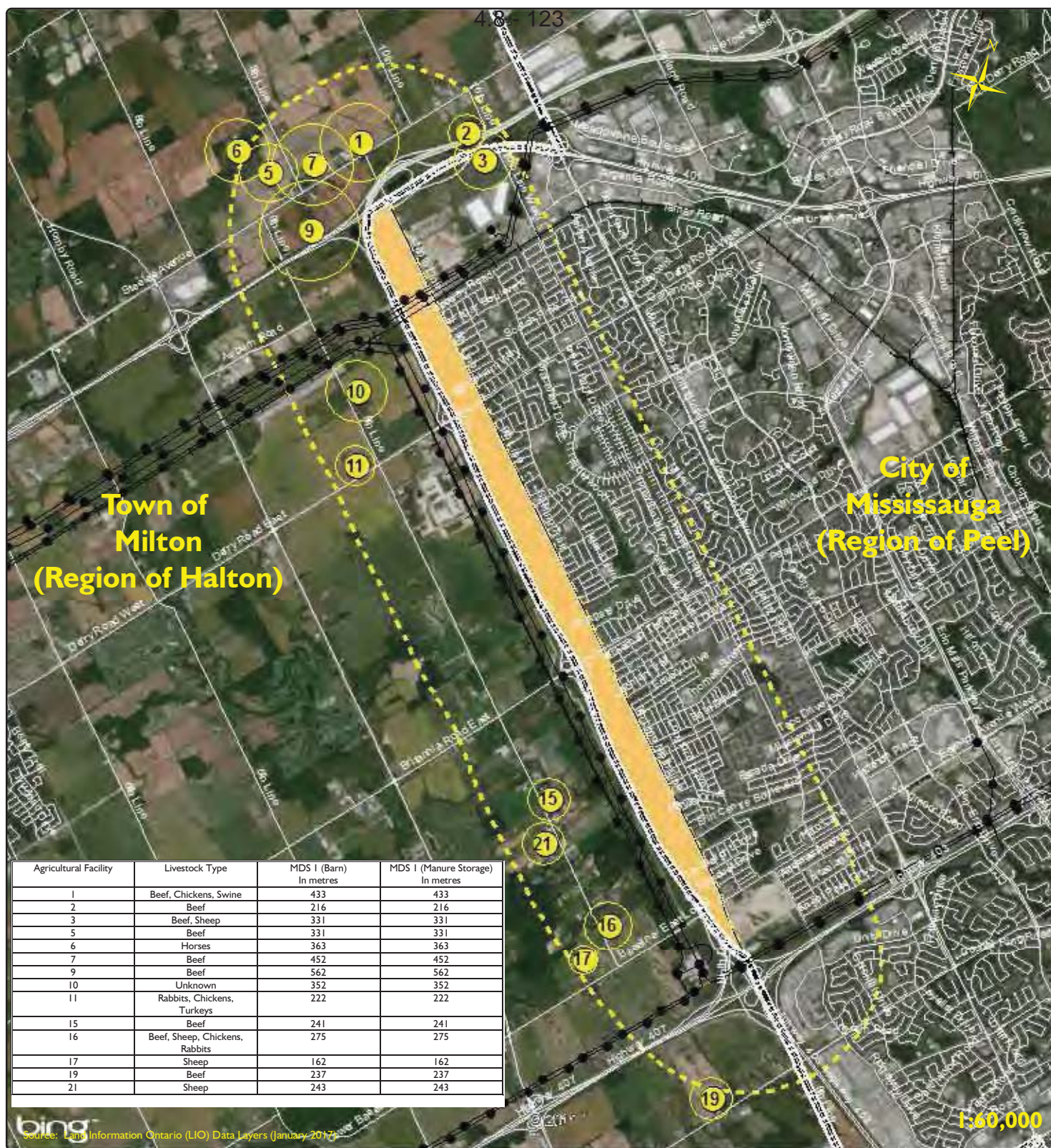
Figure 1 – Google Earth Image of Agricultural Facility #10



All MDS I calculations were completed with the AgriSuite – Ontario Agricultural Planning Tools Suite Version 3.4.0.18.

Table I presents the livestock type associated with each agricultural facility and the calculated MDS I values (in metres) for each agricultural facility.

MDS (2016) calculation sheets (complete with MDS I values) are provided in Appendix A.



Legend

- 9 Agricultural Facility Number
- 9 Agricultural Facility
- Electric Transmission Line (MNR)
- +— Railway (MNR)
- Roads (MNR)
- - - 1.5 km Buffer Zone
- Municipal Boundary
- Subject Lands
- Minimum Distance Separation (MDS I Calculated Arc)

Figure 2

Minimum Distance Separation (MDS I Calculations)

DBH Soil Services Inc
February 2018



Table I – Minimum Distance Separation I (MDS I)

Agricultural Facility	Livestock Type	MDS I (Barn) In metres	MDS I (Manure Storage) In metres
1	Beef, Chickens, Swine	433	433
2	Beef	216	216
3	Beef, Sheep	331	331
5	Beef	331	331
6	Horses	363	363
7	Beef	452	452
9	Beef	562	562
10	Unknown	352	352
11	Rabbits, Chickens, Turkeys	222	222
15	Beef	241	241
16	Beef, Sheep, Chickens, Rabbits	275	275
17	Sheep	162	162
19	Beef	237	237
21	Sheep	243	243

Figure 2 illustrates the approximate location of the Subject Lands, the approximate locations of agricultural facilities with calculated MDS I arcs from each of the agricultural facilities that were capable of housing livestock. As illustrated on Figure 2, no MDS I arcs impinge on the Subject Lands. Therefore there are no impacts to adjacent agricultural livestock facilities with respect to MDS I as a result of the potential land use designation changes within the Ninth Line Lands.

Therefore, it has been illustrated that a recalculation of MDS I arcs in the newer (MDS 2016) guidelines has resulted in the confirmation that there are no impacts from the proposed change in land use designation on adjacent livestock barns/facilities. Therefore, “the *settlement area* to be expanded is in compliance with the *minimum distance separation formulae*.”

This is a similar conclusion as was presented in the AMEC report (August 2016).

I trust this information is helpful. Should you have any questions or concerns, please feel free to contact me at your earliest convenience at 519-578-9226.

Sincerely

DBH Soil Services Inc.

Dave Hodgson, P. Ag
President

APPENDIX A

Minimum Distance Separation | Data Sheets

Description: Region of Peel - Ninth Line Lands

Application Date: Wednesday, February 07, 2018

Municipal File Number:

Proposed Application: Other Type B land use
Type B Land Use

Applicant Contact Information

Not Specified

Location of Subject Lands

Regional Municipality of Peel, City of Mississauga

Roll Number:



Calculation Name: *Farm 1*

Description: April 2014 - 4 empty facilities

Farm Contact Information

15625 Steeles Ave West
Halton Hills, ON, Canada L0P 1K0

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills
ESQUESING, Concession: 10, Lot: 1

Roll Number: 2415070001412000000

Total Lot Size: 120 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	27	27.0	125 m ²
Solid	Beef, Backgrounders (7 - 12.5 months), Yard/Barn [Livestock barn is currently unoccupied]	10	3.3	37 m ²
Solid	Chickens, Broilers [Livestock barn is currently unoccupied]	500 m ²	20.2	500 m ²
Solid	Swine, Sows with litter, dry sows/boars [Livestock barn is currently unoccupied]	22	6.3	61 m ²



The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3, Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 56.8

Potential Design Capacity (NU): 170.3

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.74	X	380.45	X	0.7	X
				2.2	=
				433 m (1421 ft)	TBD
				Storage Base Distance 'S'	
				(minimum distance from manure storage)	(actual distance from manure storage)
				433 m (1421 ft)	TBD

Calculation Name: *Farm 10*

Description:

Farm Contact Information

Not Specified

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton


Concession: 9, Lot: 12

Roll Number: 240909008003200

Total Lot Size: 16 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Unoccupied Livestock Barn, -	342 m ²	17.1	342 m ²


 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 17.1

Potential Design Capacity (NU): 34.2

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
1.0	X	228.4	X	0.7	X
				2.2	
				=	
				352 m (1154 ft)	TBD
Storage Base Distance 'S'					
				(minimum distance from manure storage)	(actual distance from manure storage)
				352 m (1154 ft)	TBD

 The calculated setback is based on assumptions for an unoccupied barn or unused storage that may not reflect the actual design capacity.

Calculation Name: *Farm 11*

Description: April 2014 - Operating Facility

Farm Contact Information

Carito/Scaramozzino
13761 Derry Road
Milton, ON, Canada L9T 7J9
Phone #1: 905-875-2064

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton
TRAFALGAR, Concession: 11, Lot: 8
Roll Number: 2409090090023100000
Total Lot Size: 3 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Rabbits, Breeding females (including males, replacements & market animals), 1 Tier Cages	400	10.0	721 m ²
Solid	Chickens, Broilers	150 m ²	6.0	150 m ²
Solid	Turkeys, Toms (day olds to over 10.8 to 20 kg; 14.5 kg is typical)	75	1.0	24 m ²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 17.0

Potential Design Capacity (NU): 17.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.76	X	190.16	X	0.7	X
				2.2	
				=	
				222 m (729 ft)	TBD
Storage Base Distance 'S'					
				(minimum distance from manure storage)	(actual distance from manure storage)
				222 m (729 ft)	TBD

Calculation Name: *Farm 15*
Description: April 2014 - Empty Facility

Farm Contact Information

 5521 8th Line
Milton, ON, Canada

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton

TRAFALGAR, Concession: 9, Lot: 4

Roll Number: 2409090075501000000

Total Lot Size: 10 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	16	16.0	74 m ²



The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3, Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 16.0

Potential Design Capacity (NU): 32.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X 224	X 0.7	X 2.2	= 241 m (792 ft)	TBD

Storage Base Distance 'S'	(actual distance from manure storage)
241 m (792 ft)	TBD

Calculation Name: *Farm 16*
Description: April 2014 - Operating Facility

Farm Contact Information

 Carlos
5117 8th Line
Milton, ON, Canada

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton

TRAFALGAR, Concession: 9, Lot: 1

Roll Number: 2409007002400000000

Total Lot Size: 40 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Rabbits, Breeding females (including males, replacements & market animals), 1 Tier Cages	20	0.5	36 m ²
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn	10	10.0	46 m ²
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m ²

Solid	Chickens, Broilers	200 m ²	8.1	200 m ²
-------	--------------------	--------------------	-----	--------------------



The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 23.6

Potential Design Capacity (NU): 47.1

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	254.26	X	0.7	X
				2.2	
				=	
				275 m (902 ft)	TBD
				Storage Base Distance 'S'	
				(minimum distance from manure storage)	(actual distance from manure storage)
				275 m (902 ft)	TBD

Calculation Name: *Farm 17*

Description: April 2014 - Operating Facility

Farm Contact Information

Tony Martus
1277 East Lower Base Line Road
Milton, ON, Canada L0P 1E0
Phone #1: 905-230-4202

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton
TRAFALGAR, Concession: 8, Lot: 1
Roll Number: 2409090078700000000
Total Lot Size: 120 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m ²



The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 5.0

Potential Design Capacity (NU): 5.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	150	X	0.7	X
				2.2	
				=	
				162 m (531 ft)	TBD
				Storage Base Distance 'S'	
				(minimum distance from manure storage)	(actual distance from manure storage)
				162 m (531 ft)	TBD

Calculation Name: *Farm 19*

Description: April 2014 - Empty Facility

Farm Contact Information

1265 Burnhamthorpe Road East
Oakville, ON, Canada L6H 7B3

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Oakville
TRAFALGAR, Concession: 2 NORTH OF DUNDAS STREET, Lot: 8
Roll Number: 2401010020017000000
Total Lot Size: 2 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Minimum Distance Separation I

Ninth Line

Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	30	30.0	139 m²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, $\geq 30\%$ DM

Design Capacity (NU): 30.0

Potential Design Capacity (NU): 30.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	220	X	0.7	X
				2.2	=
				237 m (778 ft)	TBD
				Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
				237 m (778 ft)	TBD

Calculation Name: **Farm 2**

Description: April 2014 - Empty Facility

Farm Contact Information

Banducci
7876 Tenth Line
Halton Hills, ON, Canada L0P 1W0
Phone #1: 905-826-6226

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills

TRAFALGAR, Concession: 10, Lot: 3 and 15

Roll Number: 2415090080096000000

Total Lot Size: 4 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	20	20.0	93 m²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, $\geq 30\%$ DM

Design Capacity (NU): 20.0

Potential Design Capacity (NU): 20.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	199.99	X	0.7	X
		2.2	=	216 m (707 ft)	TBD
Storage Base Distance 'S'					
				(minimum distance from manure storage)	(actual distance from manure storage)
				216 m (707 ft)	TBD

Calculation Name: *Farm 21*
Description: April 2014 - Empty Facility

Farm Contact Information

5414 Eighth Line
Milton, ON, Canada

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton


TRAFALGAR, Concession: 8, Lot: 3

Roll Number: 2409090070045000000

Total Lot Size: 8 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access [Livestock barn is currently unoccupied]	130	16.3	181 m ²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 16.3

Potential Design Capacity (NU): 32.5

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	Storage Base Distance 'S' (minimum distance from manure storage)
0.7	X	225	X	0.7	X
				2.2	
				=	
				243 m (796 ft)	TBD
					243 m (796 ft)
					TBD

Calculation Name: *Farm 3*
Description: April 2014 operating facility

Farm Contact Information

Hustler
Sylvan Oak Farms (Heritage Site)
7564 Tenth Line W
Mississauga, ON, Canada L5N 3W7
Phone #1: 905-824-2288

Location of existing livestock facility or anaerobic digester

Regional Municipality of Peel, City of Mississauga


TRAFALGAR, Concession: 10, Lot: 14

Roll Number: 2105150080092000000

Total Lot Size: 22 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn	40	40.0	186 m ²
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m ²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 45.0

Potential Design Capacity (NU): 90.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	306.81	X	0.7	X
				2.2	
				=	
				331 m (1085 ft)	TBD
				Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
				331 m (1085 ft)	TBD

Calculation Name: **Farm 5**

Description: April 2014 Empty Facility

Farm Contact Information

15345 Steeles Ave
Halton Hills, ON, Canada

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills


ESQUESING, Concession: 10, Lot: 1

Roll Number: 2415070001417000000

Total Lot Size: 44 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	30	30.0	139 m ²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 30.0

Potential Design Capacity (NU): 90.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	306.81	X	0.7	X
				2.2	
				=	
				331 m (1085 ft)	TBD
				Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
				331 m (1085 ft)	TBD

Calculation Name: **Farm 6**

Description: April 2014 Empty Facility


Farm Contact Information

Guglietti
8278 Ninth Line
Halton Hills, ON, Canada L0P 1K0

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills


ESQUESING, Concession: 9, Lot: 2

Roll Number: 2415 

Total Lot Size: 33 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Horses, Medium-framed, mature; 227 - 680 kg (including unweaned offspring)	40	40.0	929 m ²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 40.0

Potential Design Capacity (NU): 120.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	336.55	X	0.7	X
				2.2	
				=	
				363 m (1190 ft)	TBD
				Storage Base Distance 'S'	
				(minimum distance from manure storage)	(actual distance from manure storage)
				363 m (1190 ft)	TBD

Calculation Name: *Farm 7*

Description: April 2014 - Empty Facility

Farm Contact Information

Song Corporation
14829 Steeles Ave
Halton Hills, ON, Canada L0P 1E0

Location of existing livestock facility or anaerobic digester


Regional Municipality of Halton, Town of Halton Hills
ESQUESING, Concession: 9, Lot: 1

Roll Number: 2415070001420000000

Total Lot Size: 108 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	75	75.0	348 m ²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 75.0

Potential Design Capacity (NU): 225.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	419.38	X	0.7	X
				2.2	
				=	
				452 m (1483 ft)	TBD
				Storage Base Distance 'S'	
				(minimum distance from manure storage)	(actual distance from manure storage)
				452 m (1483 ft)	TBD

Calculation Name: **Farm 9**

Description: April 2014 - Empty

Farm Contact Information

 14920 Steeles Ave W
 Halton Hills, ON, Canada L0P 1E0

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills


TRAFALGAR, Concession: 9, Lot: 15

Roll Number: 2415090080100000000

Total Lot Size: 20 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn [Livestock barn is currently unoccupied]	420	420.0	1,951 m ²

 The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 420.0

Potential Design Capacity (NU): 420.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance F* (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	521.77	X	0.7	X
				2.2	
				=	
				562 m (1845 ft)	TBD
Storage Base Distance 'S'					
				(minimum distance from manure storage)	(actual distance from manure storage)
				562 m (1845 ft)	TBD

Preparer Information

 Dave Hodgson
 President
 DBH Soil Services Inc
 217 Highgate Court
 Kitchener, ON, Canada N2N 3N9
 Phone #1: 519-578-9226
 Phone #2: 519-240-6239
 Fax: 519-578-5039
 Email: dhodgson@dbhsoilservices.ca

 Signature of Preparer: _____ Date: _____
 Dave Hodgson, President

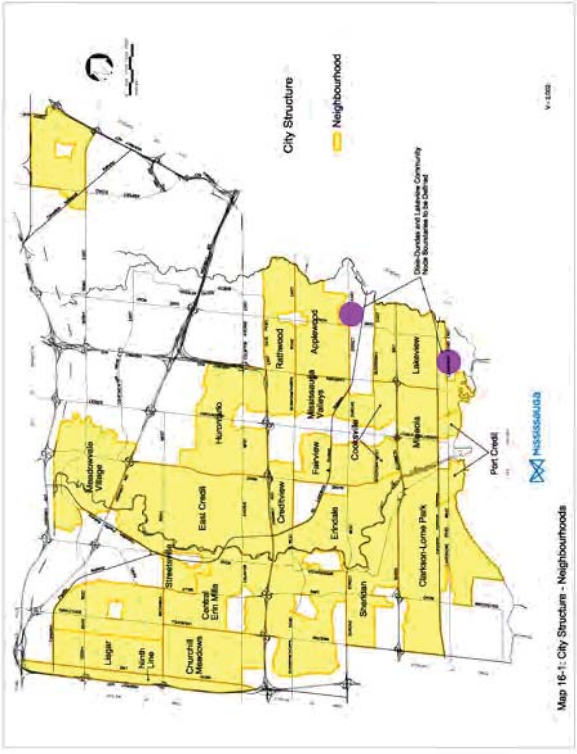
NOTE TO THE USER:

The Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) has developed this software program for distribution and use with the Minimum Distance Separation (MDS) Formulae as a public service to assist farmers, consultants, and the general public. This version of the software distributed by OMAFRA will be considered to be the official version for purposes of calculating MDS. OMAFRA is not responsible for errors due to inaccurate or incorrect data or information; mistakes in calculation; errors arising out of modification of the software, or errors arising out of incorrect inputting of data. All data and calculations should be verified before acting on them.

Modification Table for Mississauga Official Plan

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)																				
*Amendment Key: Deletions are shown as strikethroughs ; additions are <u>italicized and underlined</u> .																						
Chapter 5: Direct Growth																						
5.6 Designated Greenfield Area	Currently this section only recognizes lands in Churchill Meadows Neighbourhood Character Area. The Ninth Line Lands are also <input type="checkbox"/> Designated Greenfield Area <input type="checkbox"/> and should be recognized in this section	<p>That Section 5.6. Designated Greenfield Area, first paragraph be amended as follows:</p> <p>There are lands in the Churchill Meadows Neighbourhood Character Area <u>and in the Ninth Line Neighbourhood Character Area</u> that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe</p>																				
Chapter 8: Create a Multi-Modal City																						
Table 8-4: Road Classification - Arterials	The expansion of the Mississauga Official Plan planning area to include the Ninth Line lands has resulted in the identified Arterial Road classification limits to be expanded west from Ninth Line to Highway 407	<p>That Table 8-1: Road Classification- Arterial be amended as follows:</p> <table><tr><th>Street</th><th>From</th><th>To</th><th>Jurisdiction</th><th>R-O-W</th></tr><tr><td>Britannia Rd. W.</td><td>Ninth Line <u>Highway 407</u></td><td>Erin Mill Pkwy.</td><td>Peel</td><td>36 m</td></tr><tr><td>Derry Rd. W.</td><td>Ninth Line <u>Highway 407</u></td><td>Danton Promenade</td><td>Peel</td><td>36 m</td></tr><tr><td>Eglinton Ave.</td><td>Ninth Line <u>Highway 407</u></td><td>Winston Churchill Blvd. W.</td><td>Mississauga</td><td>30 m</td></tr></table>	Street	From	To	Jurisdiction	R-O-W	Britannia Rd. W.	Ninth Line <u>Highway 407</u>	Erin Mill Pkwy.	Peel	36 m	Derry Rd. W.	Ninth Line <u>Highway 407</u>	Danton Promenade	Peel	36 m	Eglinton Ave.	Ninth Line <u>Highway 407</u>	Winston Churchill Blvd. W.	Mississauga	30 m
Street	From	To	Jurisdiction	R-O-W																		
Britannia Rd. W.	Ninth Line <u>Highway 407</u>	Erin Mill Pkwy.	Peel	36 m																		
Derry Rd. W.	Ninth Line <u>Highway 407</u>	Danton Promenade	Peel	36 m																		
Eglinton Ave.	Ninth Line <u>Highway 407</u>	Winston Churchill Blvd. W.	Mississauga	30 m																		

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)										
*Amendment Key: Deletions are shown as strikethroughs ; additions are <u>italicized and underlined</u> .												
Chapter 8: Create a Multi-Modal City												
Table 8-2: Road Classification <input type="checkbox"/> Major Collectors	The expansion of the Mississauga Official Plan planning area to include the Ninth Line lands has resulted in the identified Major Collector classification limits to be expanded west from Ninth Line to Highway 407	<p>That Table 8-2: Road Classification <input type="checkbox"/> Major Collectors be amended as follows:</p> <table><tr><th>Street</th><th>From</th><th>To</th><th>Jurisdiction</th><th>R-O-W</th></tr><tr><td>Argentina Road</td><td>Highway 407</td><td>Creditview Rd.</td><td>Mississauga</td><td>26m</td></tr></table>	Street	From	To	Jurisdiction	R-O-W	Argentina Road	Highway 407	Creditview Rd.	Mississauga	26m
Street	From	To	Jurisdiction	R-O-W								
Argentina Road	Highway 407	Creditview Rd.	Mississauga	26m								
Chapter 11: General Land Use Designations												
11.4 Special Study Area	This section recognizes Ninth Line Lands to be subject to the Town of Milton and Region of Halton Official Plans. This section will no longer be required	<p>That Section 11.4 be deleted in its entirety and that the following section headings be renumbered accordingly.</p> <p><u>11.4 Special Study Area</u></p> <p>Lands west of Ninth Line will be subject to the Town of Milton and Region of Halton Official Plans in effect as of January 1, 2010, until such time as they are incorporated into this Plan.</p>										
Chapter 16:Neighbourhoods												
16.1 Introduction	This section and related Map 16-1:City Structure <input type="checkbox"/> Neighbourhoods identify 22 Neighbourhoods. The	<p>That Section 16.1 Introduction, be amended as follows:</p> <p>There are <u>22</u> Neighbourhoods in Mississauga:</p>										

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
<p>*Amendment Key: Deletions are shown as strikethroughs; additions are <i><u>italicized and underlined</u></i>.</p>		
	<p>Ninth Line Character Area should be identified as an additional Neighbourhood.</p>	<p>Add <u><i>Ninth Line</i></u></p>
<p>Map 16-1: City Structure - Neighbourhoods</p>	<p>As noted above, Map 16-1 should be amended to identify Ninth Line as an additional neighbourhood.</p>	<p>That Section 16.1 Introduction, Map 16-1: City Structure - Neighbourhoods be replaced with the following:</p> 
<p>16.20 Ninth Line</p>	<p>A detailed analysis and public and stakeholder consultation has been undertaken as the basis for the preparation of a plan for</p>	<p>That Section 16, Neighbourhoods, be amended to add a new Section 16.20 Ninth Line as set out in Appendix 3.</p>

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as strikethroughs ; additions are <u>italicized and underlined</u> .		
	the Ninth Line Character Area. Area specific policies which reflect the results of this process should be incorporated into the Official Plan in a new section 16.24	
Schedules		
Schedule 1 Urban System	Removal of the ☐ Special Study Area ☐ title and identification Add: <ul style="list-style-type: none"> ☐ Corridor ☐ on arterial roads; ☐ Green System ☐ and ☐ Neighbourhood ☐ 	That Schedule 1 be amended as shown in Appendix 4, Map 'A'.
Schedule 1a Urban System ☐ Green System	Removal of the ☐ Special Study Area ☐ title and identification Add ☐ Green System ☐	That Schedule 1a be amended as shown in Appendix 4, Map 'B'.
Schedule 1b Urban System ☐	Removal of the ☐ Special Study Area ☐ title and	That Schedule 1b be amended as shown in Appendix 4, Map 'C'.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as strikethroughs ; additions are <i>italicized and underlined</i> .		
City Structure	<p>identification</p> <p>Add Neighbourhood</p>	
Schedule 1c Urban System Corridors	<p>Removal of the Special Study Area title and identification</p> <p>Add Corridor arterial roads</p>	That Schedule 1c be amended as shown in Appendix 4, Map 'D'.
Schedule 2 Intensification Areas	<p>Removal of the Special Study Area title and identification</p> <p>Add Major Transit Station Area symbol with 500 m radius circle for the two proposed 407 Transitway stations</p>	That Schedule 2 be amended as shown in Appendix 4, Map 'E'.
Schedule 3 Natural System	<p>Removal of the Special Study Area title and identification</p> <p>Add:</p> <ul style="list-style-type: none"> Significant Natural Areas and Natural 	That Schedule 3 be amended as shown in Appendix 4, Map 'F'.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as strikethroughs ; additions are <i>italicized and underlined</i> .		
	<p>Green Spaces□ and</p> <ul style="list-style-type: none"> • Natural Hazards□ 	
Schedule 4 Parks and Open Spaces	<p>Removal of the Special Study Area□title and identification</p> <p>Add:</p> <ul style="list-style-type: none"> • Public and Private Open Spaces□ • Parkway Belt West designation□ and • Utilities□ 	That Schedule 4 be amended as shown in Appendix 4, Map `G'.
Schedule 5 Long Term Road Network	<p>Removal of the Special Study Area□title and identification</p> <p>Add:</p> <ul style="list-style-type: none"> • Derry, Britannia and Eglinton west from Ninth Line to Highway 407; and • Argenta as a future road link west from Ninth Line to Highway 	That Schedule 5 be amended as shown in Appendix 4, Map `H'.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as strikethroughs ; additions are <i>italicized and underlined</i> .		
	407	
Schedule 6 Long Term Transit Network	<p>Removal of the Special Study Area title and identification and Potential 407 Transitway and northern two Potential 407 Transitway Stations symbols</p> <ul style="list-style-type: none"> • Add a revised Potential 407 Transitway configuration. • Move symbol for Derry Road 407 Transitway Station to the north 	That Schedule 6 be amended as shown in Appendix 4, Map 'I'.
Schedule 7 Long Term Cycling Route	Removal of the Special Study Area title and identification	That Schedule 7 be amended as shown in Appendix 4, Map 'J'.
Schedule 8 Designated Right-of-Way Widths	<p>Removal of the Special Study Area title and identification</p> <p>Add proposed Argentina Road and Derry and</p>	That Schedule 8 be amended as shown in Appendix 4, Map 'K'.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as strikethroughs ; additions are <i>italicized and underlined</i> .		
	Britannia Roads and Eglinton Avenue west from Ninth Line to Highway 407	
Schedule 9 Character Areas	Removal of the Special Study Area title and designation Add Neighbourhood, Character Area boundary and title Ninth Line NHD	That Schedule 9 be amended as shown in Appendix 4, Map 'L'.
Schedule 10 Land Use Designations	Removal of the Special Study Area title and identification Add land use designations including the existing Parkway Belt West land use designation Identify on Maps M1-M3 the future land use designations once the Parkway Belt West land use designation is removed	That Schedule 10 be amended as shown in Appendix 4, Maps 'M1' M3 .
K:\PLAN\POLICY\GROUP\2017 Character Areas\Shaping Ninth Line\Corporate Reports\June18_2018_RecommendationReport_SNL\APPENDIX 6- Modification Table for MOP - Ninth Line MOP_June 18, 2018.docx		

16.20 Ninth Line

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.

16.20.2 Urban Design Policies

16.20.2.1 Vision

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

16.20.2.2 Community Design

The Community Design policies must be read in conjunction with the *Shaping Ninth Line Urban Design Guidelines, 2017*.

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;
- b. provide a diversity of employment opportunities to meet current and future needs;
- 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.
- f. recognize the significance of cultural heritage sites and landscapes including the natural heritage system;
- g. support transit, and active transportation as key components of the transportation network;
- 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 lanes and/or multi-use routes on or adjacent to Ninth Line and other roads.

16.20.2.2.3 Parks, Open Spaces and Natural Heritage

Planning in the area will be based on a series of parks, open spaces and a natural heritage system that:

- a. creates a well-connected and sustainable natural heritage system;
- b. provides a variety of parks and open spaces for all ages and abilities including those which encourage passive and active use in all seasons,

promote unique experiences and educational opportunities, and incorporate naturalized areas; and

- c. provides parks and open space in close proximity to adjacent neighbourhoods and employment areas.
- d. has regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study.

16.20.2.3 Connectivity/Interface

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

16.20.2.3.2 Trails and sidewalks should link Transitway stations, community facilities, parks and commercial and employment areas.

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

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

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

16.20.2.4 Greenlands

16.20.2.4.1 Greenlands, both existing and restored, will be planned to protect and enhance the natural environment and establish a well-connected and sustainable natural heritage system, having regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study.

16.20.2.5 Public Open Space

16.20.2.5.1 Public Open Space should be located adjacent to Ninth Line and/or on lands designated Greenlands. Access to these areas will be maximized.

16.20.2.5.2 Public open spaces should include facilities for active and passive recreation.

16.20.2.6 Parkway Belt West

16.20.2.6.1 A significant portion of land in the Ninth Line area is designated Parkway Belt as per provisions of the Parkway Belt West Plan. Once the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. Once the PBWP is amended the land use designations shown on Reference Maps (M1-M3) will come into force and effect without further amendment to this Plan.

16.20.3 Precincts

The Ninth Line Neighbourhood Character Area is subdivided into precincts in order to reflect differences in their planned function and character. The precincts include: a North Employment area, the Derry/407 Transitway Station area; the North Britannia/Flood Protection Land Form area; the Britannia 407 Transitway Station area; the Community Park area; and a South Employment area. The precincts are shown on Map 16-20.2, Ninth Line Neighbourhood Character Area Precincts.

16.20.3.1 North Employment Area (Precinct 1)

16.20.3.1.1 This area will form an extension of the employment area east of Ninth Line, north of the CP

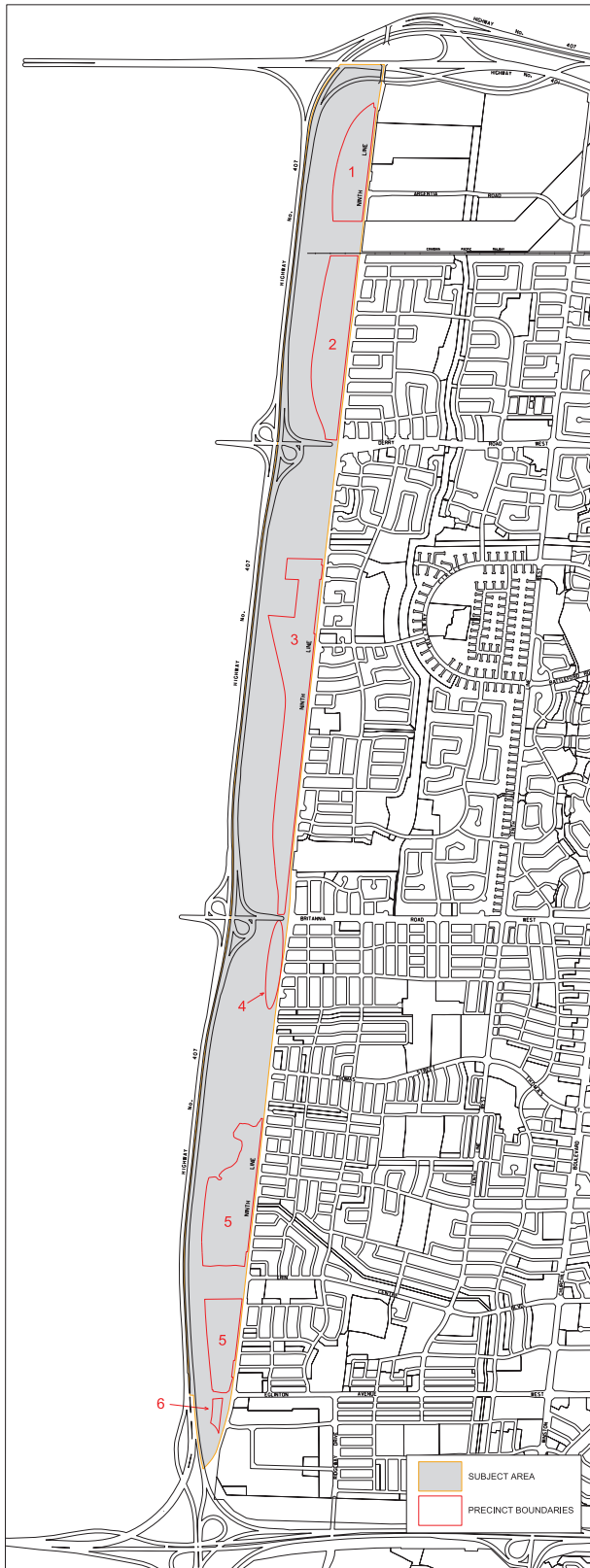
railway. Lands in this precinct will be connected to the adjacent precinct to the south and lands to the east through the open space network.

16.20.3.1.2 Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong streetscape and public realm. Parking should be located at the rear of the property.

16.20.3.2 Derry 407 Transitway Station Area (Precinct 2)

16.20.3.2.1 Development in this area will be focused around the Derry 407 Transitway Station to create a vibrant, active node, comprised of mixed-use transit supportive development with seamless multi-modal connections.

16.20.3.2.2 Lands designated Mixed Use will permit heights ranging from 4 to 10 storeys.



16-20.2: Ninth Line Neighbourhood Character Area Precincts.

.06.20.3.2.3 Lands designated Residential Medium Density will permit heights ranging from 4 to 10 storeys. Some grade related residential development such as townhouses with a minimum height of three storeys may be permitted interior to the precinct.

16.20.3.2.4 This area will accommodate the greatest heights and densities for the entire Character Area.

16.20.3.2.5 Parking for the Transitway Station will be encouraged to be located in structures or underground. However, if significant surface parking is proposed as an initial phase of development by a public agency, a design which allows for intensification of the site over time will be required.

16.20.3.3 North Britannia (Precinct 3)

16.20.3.3.1 This precinct includes a large flood protection area including hazard lands and open spaces. This precinct will be created through earth filling to manage hazard lands. The implementation of this feature will enable residential development adjacent Ninth Line. The ultimate configuration of this area will be subject to approval by the appropriate Conservation Authority.

16.20.3.3.2 Residential development will include a mix of housing forms such as townhouses and mid-rise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.3: 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 homes abutting Ninth Line between Doug Leavens Boulevard and Beacham Street. The overall density target for the entire Character Area must be maintained.

16.20.3.4 Britannia 407 Transitway Station Area (Precinct 4)

16.20.3.4.1 This area immediately surrounds the Britannia 407 Transitway station. Development will be transit supportive with a range of building heights from 4 to 10 storeys. Sites immediately adjacent to the Transitway Station will incorporate retail/commercial uses at grade to enable a vibrant and active public realm. Buildings will be designed to accommodate retail/commercial uses at grade.

16.20.3.4.2 Parking for the Transitway Station will be encouraged to be located in structures or underground.

16.20.3.5 Community Park/Residential Area (Precinct 5)

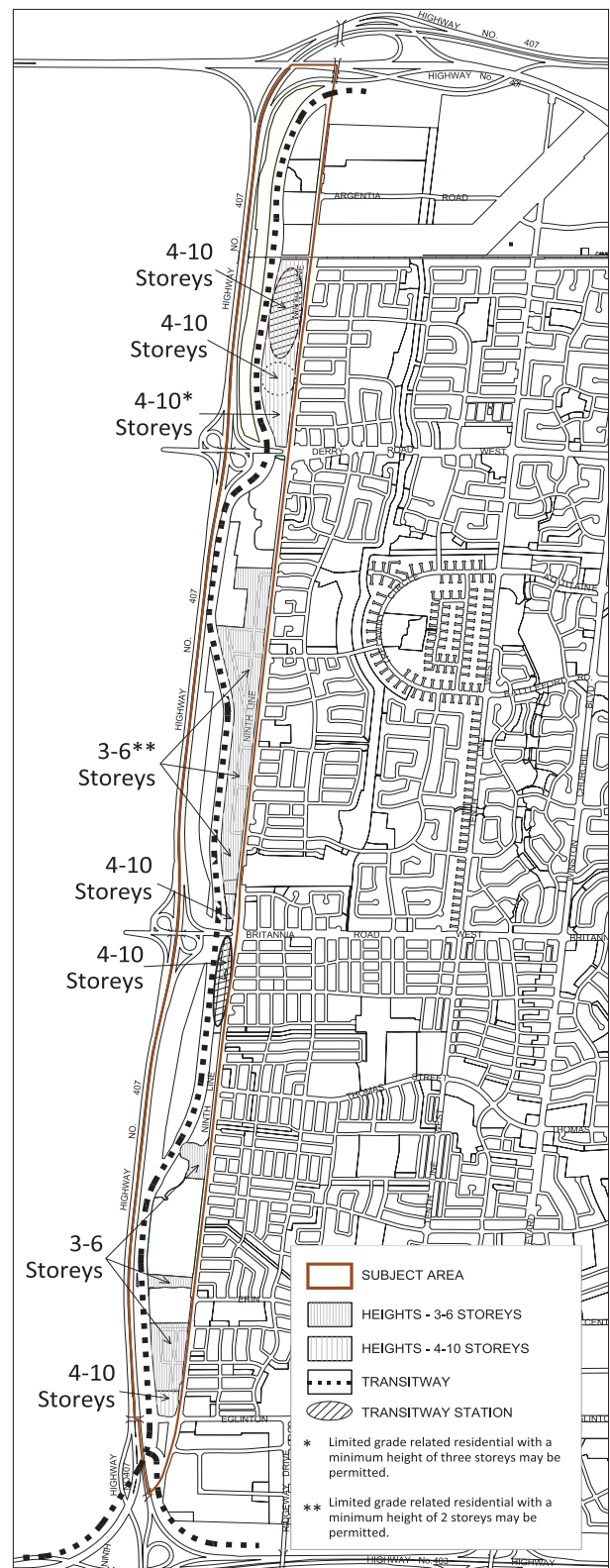
16.20.3.5.1 The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities.

16.20.3.5.2 Development in the northwest quadrant of Eglinton Avenue West and Ninth Line will have a mix of housing forms such as townhouses and mid-rise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.3: Ninth Line Neighbourhood Character Area Height Limits.

16.20.3.6 South Employment Area (Precinct 6)

16.20.3.6.1 The South Employment area is an entry point to the City and the Ninth Line Neighbourhood Character Area.

16.20.3.6.2 Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong streetscape and public realm. Parking should be located at the rear of the property.



Map 16-24.2: Ninth Line Neighbourhood Character Area Land Use and Height

16.20-3: Ninth Line Neighbourhood Character Area Height Limits

16.20.4 Land Use

16.20.4.1 Notwithstanding the Business Employment policies of this Plan, outdoor storage will not be permitted on lands adjacent to Provincial Highway 407.

16.20.4.1 Residential-Medium Density

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

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

16.20.5 Transportation

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

16.20.5.2 Mississauga will work other levels of government, including Metrolinx and the private sector, to explore sustainable transportation solutions.

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

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

16.20.5.5 The City will encourage the Province and other public agencies to consider strategic parking management techniques at the Transitway stations. Parking should be optimized through the use various transportation demand management tools.

16.20.5.6 Improvements to Ninth Line should incorporate a high level of design to accommodate transit, pedestrians, and cyclists.

16.20.5.7 Local roads will be designed to serve all modes of transportation including pedestrians and cyclists and provide access to transit.

16.20.6 Physical Services, Stormwater Management and Utilities

16.20.6.1 All development within the Ninth Line Neighbourhood Character Area will be subject to the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study and the development of lands south of the woodlot (near Erin Centre Boulevard) will also be in accordance with the Sawmill Creek Sub-watershed Plan.

16.20.7 Implementation

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 land landowners, to ensure the appropriate and orderly development of the site and to ensure that the 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 and 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 ending agreement, the City may utilize area specific development charge by-laws enacted pursuant to the Development Charges Act, 1998, as amended.

16.20.6.4 In exchange for increased height and/or density permissions a community benefits contribution pursuant to Section 37 of the Planning

Act will be required. The base value from which increased height and/or density will be calculated will reflect zoning by-law permissions in effect land use permissions as of January 1, 2018.

16.20.7.5 Development applications within the Northwest Greater Toronto Area Identification Study Area will not preclude or predetermine any further planning and/or implementation of the Study Area. The Study Area has been established by the Province of Ontario and replaces the now cancelled Greater Toronto West Corridor.





LEGEND:



AREA OF AMENDMENT

Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

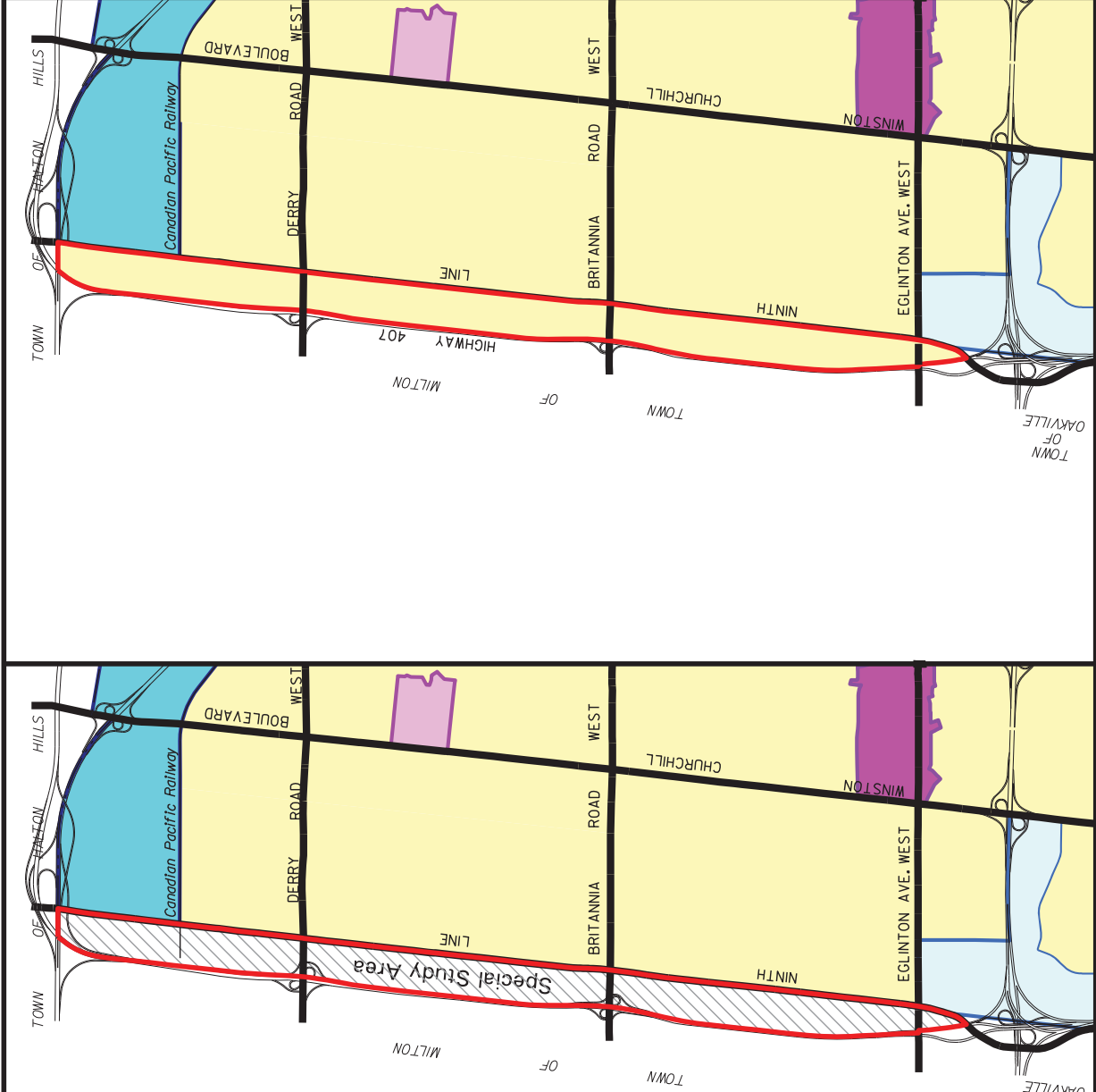
DRAFT



MAP 'B'

Part of Schedule 1a
Urban System - Green System
of Mississauga Official Plan





LEGEND

Elements

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area
- AREA OF AMENDMENT

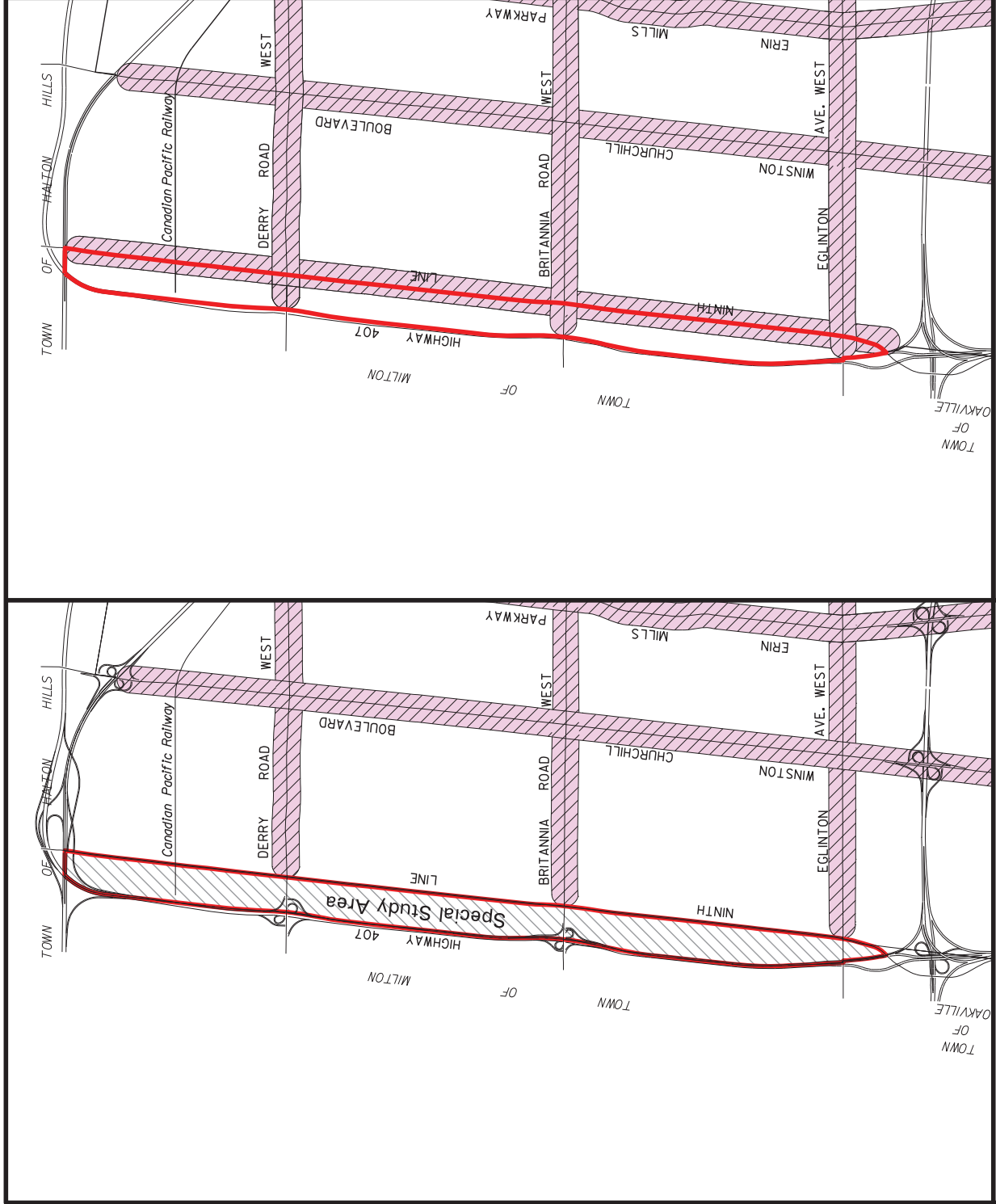
Note:
Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

DRAFT



MAP 'C'
Part of
Schedule 1B - City Structure
of Mississauga Official Plan





LEGEND

- Corridor
- Intensification Corridor
- AREA OF AMENDMENT

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

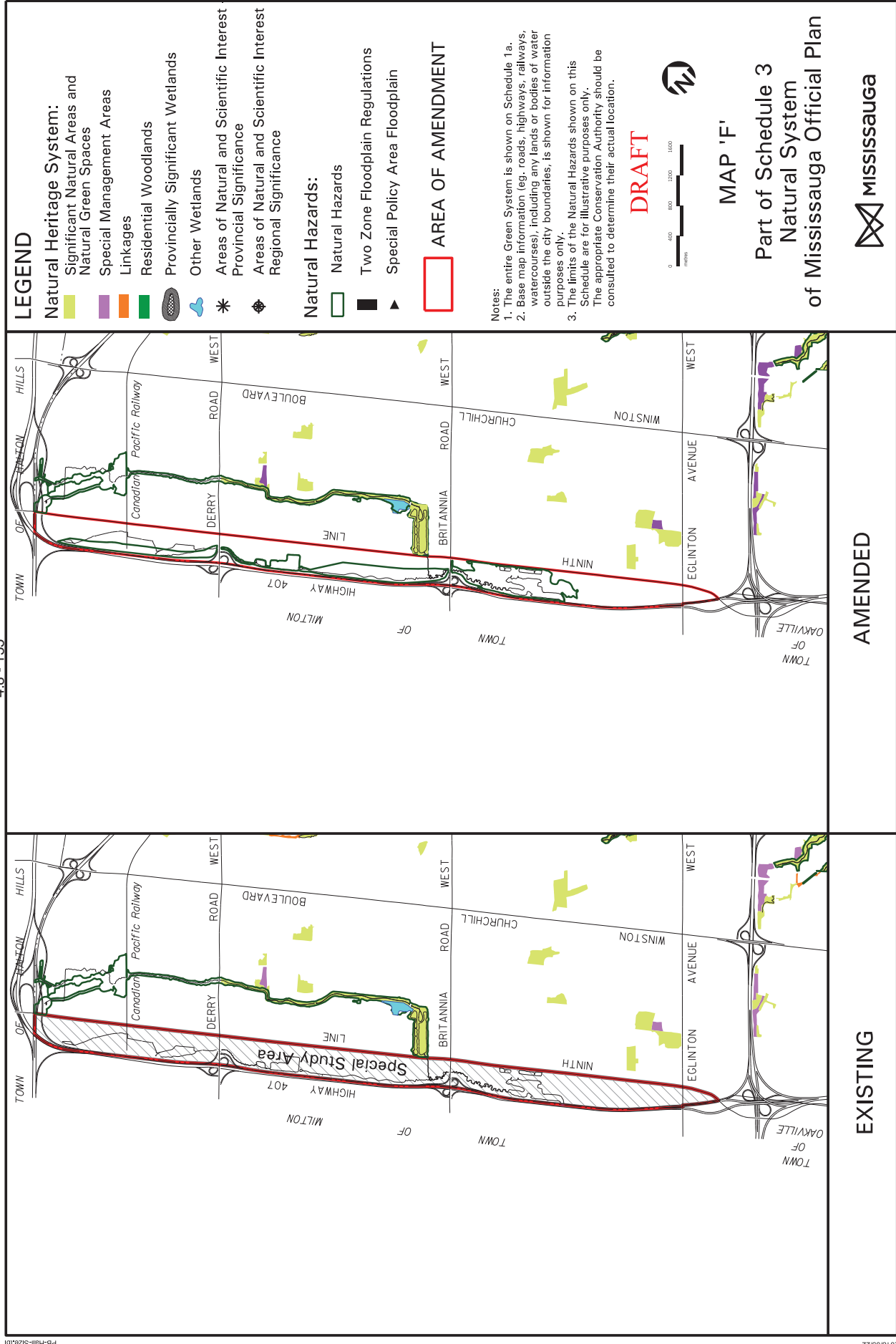
DRAFT

MAP 'D'

Part of
Schedule 1C-Urban System
Corridors
of Mississauga Official Plan

MISSISSAUGA







EXISTING



AMENDED

LEGEND

- Public and Private Open Spaces
- Parkway Belt West
- Educational Facilities
- Utilities
- AREA OF AMENDMENT

Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenbelt as shown on Schedule 10.

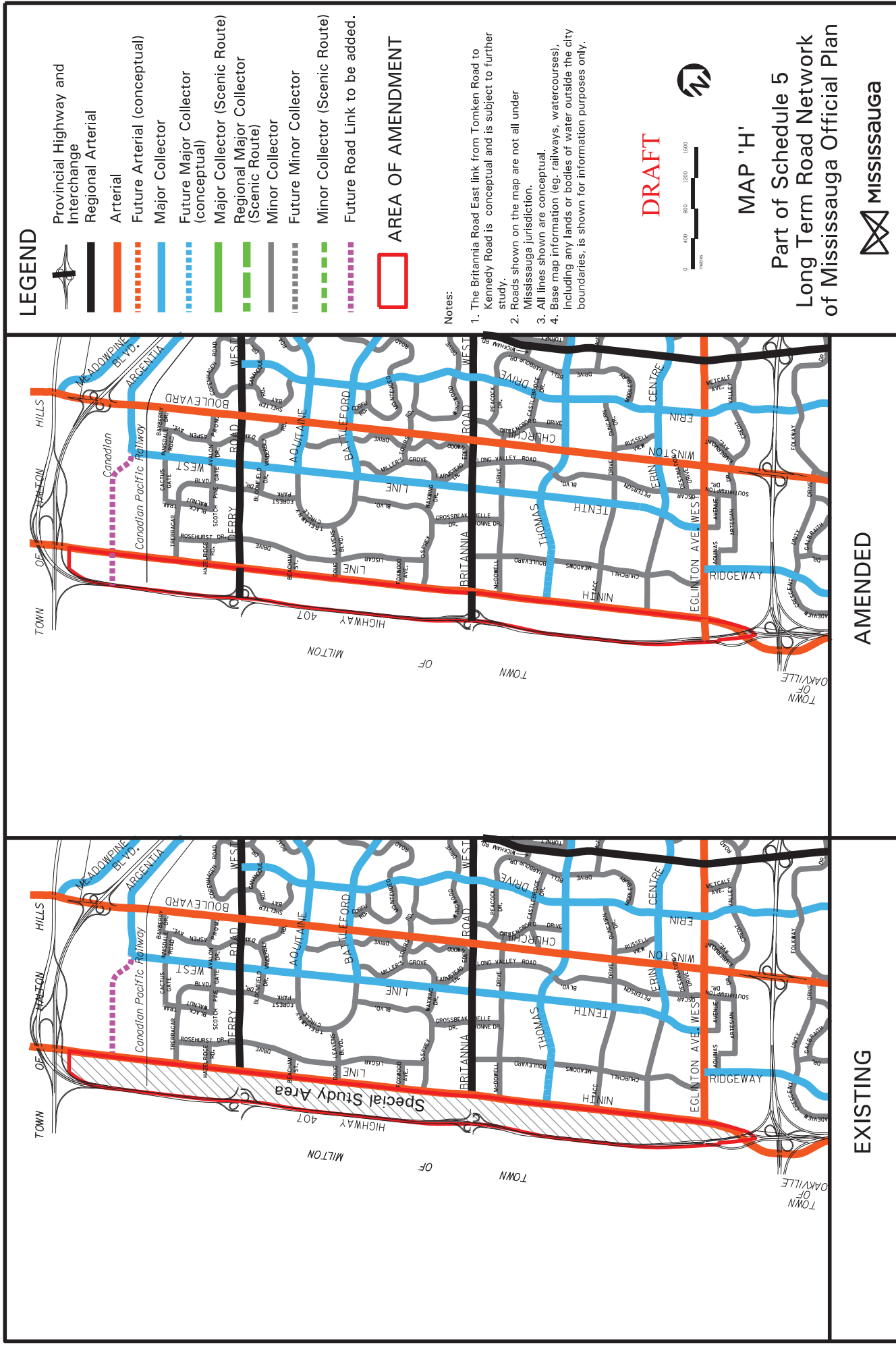
DRAFT

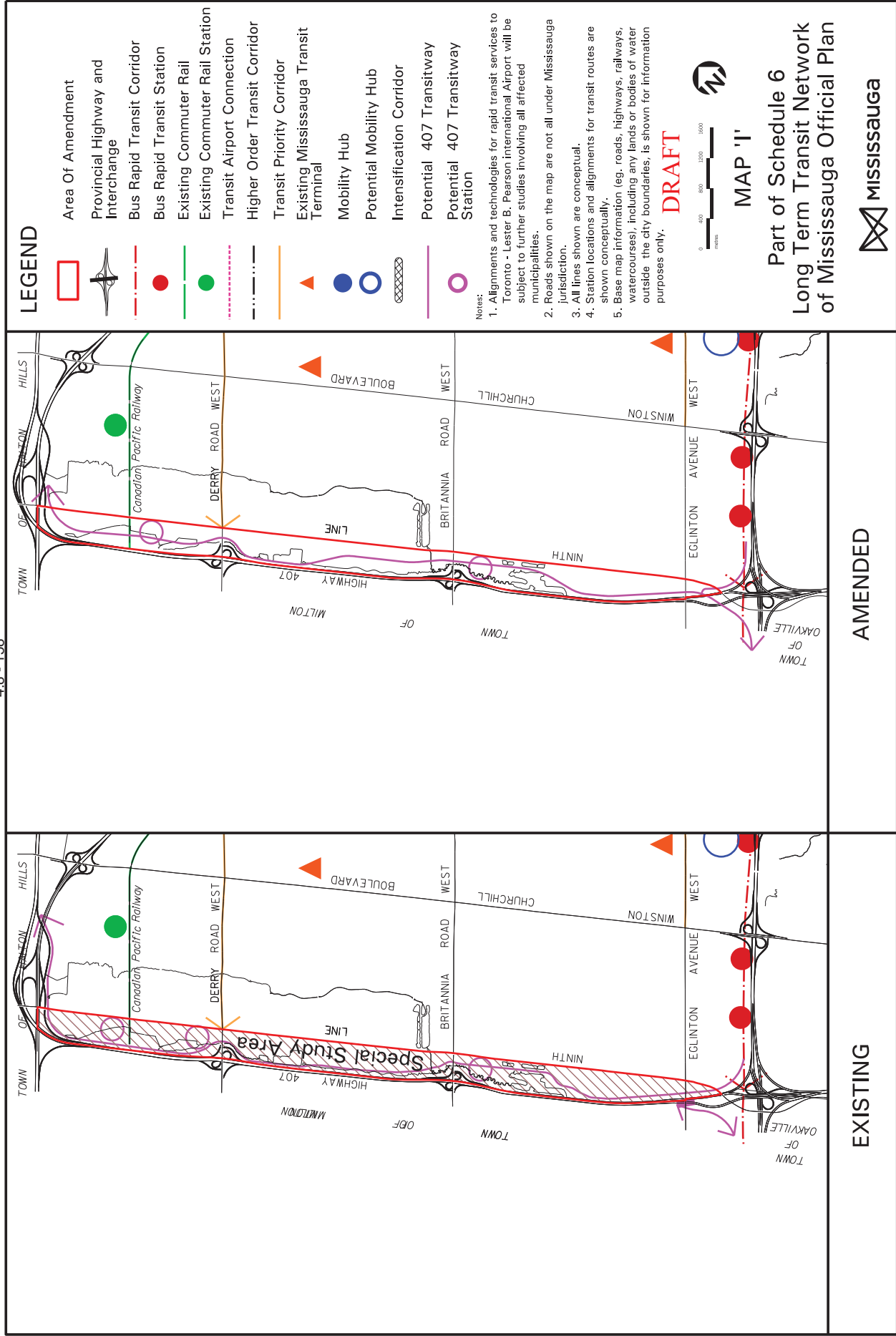


MAP 'G'

Part of Schedule 4 Parks and Open Spaces of Mississauga Official Plan







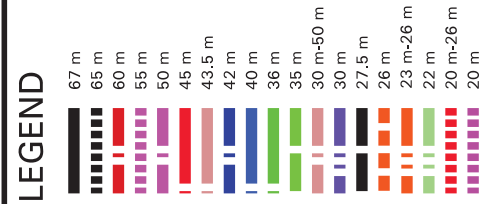




EXISTING



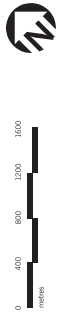
AMENDED



NOTES:

1. These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for future development.
2. These right-of-way widths are intended to accommodate the Higher Order Transit Corridors, Bus Rapid Transit facility and Bus Rapid Transit stations shown schematically on Schedule 6, as well as transit stations along Higher Order Transit Corridors, automobile, truck and other vehicular movements. Where as a result of further studies the land areas required to accommodate these rights-of-way are deemed to be insufficient, the City may acquire additional rights-of-way in excess of the right-of-way widths shown on this Schedule 6.
3. While it is intended that this Schedule provide a basis for retaining or acquiring rights-of-way for current or possible future transportation purposes, it is not intended that all designated rights-of-way will necessarily be used for transportation purposes.
4. "Designated Right-of-Way Widths" of Regional Roads as shown in the Region of Peel Official Plan.
5. "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.
6. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
7. The right-of-way for Minor Collector Roads are identified in Table 8-3.
8. The Eglinton Avenue right-of-way east of Eglinton Creek consists of a 36m road right-of-way (Toronto) and a 14m right-of-way for the Bus Rapid Transit.
9. All lines shown are conceptual.

DRAFT



MAP 'K'

Part of Schedule 8
Designated Right-Of-Way Widths
of Mississauga Official Plan





LEGEND

Character Area

City Structure

- Downtown (DT)
- Major Node (MN)
- Community Node (CN)
- Neighbourhood (NHD)
- Corporate Centre (CC)
- Employment Area (EA)
- Special Purpose Area (SPA)

AREA OF AMENDMENT

Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

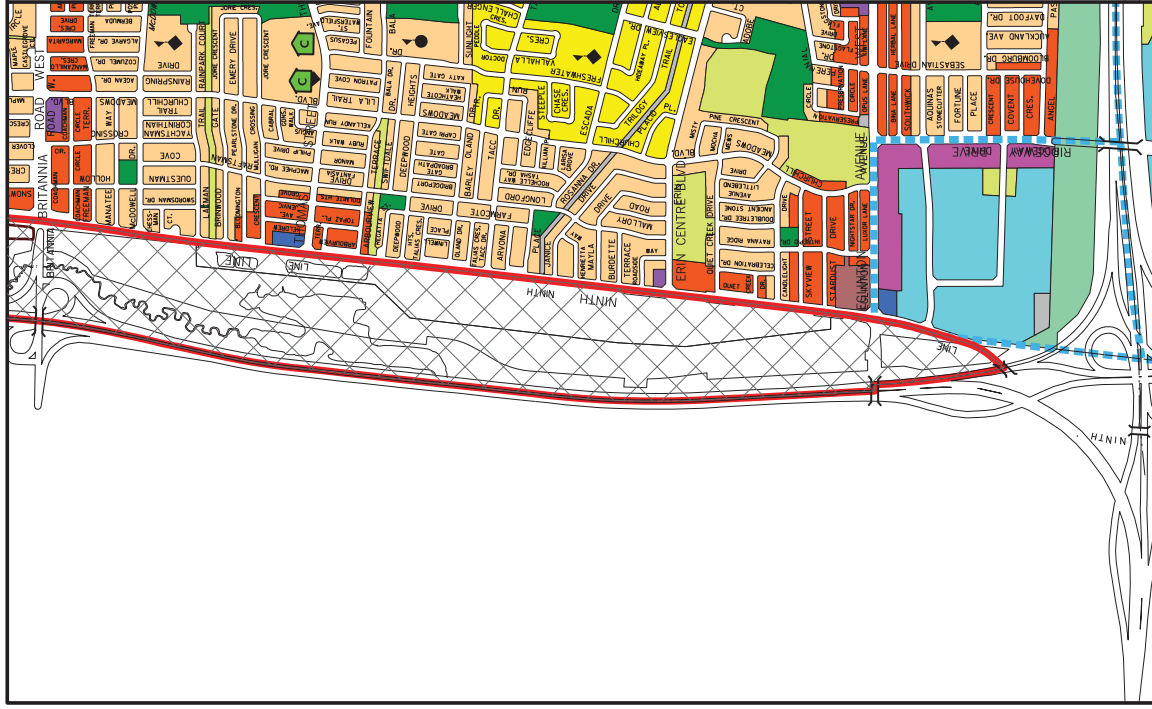
DRAFT

0 400 800 1200 1600
metres

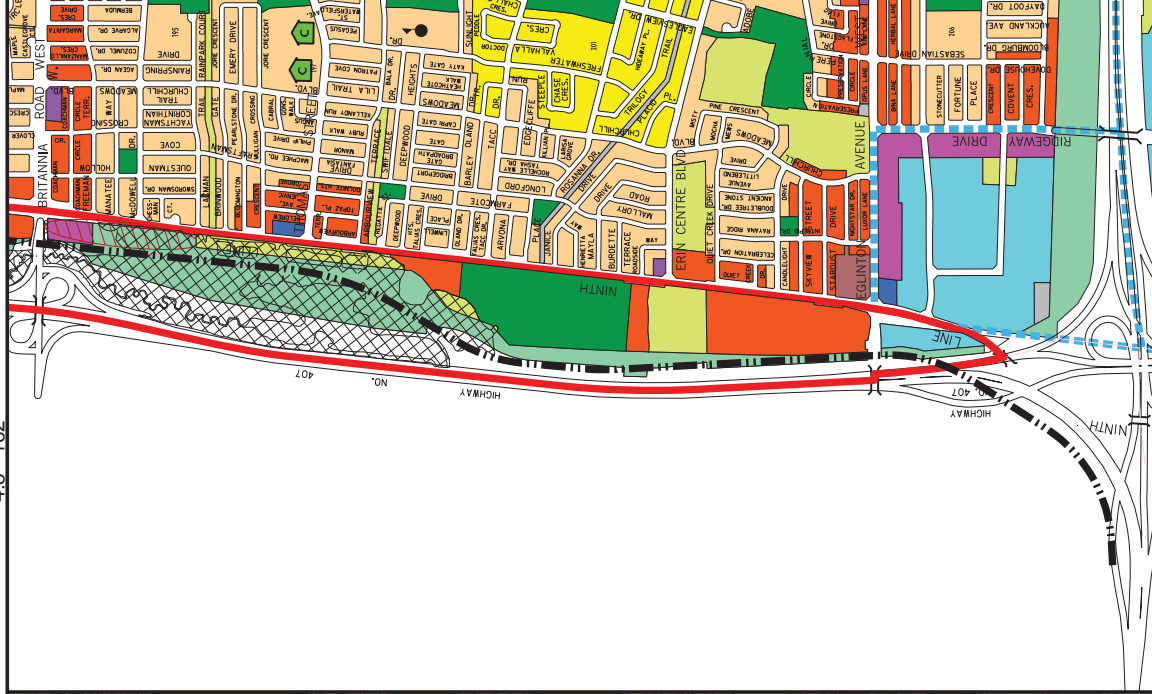
MAP 'L'

**Part of Schedule 9
Character Areas
of Mississauga Official Plan**

MISSISSAUGA



EXISTING LAND USE DESIGNATION



AMENDED LAND USE DESIGNATION

- LAND USE DESIGNATIONS**
- Residential Low Density I
 - Residential Low Density II
 - Residential Medium Density
 - Residential High Density
 - Mixed Use
 - Convenience Commercial
 - Motor Vehicle Commercial
 - Office
 - Business Employment
 - Industrial
 - Airport
 - Institutional
 - Public Open Space
 - Private Open Space
 - Greenlands
 - Parkway Belt West
 - Utility
 - Special Waterfront
 - Partial Approval Area

- BASE MAP INFORMATION**
- Heritage Conservation District
 - 1996 NEP/2000 NEF Composite Noise Contours
 - LBPIA Operating Area Boundary
 - See Aircraft Noise Policies
 - LBPIA Operating Area
 - Natural Hazards
 - City Structure
 - Downtown
 - Major Node
 - Community Node
 - Neighbourhood
 - Corporate Centre
 - Employment Area
 - Special Purpose Area

Area of Amendment

- AREA OF AMENDMENT
- SPECIAL POLICY AREA
- TO:
- RESIDENTIAL MEDIUM DENSITY
- MIXED USE
- BUSINESS EMPLOYMENT
- TRANSITWAY ROUTE
- TRANSITWAY STATION
- NATURAL HAZARDS

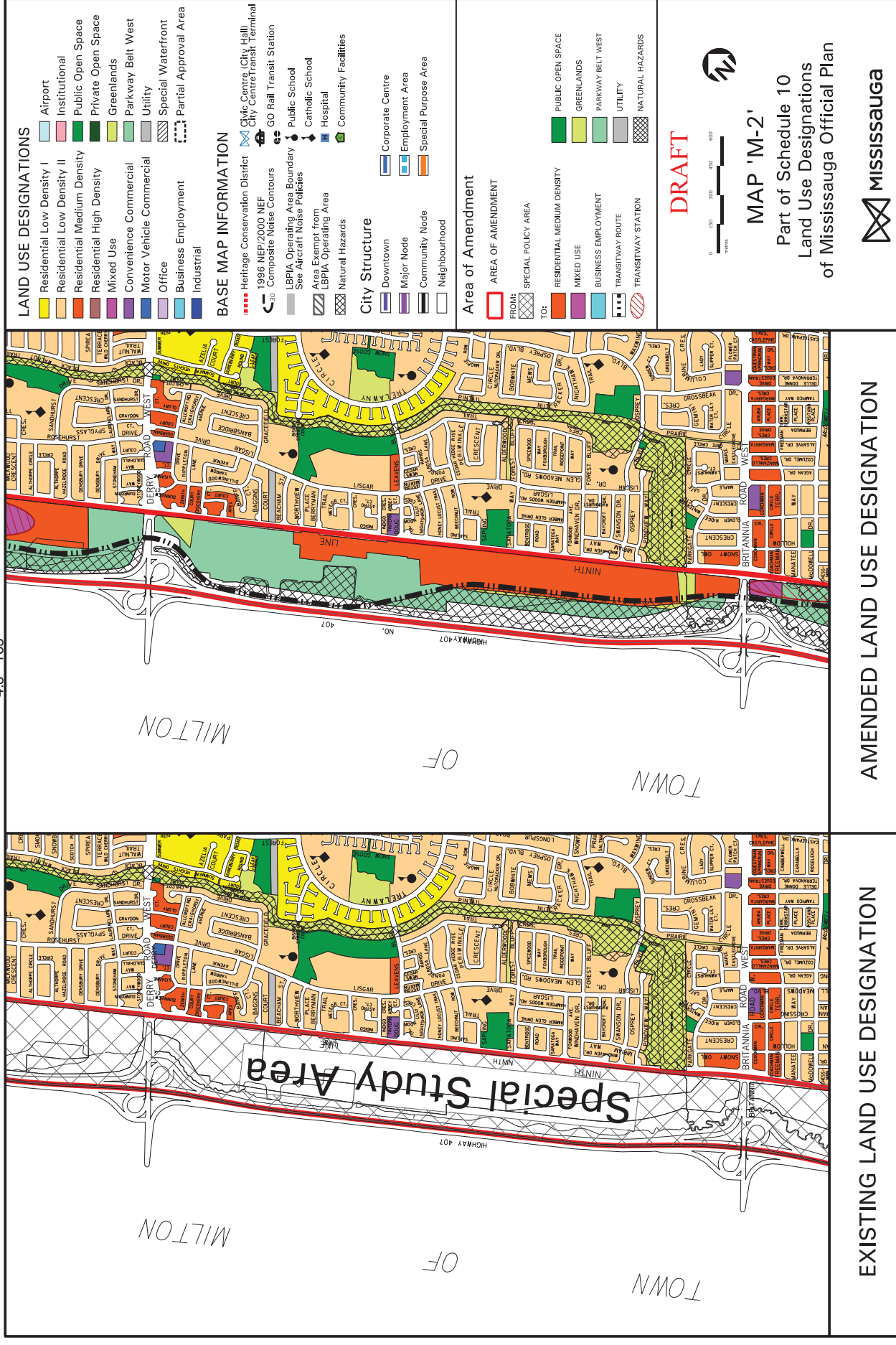
DRAFT

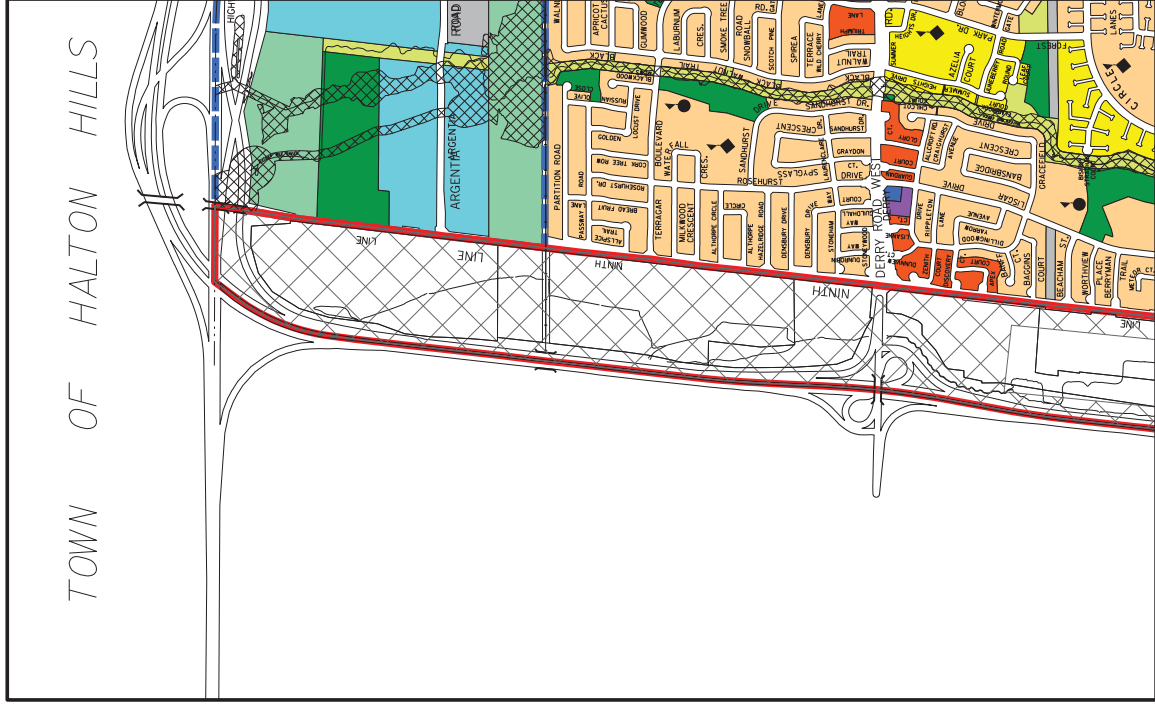


MAP 'M-1'

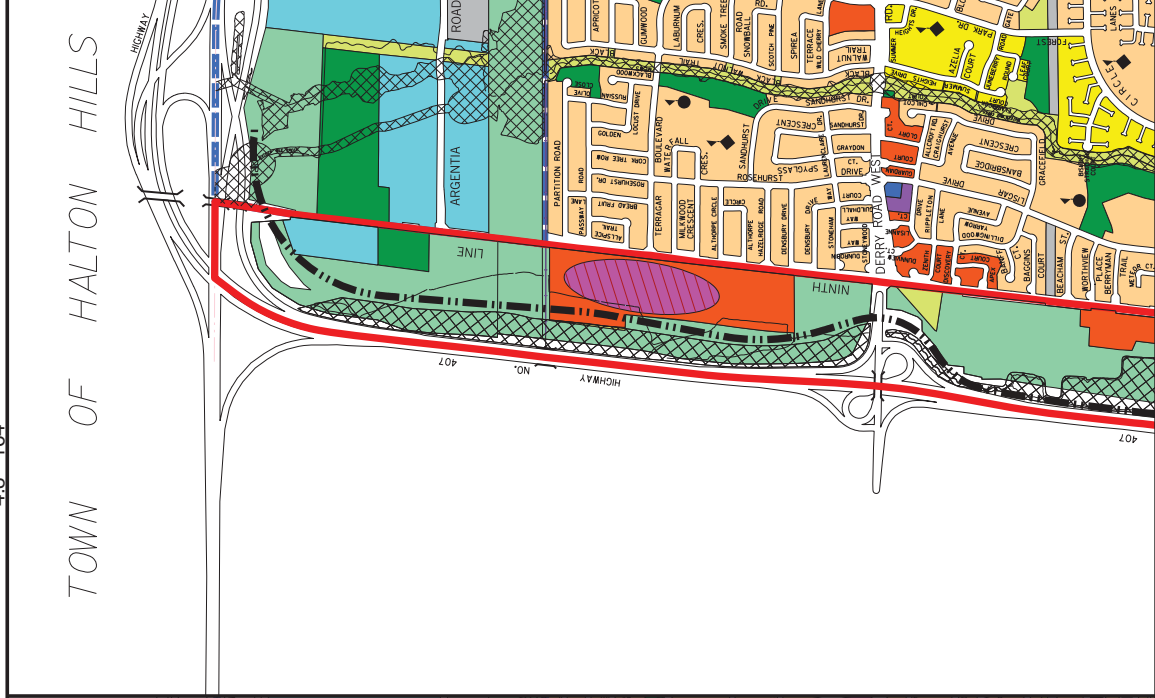
Part of Schedule 10
Land Use Designations
of Mississauga Official Plan







EXISTING LAND USE DESIGNATION



AMENDED LAND USE DESIGNATION

- LAND USE DESIGNATIONS**
- Residential Low Density I
 - Residential Low Density II
 - Residential Medium Density
 - Residential High Density
 - Mixed Use
 - Convenience Commercial
 - Motor Vehicle Commercial
 - Office
 - Business Employment
 - Industrial
 - Airport
 - Institutional
 - Public Open Space
 - Private Open Space
 - Greenlands
 - Parkway Belt West
 - Utility
 - Special Waterfront
 - Partial Approval Area

- BASE MAP INFORMATION**
- Heritage Conservation District
 - 1996 NEP/2000 NEF
 - Composite Noise Contours
 - LBPIA Operating Area Boundary
 - See Aircraft Noise Policies
 - Area Exempt from LBPIA Operating Area
 - Natural Hazards
 - City Structure
 - Downtown
 - Major Node
 - Community Node
 - Neighbourhood
 - Corporate Centre
 - Employment Area
 - Special Purpose Area

- Area of Amendment**
- AREA OF AMENDMENT
 - SPECIAL POLICY AREA
 - RESIDENTIAL MEDIUM DENSITY
 - MIXED USE
 - BUSINESS EMPLOYMENT
 - TRANSITWAY ROUTE
 - TRANSITWAY STATION
 - NATURAL HAZARDS
 - PUBLIC OPEN SPACE
 - GREENLANDS
 - PARKWAY BELT WEST
 - UTILITY

DRAFT



MAP 'M-3'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan





REFERENCE MAP 'M1'

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

City Structure

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

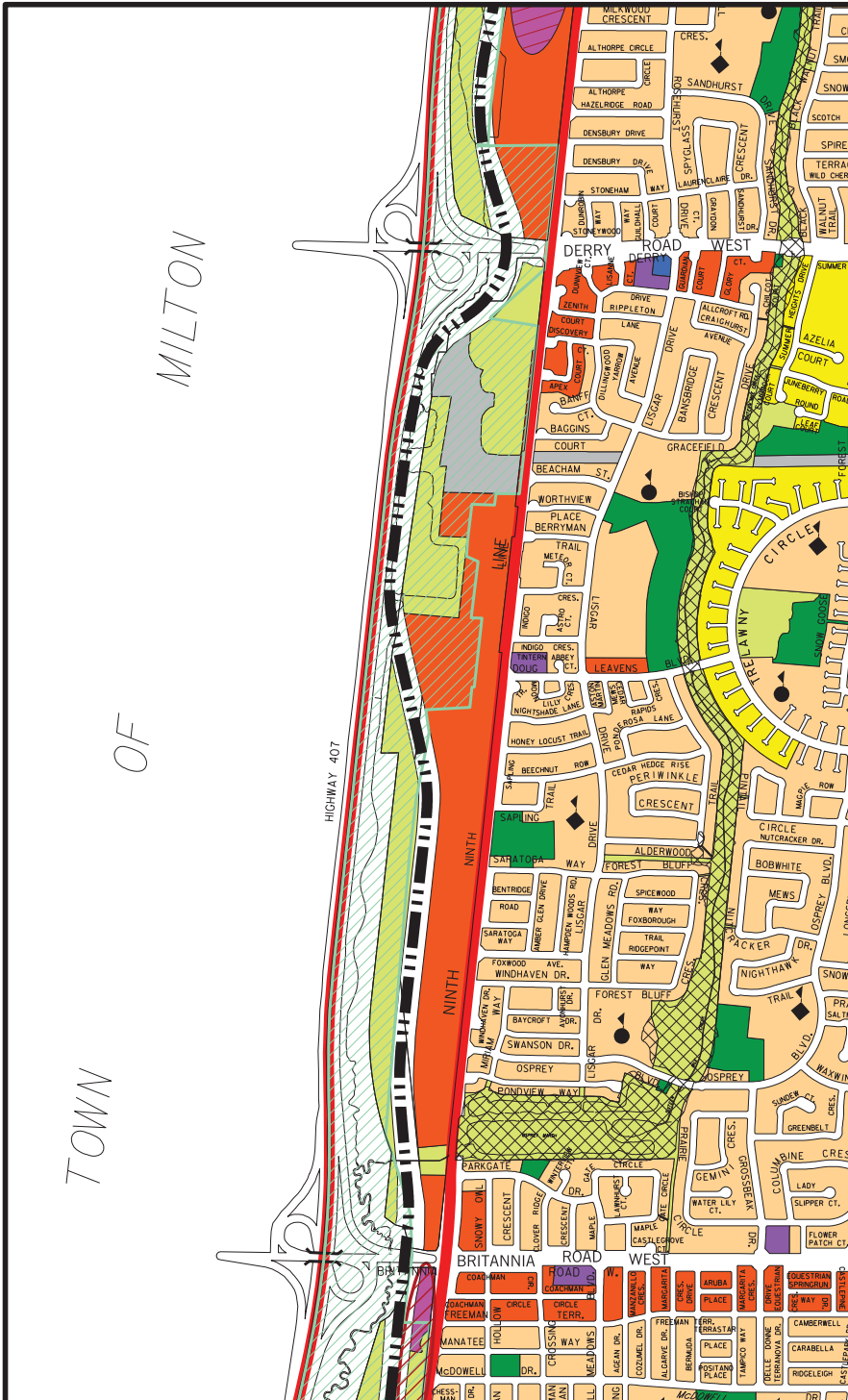
Area of Amendment

AREA OF AMENDMENT	
FROM:	
SPECIAL POLICY AREA	
TO:	
RESIDENTIAL MEDIUM DENSITY	PUBLIC OPEN SPACE
MIXED USE	GREENLANDS
BUSINESS EMPLOYMENT	PARKWAY BELT WEST
TRANSITWAY ROUTE	UTILITY
TRANSITWAY STATION	NATURAL HAZARDS

DRAFT

0 150 300 450 600
metres

MISSISSAUGA



REFERENCE MAP 'M2'

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

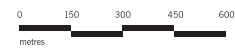
City Structure

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

Area of Amendment

AREA OF AMENDMENT	
FROM:	
SPECIAL POLICY AREA	
TO:	
RESIDENTIAL MEDIUM DENSITY	PUBLIC OPEN SPACE
MIXED USE	GREENLANDS
BUSINESS EMPLOYMENT	PARKWAY BELT WEST
TRANSITWAY ROUTE	UTILITY
TRANSITWAY STATION	NATURAL HAZARDS

DRAFT



MISSISSAUGA

TOWN OF HALTON HILLS



REFERENCE MAP 'M3'

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

City Structure

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

Area of Amendment

AREA OF AMENDMENT

FROM:

SPECIAL POLICY AREA

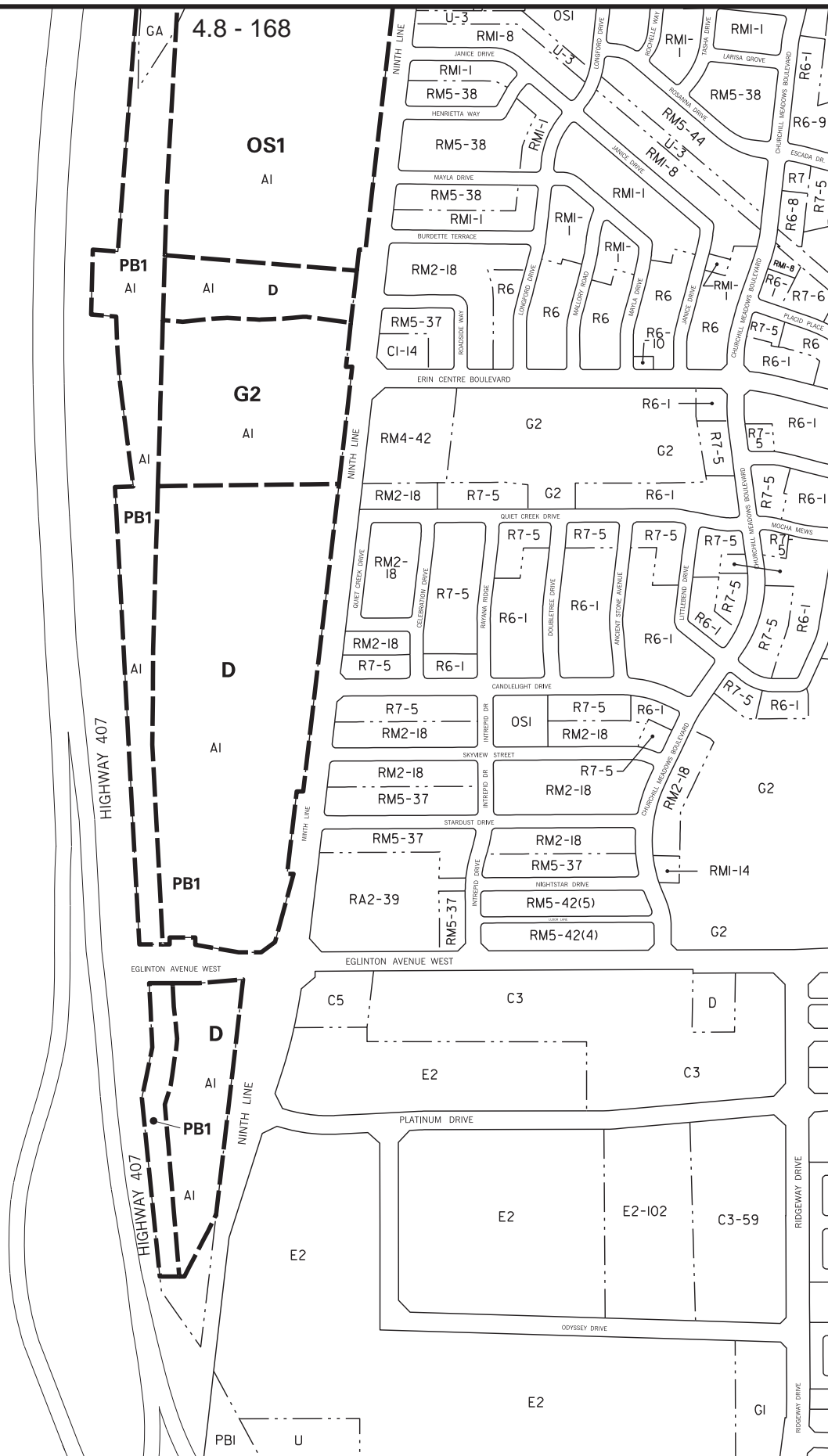
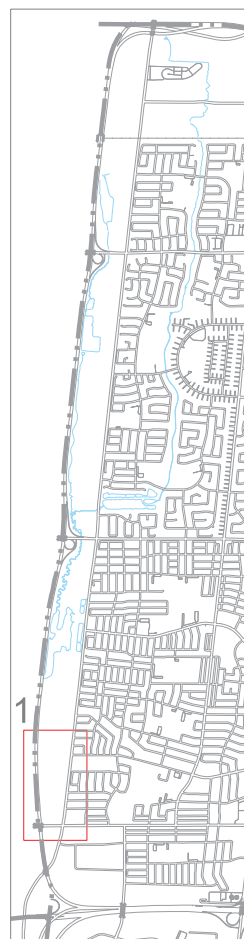
TO:

RESIDENTIAL MEDIUM DENSITY	PUBLIC OPEN SPACE
MIXED USE	GREENLANDS
BUSINESS EMPLOYMENT	PARKWAY BELT WEST
TRANSITWAY ROUTE	UTILITY
TRANSITWAY STATION	NATURAL HAZARDS

DRAFT



MISSISSAUGA



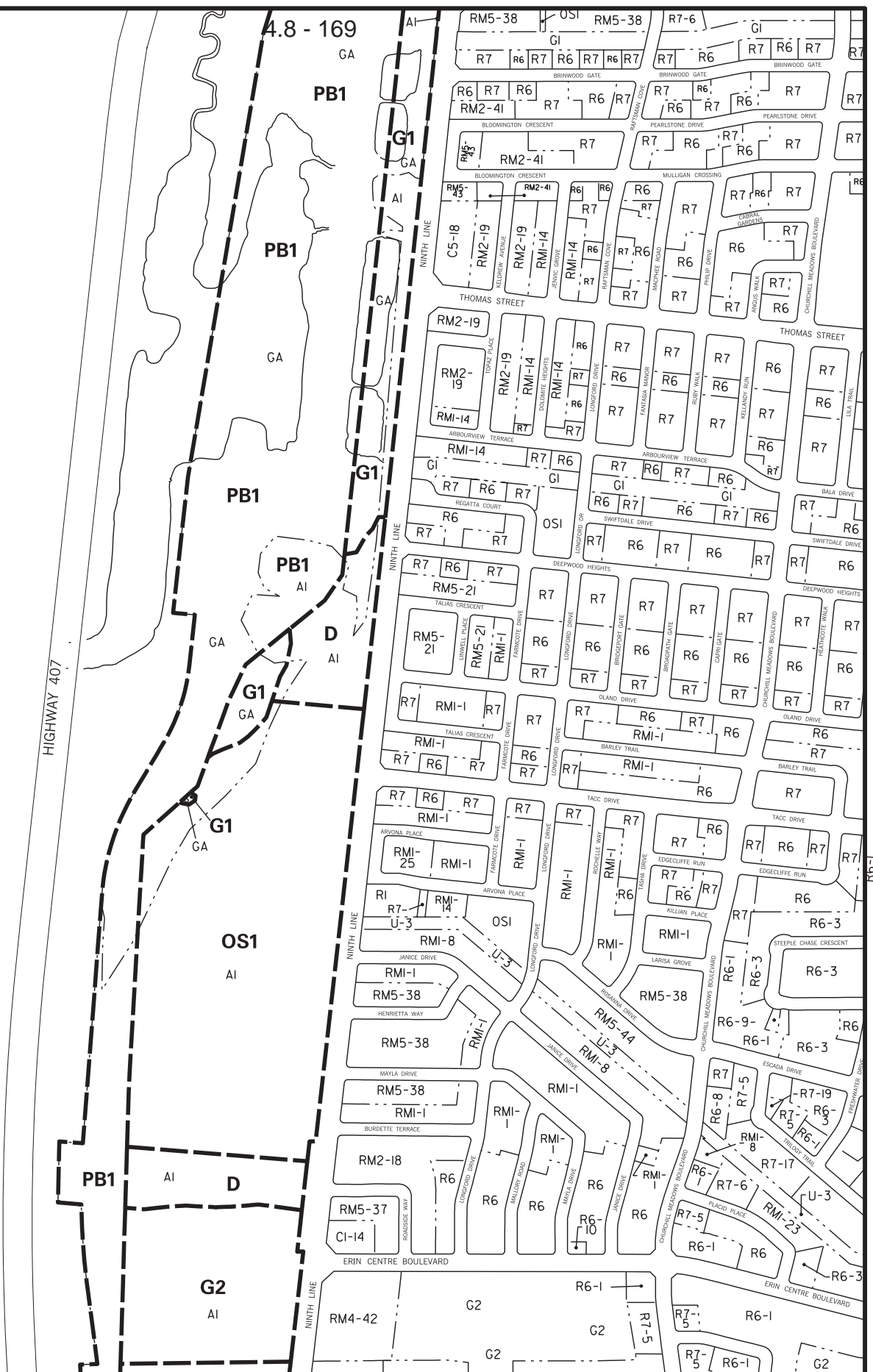
PROPOSED ZONING ALONG NINTH LINE LANDS

0 25 50 75 100
metres

DRAFT

MISSISSAUGA

Produced by
T&W, Geomatics



Age Group	Percentage
0	10
25	20
50	30
75	20
100	10

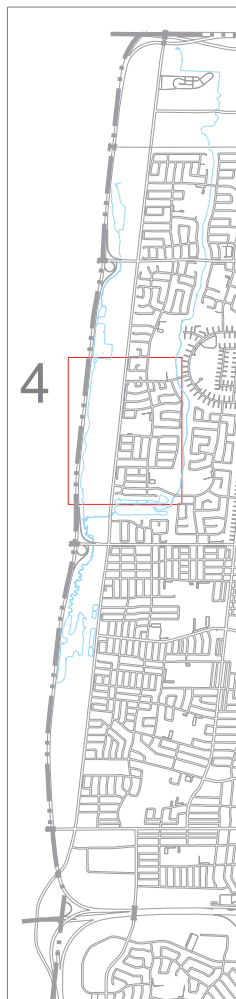
DRAFT



MISSISSAUGA

Produced by
T&W, Geomatics





4

HIGHWAY 407

4.8-171
PB1

AI

D

AI

PB1

AI

D

AI

PB1

GA

D

GA

G1

PB1

GA

D

GA

AI

D

G1

GA

AI

D

GA

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

B

PROPOSED ZONING ALONG NINTH LINE LANDS

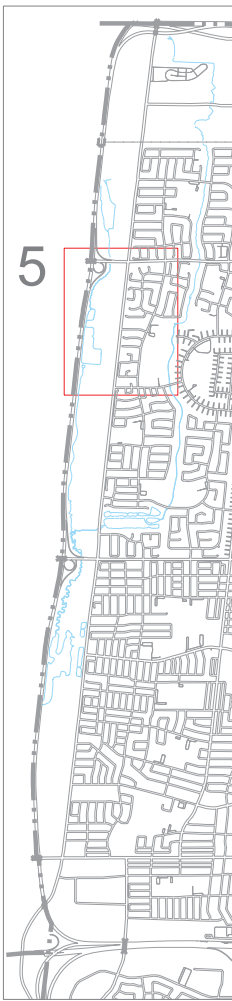
0 25 50 75 100
metres

DRAFT

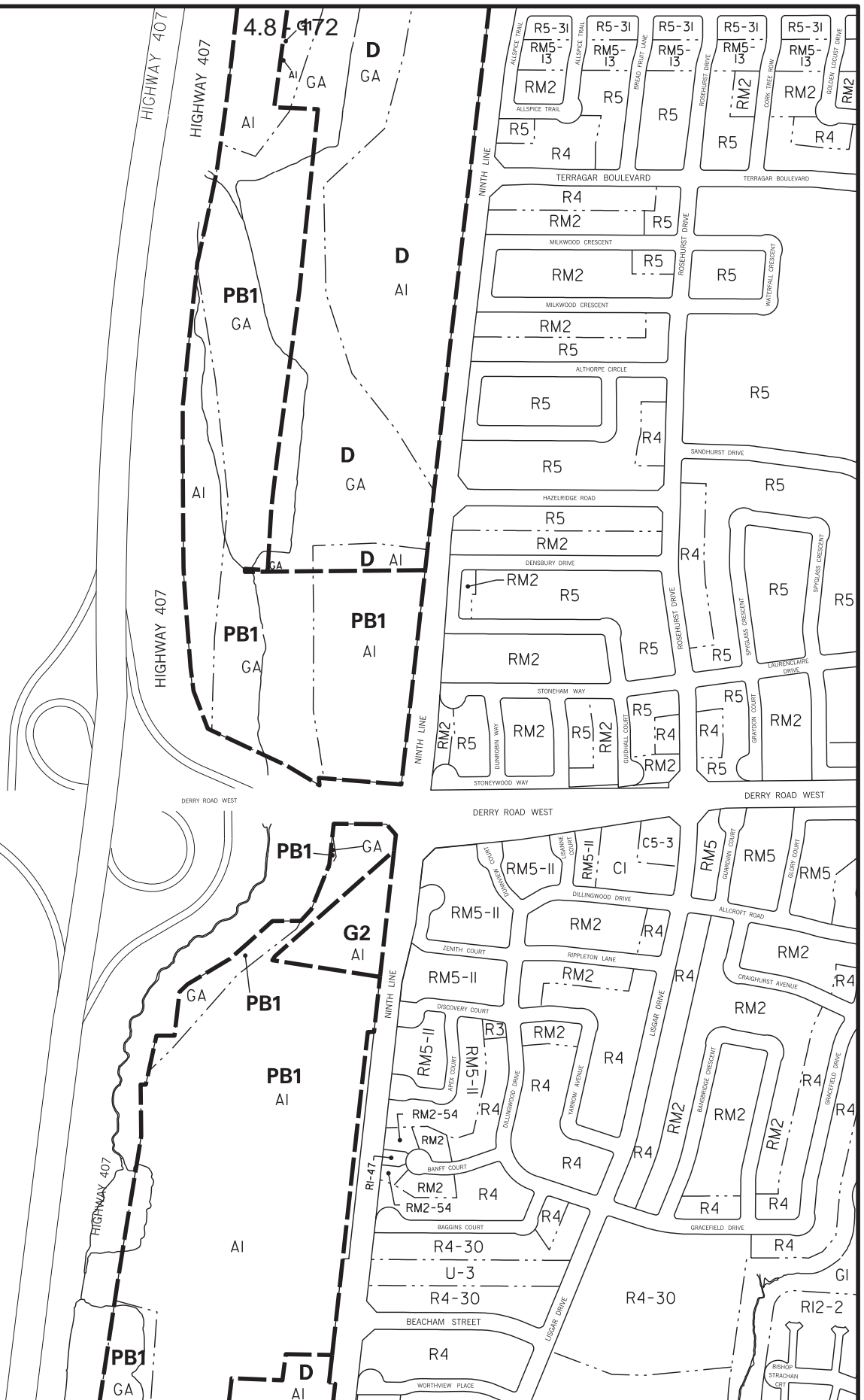
MISSISSAUGA

Produced by
T&W, Geomatics





5



PROPOSED ZONING ALONG NINTH LINE LANDS

0 25 50 75 100
metres

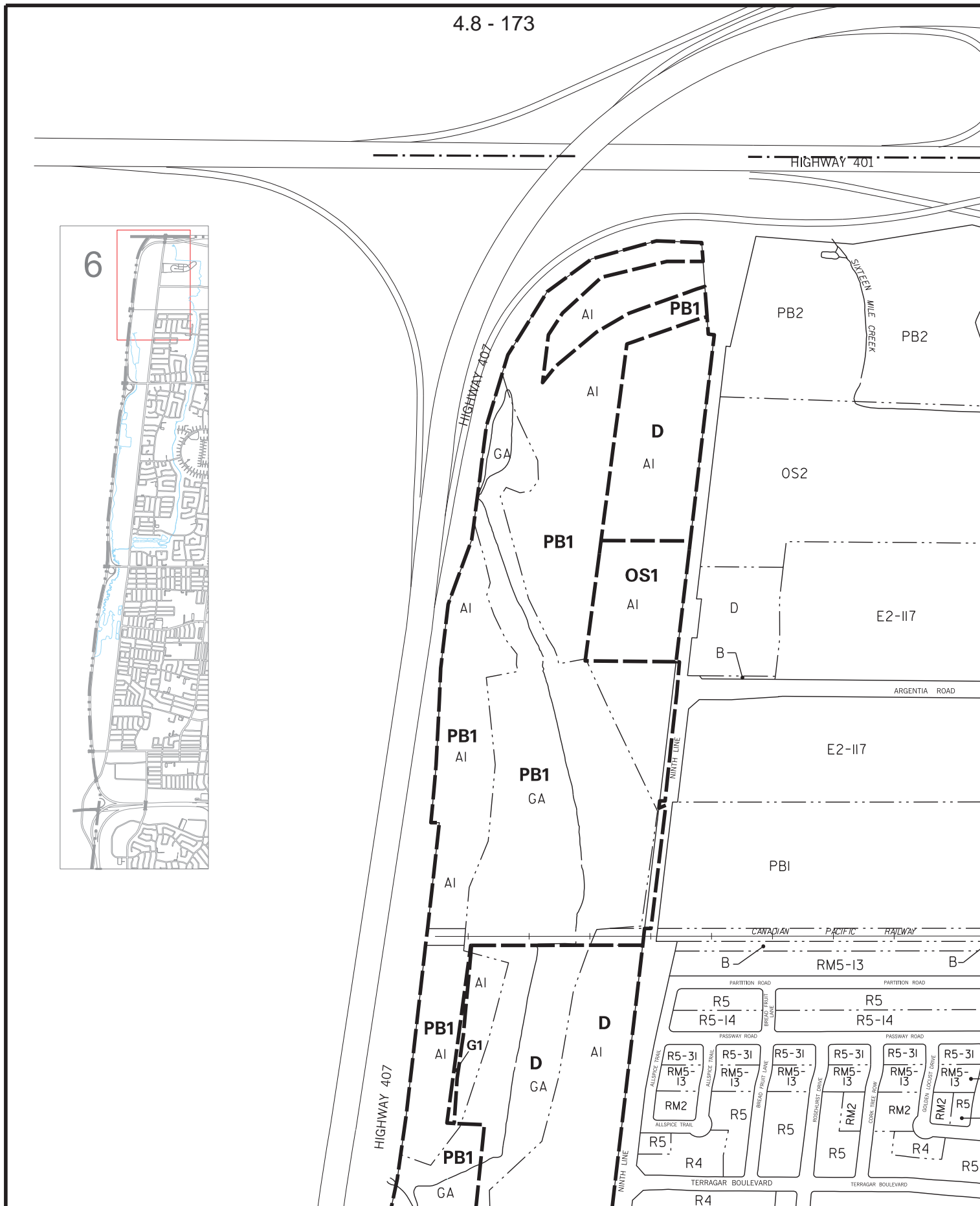
DRAFT



MISSISSAUGA



Produced by
T&W, Geomatics



PROPOSED ZONING ALONG NINTH LINE LANDS

0 25 50 75 100
metres

DRAFT

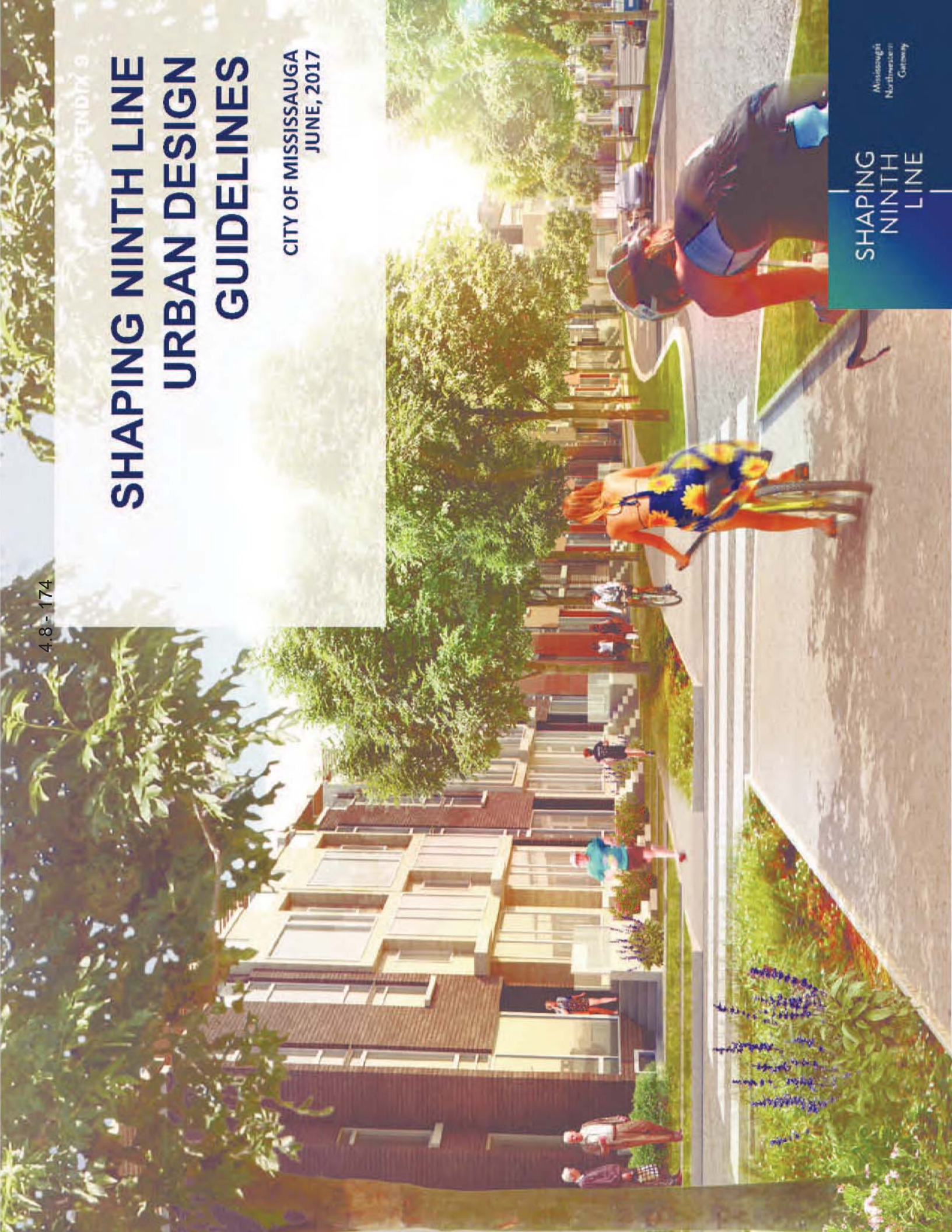
MISSISSAUGA



Produced by
T&W Geomatics

SHAPING NINTH LINE URBAN DESIGN GUIDELINES

CITY OF MISSISSAUGA
JUNE, 2017



SHAPING
NINTH
LINE

Mississauga's
Northwestern
Gateway



Contents

1	INTRODUCTION	1	4	PRIVATE REALM DESIGN GUIDELINES	27
1.1	STUDY AREA OVERVIEW	1	4.1	RESIDENTIAL BUILDINGS	27
1.2	ROLE OF THE GUIDELINES	2	4.1.1	TOWNHOUSES	27
1.3	DOCUMENT STRUCTURE	2	4.1.2	APARTMENT BUILDINGS	30
2	VISION AND GUIDING PRINCIPLES	3	4.2	COMMERCIAL BUILDINGS	33
2.1	URBAN DESIGN VISION	3	4.2.1	MIXED-USE BUILDINGS	33
2.2	GUIDING PRINCIPLES	4	4.2.2	SMALL-FORMAT RETAIL	36
2.3	LAND USE CONCEPT AND PLAN	7	4.2.3	GAS STATIONS/CAR WASH	37
3	PUBLIC REALM DESIGN GUIDELINES	9	4.3	INSTITUTIONAL BUILDINGS	38
3.1	GREENLANDS AND PUBLIC OPEN SPACE	9	4.3.1	SCHOOLS	38
3.1.1	GREENLANDS	9	4.3.2	COMMUNITY CENTRES / COMMUNITY FACILITIES	40
3.1.2	PUBLIC OPEN SPACE	11	4.4	EMPLOYMENT BUILDINGS	41
3.1.3	MULTI-USE TRAIL	13	4.4.1	PRESTIGE OFFICE BUILDINGS	41
3.1.4	STORMWATER MANAGEMENT PONDS	14	4.4.2	LIGHT INDUSTRIAL BUILDINGS	43
3.2	TRANSIT SUPPORTIVE STREETS AND BLOCKS	15	4.5	ON SITE PARKING	45
3.2.1	BLOCK LAYOUT AND ORGANIZATION	15	4.5.1	SURFACE PARKING	45
3.2.2	COMPLETE STREETS AND BOULEVARDS	17	4.5.2	PARKING GARAGES	46
3.2.3	ON STREET PARKING	21	4.6	ACCESSIBILITY	47
3.2.4	STREET FURNISHINGS	22	4.7	SUSTAINABILITY	48
			4.7.1	SITE DESIGN	48
			4.7.2	BUILDING DESIGN	48
				APPENDIX: SHAPING THE NINTH LINE DEMONSTRATION PLANS	

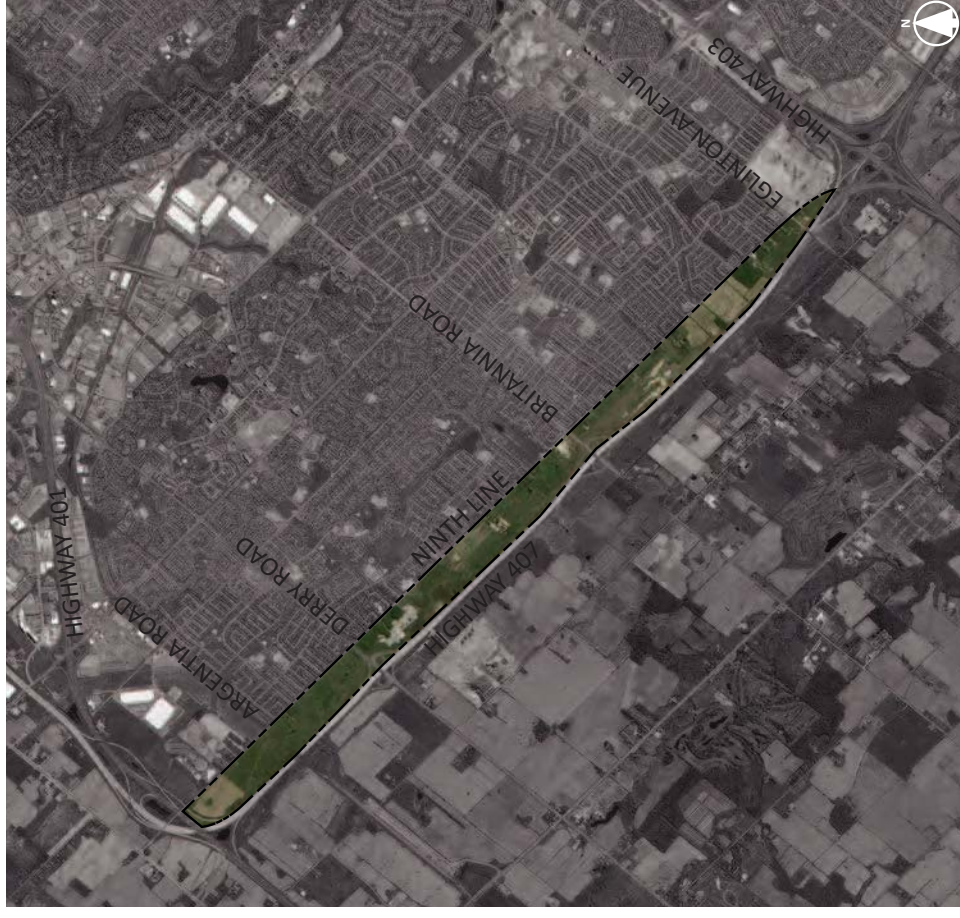
1 INTRODUCTION

1.1 STUDY AREA OVERVIEW

The Ninth Line Neighbourhood is located on the western boundary of the City of Mississauga. Its boundaries are Highway 401 to the north, Ninth Line to the east, the Highway 407/Ninth Line crossover to the south and Highway 407 to the west. It comprises a total of approximately 350 hectares (914 acres).

At present, the Ninth Line Neighbourhood is mostly undeveloped, with the exception of the Union Gas plant south of Derry Road, some commercial uses with outside storage, and a few residential dwellings, including an historic farmhouse near Argentia Road. While the area is mostly field, there are a number of large woodlots and natural areas.

To the east of Ninth Line are two established residential neighbourhoods, including the Lisgar neighbourhood (north of Britannia Road) and the Churchill Meadows neighbourhood (south of Britannia Road). In addition, north of the hydro corridor and CPR tracks and south of Eglinton Avenue are employment areas.



1.2 ROLE OF THE GUIDELINES

The Shaping Ninth Line Urban Design Guidelines provide detailed direction for the implementation of the City's Official Plan vision, and the Ninth Line Neighbourhood Character Area, guiding principles, and related official plan policies. They articulate the aspirations of the community, and will assist Council, City Staff, landowners, developers and the public with clear directions to guide new development.

Urban design guidelines are an essential tool to ensure new development in the Ninth Line lands supports an active, diverse and healthy City, and reflects contemporary best practices in urban design. The guidelines should be applied during the design, review and approvals process for new development in the Ninth Line lands, including both private and public projects.

The guidelines address all aspects of design, and should be referenced in their entirety in the design and review of all projects. It is not the intention of the guidelines to limit creativity. Where it can be demonstrated that an alternative built form achieves the intent of the guidelines, its merits should be considered on a case-by-case basis. Where additional advice is appropriate, projects should be evaluated by the Urban Design Advisory Panel. Each precinct should be considered for tertiary master plan requirements.

1.3 DOCUMENT STRUCTURE

The Shaping Ninth Line Urban Design Guidelines are comprised of four sections, including:

1. Introduction - Section 1 introduces the guidelines, providing an overview of the study area and describing the application of the guidelines.

2. Vision and Guiding Principles - Section 2 outlines the City's Official Plan vision. To achieve this vision within the Ninth Line lands, a series of guiding design principles have been developed through consultation with the City, stakeholders and the public.

3. Public Realm Design Guidelines - Section 3 provides recommendations related to public realm design in the Ninth Line lands, including the design of greenlands and public space and transit-supportive streets and blocks.

4. Private Realm Design Guidelines - Section 4 provides recommendations related to private realm design in the Ninth Line lands, including the design of residential, commercial, institutional and employment buildings, as well as site design matters such as on-site parking and accessibility. Guidelines for the sustainable development of buildings and sites are also provided.

2 VISION AND GUIDING PRINCIPLES

2.1 SHAPING NINTH LINE VISION

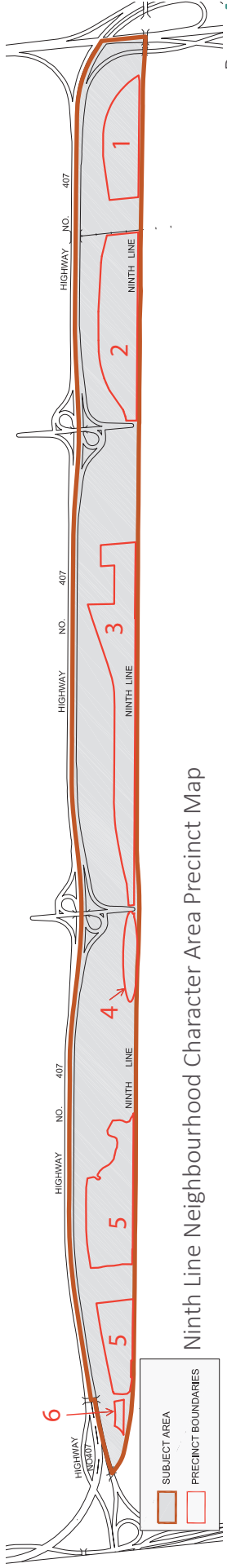
The Ninth Line Neighbourhood is the last remaining greenfield land in Mississauga, and will be planned as sustainable, transit-supportive, connected and distinct. The Ninth Line Neighbourhood, and its six precincts, will be a model for sustainable development and a gateway into the City of Mississauga. The Neighbourhood will be designed with a focus on the importance of the natural environment, and the creation of a healthy, complete community with a sense of place. Current and future Ninth Line, Lisgar and Churchill Meadows residents will have access to a linked natural heritage system, multi-use trails, parks and open spaces. Higher-order transit, community uses and facilities and a variety of housing choices and employment opportunities will be provided to meet their needs.

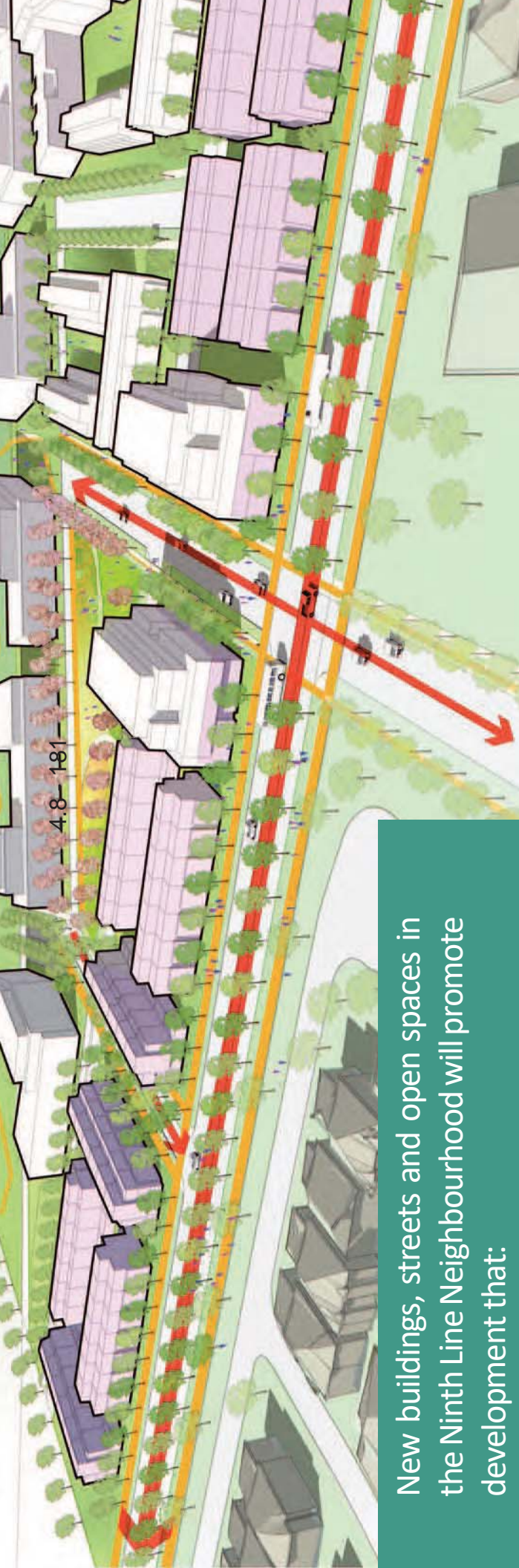


2.2 GUIDING PRINCIPLES

The Ninth Line Neighbourhood Character Area, the six Ninth Line precincts, related Official Plan policies, and the urban design guidelines are founded on extensive public and stakeholder consultation. This feedback informed the development of a set of Community Design Principles that form the basis for the Neighbourhood Character Area, six precincts, related Official Plan policies, and urban design guidelines.

The six Neighbourhood Character Area Precincts include: Precinct 1 - Employment Focus; Precinct 2- Derry 407 Transitway Station; Precinct 3 - North Britannia; Precinct 4 - Britannia 407 Transitway Station; Precinct 5 - Community Park Focus; and Precinct 6 - Gateway Employment.





New buildings, streets and open spaces in the Ninth Line Neighbourhood will promote development that:

LAND USE AND BUILT FORM

- Provides appropriate transitions to the neighbourhoods to the east
- Is complementary to existing and future transportation facilities including locating taller mixed use buildings near Transitway stations.
- Provides a mix of housing that accommodates people with diverse housing preferences and socioeconomic characteristics and needs
- Provides a diversity of employment opportunities to meet current and future needs including areas of lowrise employment in a compact campus style format

- Reflects land use planning practices in a way that is conducive to good public health
- Provide for a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors
- Recognizes the significance of cultural heritage sites and landscapes
- Is a model for sustainability within Mississauga
- Demonstrates distinct and appropriate design for all buildings, streets and open spaces



CONNECTIONS

- Integrates a network of trails that link open spaces and key destinations, including to destinations outside the Ninth Line Lands
- Provides for safe pedestrian crossings of Ninth Line
- Recognizes gateways at key access points with prominent intersections
- Reinforces pedestrian supportive streets
- Integrates cycling lanes and/or multi-use paths on or adjacent to Ninth Line and other major roads
- Provides visual/physical connections between open spaces
- Supports a 407 Transitway route that minimizes the area of land used for roadway infrastructure and other potential impacts
- Enhances views from Highway 407 where practical

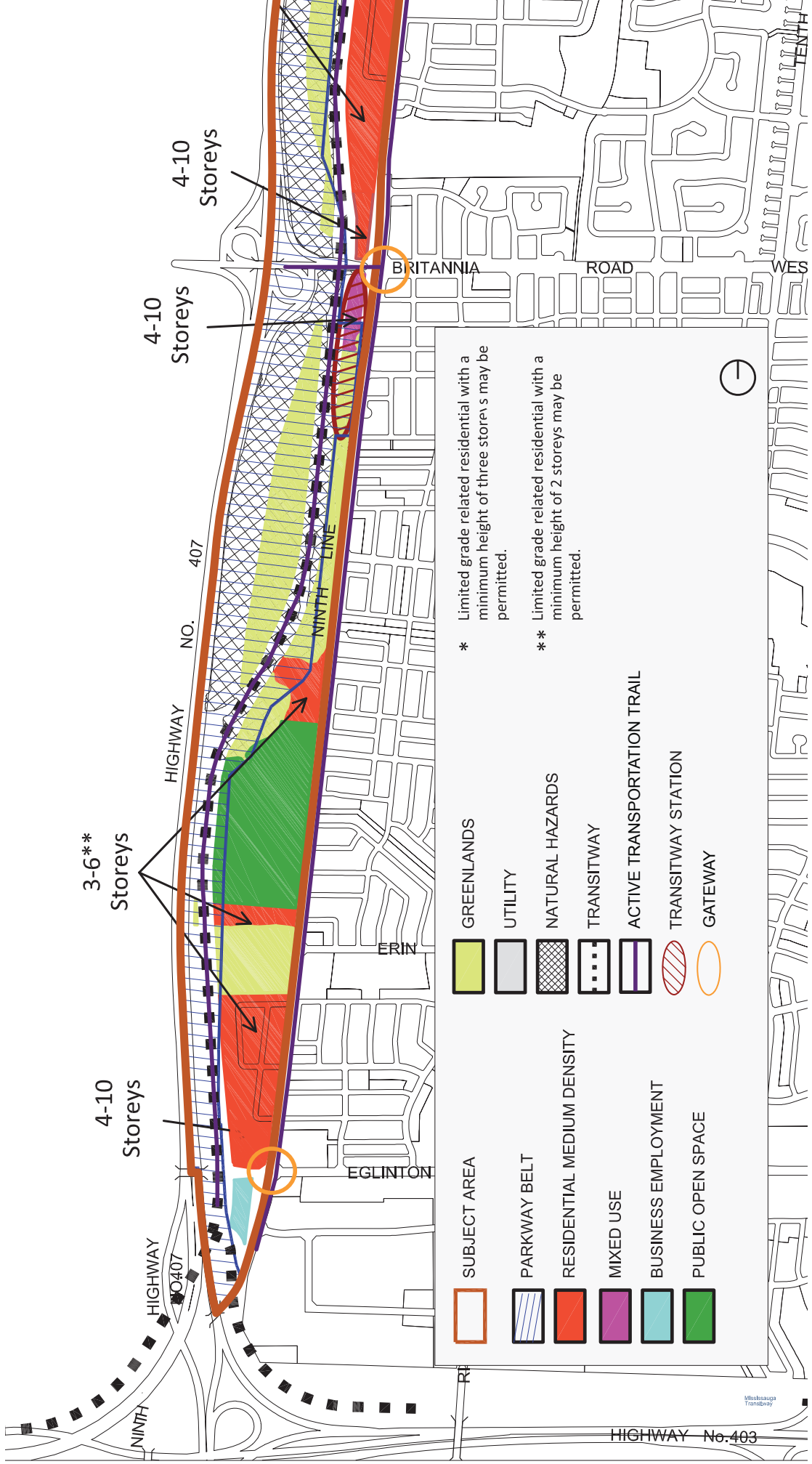
PARKS, OPEN SPACES AND NATURAL HERITAGE

- Creates a linked natural heritage system
- Provides a variety of parks and open spaces for all ages and abilities including those which:
 - Encourage passive and active use in all seasons
 - Promote unique experiences and educational opportunities
 - Protect and enhance natural areas
- Provides parks and open space in close proximity to adjacent neighbourhoods

2.3 LAND USE CONCEPT AND PLAN

The Shaping Ninth Line land use concept below reflects the land use vision for the Ninth Line lands. This area is predominantly Residential, anchored by Business Employment uses at both the north and south end. Around the transit stations, mixed-use development is recommended to

create vibrant, active nodes. Two large areas toward the north and south of the Ninth Line lands are identified for “Public Open Space”, while the majority of the west edge of the area is identified as “Greenlands”. A multi-use trail is proposed along the entire length of the Ninth Line lands.





3 PUBLIC REALM DESIGN GUIDELINES

3.1 GREENLANDS AND PUBLIC OPEN SPACE GUIDELINES

A significant amount of the Ninth Line Neighbourhood is occupied by natural heritage and open space features, including either Greenlands or Public Open Space. If designed and considered as part of the comprehensive development of the area, these features can play an integral role in defining the character of the Ninth Line lands, and in providing connections to the adjacent stable neighbourhoods.

3.1.1 GREENLANDS

Ninth Line's Greenlands include extensive lands which are subject to "Natural Hazards"¹ as well as a stormwater management pond. The Greenlands also provide significant opportunities for unique open spaces and natural areas. New development should ensure that it preserves and enhances these existing and planned Greenlands for the benefit of Mississauga's residents and the environmental and ecological health of the Ninth Line lands.

- a. Use of the Greenlands for outdoor education and local recreation is encouraged. However, access should be restricted where necessary to ensure public safety and to protect sensitive natural heritage features. Such features should be adequately buffered and linked to other features to ensure that the natural heritage system is protected, enhanced and restored, and that ecological systems are not negatively impacted.
- b. Where feasible and ecologically appropriate, publicly accessible areas within the Greenlands should be highly visible and bordered by streets, multi-use trails, and Public Open Space. This will maximize public access, and significant views while increasing ecological awareness.
- c. Development is generally not permitted within the Greenlands. However, smaller pavilion-style buildings (i.e. no foundation) may be appropriate to facilitate the recreational use of this area. Where this is permitted, buildings should have a minimal footprint and be well integrated into the natural landscape.

¹ "Natural Hazard Lands means property or lands that could be unsafe for development due to naturally occurring processes. Along the shoreline of Lake Ontario, this means the land between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river and stream systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits." Mississauga Official Plan, Oct.2016 Consolidation, "List of Definitions", p.10.

- d. Where development is located adjacent to the Greenlands, medium and higher density buildings should be designed to maximize public access, views and awareness of the landscape, and to promote safety through casual surveillance.



Where built elements are proposed within the Greenlands, they should have a minimal footprint and be well-integrated into the landscape.

3.1.2 PUBLIC OPEN SPACE

Within the Ninth Line Neighbourhood, two significant Public Open Spaces have been identified, including a large park at the south end of the neighbourhood, and a smaller open space at the north end (in association with an existing heritage house. In addition to these identified open spaces, there will be significant opportunities for new public open spaces, as well as private open spaces, associated with new development. These spaces should be designed and located to ensure safe and active use, and to reinforce a connected network of open spaces.

- a. Parks should be located along, and at the terminus of major streets to create an attractive public realm.
- b. Where possible, parks should be open on the greater of a minimum of two sides to the public street, or in the order of 50% of the park perimeter.
- c. Parks and open spaces should be designed to reflect their role and should serve the diverse needs of the community, including facilities for passive (e.g. walking trails, gardens, seating areas, park pavilions, interpretive displays) and active recreation (e.g. sports fields, skating rinks).
- d. Parks and open spaces should be visible from adjacent streets to ensure safe, active uses.
- e. Buildings fronting onto parks and open spaces are encouraged to enhance safety through casual surveillance. In such cases, clear public pathways and

- other measures are encouraged to ensure the space is not interpreted as private amenity space.
- f. Highly visible connections should link open spaces to adjacent boulevards and cycling facilities, on-site circulation routes, and the proposed multi-use pathway.
- g. Vehicular connections through parkland should be limited to emergency vehicle routes and access to major park facilities and parking areas.
- h. Parks should be located adjacent to the Greenlands where possible as a means of maintaining a sense of connection with the natural landscape. In addition, parks may be directly connected to institutional sites to encourage joint use of facilities including parks.
- i. Natural ecosystems should be protected and enhanced to ensure a sustainable environment for plants and wildlife.
- j. Native and naturalized, non-invasive plantings should be used wherever possible, and planting should abide by the Conservation Halton guidelines where applicable.
- k. Park entrance design should provide amenities including visitor drop-off, pedestrian scale lighting, and coordinated signage to assist in orientation and use of park amenities.
- l. Where possible, playground surfaces and park equipment should consider the use of recycled materials.

- m. Playground facilities should feature equipment that incorporates the principles of universal design.
- n. Signage, public art and other place making elements should be incorporated to develop a stronger sense of place.
- o. Park signage should be coordinated at entrances to avoid unnecessary clutter.



Parks and open spaces should be visible from adjacent streets to ensure safe, active use.



Highly visible connections should link open spaces

3.1.3 MULTI-USE TRAIL

The Ninth Line Neighbourhood Character Area envisions a continuous multi-use trail running parallel to the Transitway from Highway 401 to Eglinton Avenue. This supports alternative modes of transportation (i.e. walking and cycling) for the area's residents, connects people to the Greenlands and Public Open Spaces, and when combined with crossings of Ninth Line, provides the opportunity to provide continuous connectivity to the rest of Mississauga's Greenlands and open space system. The design of multi-use trails will be regulated primarily by Community Services and the Transportation and Works Department.

- a. The new multi-use trail and other new trails should connect to each other, and to existing trails, streets, and open spaces including those to the east of Ninth Line to create a linked trail network that provides pedestrians and cyclists with connections and recreation opportunities.
- b. Trails should link to core activity areas such as transit stations, community centres, mixed-use areas, and nearby employment areas. They should create strong links between neighbourhoods, open spaces, and natural heritage features, including those to the east of Ninth Line.
- c. The design of trails located in the Greenlands or open space areas should reflect the function and nature of the type of open space it occupies. Generally, such trails should be constructed of asphalt. All trails should be designed according to site-specific conditions.

- d. Trail widths should range from 3-4m wide, depending on the type of trail, to allow for two way cyclist or pedestrian passage depending on site specific conditions.
- e. Where applicable, multi-use trails should be designed to distinguish between walking and cycling/roller-blading areas to minimize conflicts.
- f. Multi-use trails should include multiple access points along the network to promote permeability into the system. The design of access points should consider that people arrive by a variety of means, including foot, bicycle, car, or transit. Entrances should also be designed to accommodate persons with physical disabilities and therefore include stable yet permeable surfaces.
- g. Where appropriate, multi-use trails should include adequate amenities, such as seating, waste receptacles, lighting, signage, route information, and educational and historic information. Amenities should be designed according to site-specific conditions.



Multi-use trails should connect to each other and to existing trails, streets, and open spaces including those to the east of Ninth Line to create a linked trail network.

3.1.4 STORMWATER MANAGEMENT PONDS

Stormwater management ponds will be required. These ponds provide significant opportunities for passive recreational areas and neighbourhood amenities.

- a. Views and access to stormwater management facilities is encouraged, wherever possible, to integrate them as important community amenities. Such facilities should be bounded by a combination of road and open space to allow appropriate and safe use, views and access. The degree of access should be considered on a site-by-site basis through a combination of facility edge treatments. Shallow slopes should be provided for direct access areas and overlooks with railings or densely planted areas should be applied to discourage direct access.
- b. The use of fencing should be reserved to mitigate specific safety concerns.



Views and access to stormwater management facilities is encouraged wherever possible to integrate them as important community amenities.

- c. A hierarchy of design treatments should be developed to address the various conditions of facility design and locations, including naturalized and urbanized edges. In all cases, stormwater management facilities should be designed as attractive features of the landscape, and should incorporate an arrangement of planting that does not interfere with their function. Where feasible, sitting areas with pathway connections should be provided to encourage use and reinforce safety.
- d. Public education displays should be used to increase awareness and appreciation of the facilities.

3.2 GUIDELINES FOR TRANSIT SUPPORTIVE STREETS AND BLOCKS: DERRY 407 TRANSITWAY STATION AND BRITANNIA 407 TRANSITWAY STATION PRECINCTS

New development in the Ninth Line Neighbourhood, including the organization and design of blocks, streets, and boulevards, should support and encourage transit and active transportation. Short, permeable blocks encourage efficient connectivity for all modes, while wide, attractive boulevards support vibrant, active streetscapes.

3.2.1 BLOCK LAYOUT AND ORGANIZATION

With the alignment of the Transitway, and two transit station nodes, the design and layout of streets and blocks in the Ninth Line lands should support transit use and active transportation (i.e. walking and cycling). Transit supportive design will concentrate a mix of land uses and higher densities along Ninth Line, particularly at key nodes, to provide the critical mass to support regular transit service.

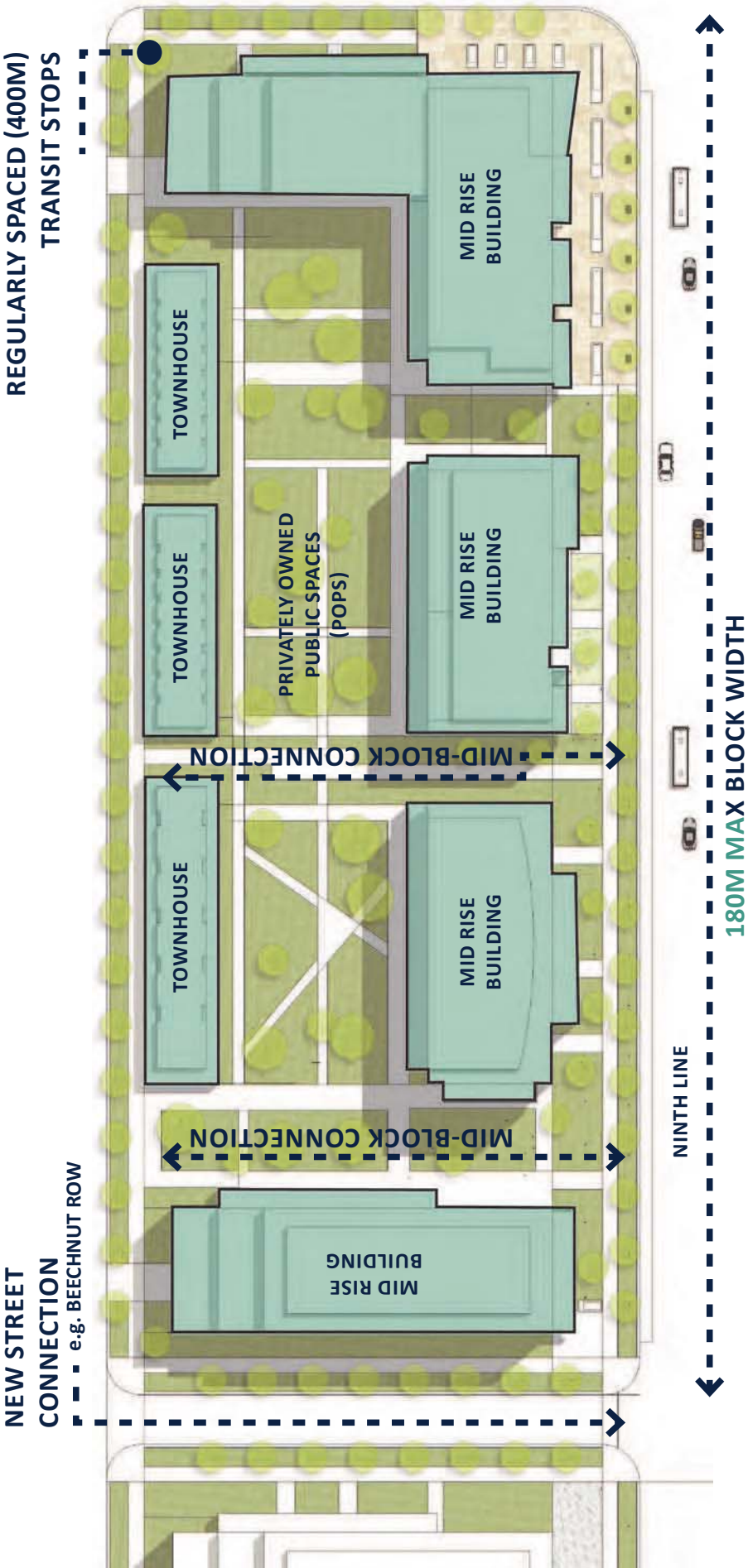
- New streets should reinforce a well-connected grid system, including direct connections to the east side of Ninth Line, to provide convenient connections and promote permeability throughout the Ninth Line lands.
- To facilitate a well-connected grid network, block lengths in the Ninth Line lands should generally be limited to 180m, and block widths should be limited to 80m. Where blocks exceed 180m, substantial mid-block connections should be provided to encourage pedestrian permeability into the neighbourhood.
- A mix of land uses and/or higher residential densities should be provided at key locations, such as transit station areas,

major intersections (i.e. Eglinton Avenue, Britannia Road and Derry Road), and adjacent to Open Spaces, to generate pedestrian traffic and activity throughout the day, and through all seasons.

- Access to transit should be located within a short walking distance of most uses (approximately 400m).
- The pavement width of vehicular lanes on new streets should be minimized in order to provide sufficient space for cycling facilities and wide boulevards including sidewalks.
- Transit stops should be located in conjunction with public amenities, where possible, including community centres, parks, schools, and other community facilities (i.e. library, gallery).
- Auto dependent uses, such as drive through retail and car wash facilities, should be carefully located and designed to minimize impact on the streetscape and pedestrian and cyclist traffic.



Precedent for low to mid-rise transit supportive development.



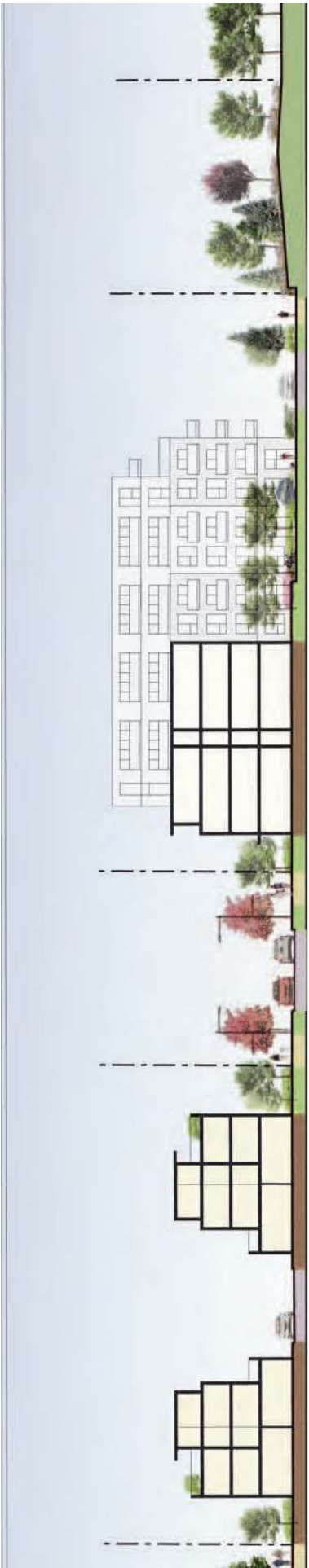
3.2.2 COMPLETE STREETS AND BOULEVARDS

3.2.2.1 ARTERIAL ROADS

Arterial roads, including Ninth Line, Eglinton Avenue, Britannia Road and Derry Roads, and a potential extension to Argenta Road, are high capacity transportation roads that accommodate regional and local travel demands. Arterial Roads also connect nodes and serve as major gateways into Mississauga and through the Ninth Line lands. Arterial Roads should have an urban character and should promote the highest level of design, including attractive buildings that frame and address the street, cycling facilities, and pedestrian-supportive boulevards characterized by wide sidewalks, street trees, consistent paving, lighting and public art. Enhanced streetscape (i.e. additional trees, sidewalk width and street furniture etc.) should be considered along the arterial road in the selected areas depending on the abutting land use and context of the precincts.

- a. Arterial roads should be designed as 'complete streets' that serve a variety of functions, including transit, connections between communities, and connections to other roads.
- b. Where appropriate, arterial road boulevards should be a minimum of 6m in width to provide opportunities for an enhanced streetscape condition.

- c. Street trees are recommended on all arterial roads, and should be offset 1.75-2.0m from the curb to accommodate snow storage with minimal risk to the tree. All street trees should have access to a minimum soil volume of 20m³ (30m³ if shared by two trees).
- d. A multi-use trail on the east side of Ninth Line will accommodate bicycle traffic. Bicycle parking will be provided at regular intervals, as outlined in section 3.2.5.3.
- e. Travel lane widths should be as narrow as possible to accommodate wider boulevards within the smallest possible right-of-way.
- f. Curb cuts and disruptions to pedestrian and cyclist movement should be minimized through the use of joint access driveways wherever possible.



Ninth Line Cross Section. Note: Conceptual design to be determined through future Environmental Assessment Study

3.2.2.2 COLLECTOR ROADS

Collector Roads are medium capacity corridors that connect Local Roads to one another, to intersecting Collector Roads, and to Arterial Roads. The design of Collector Roads should be more substantial than Local Roads and should include boulevards with wide sidewalks on both sides, consistent paving, and lighting. Enhanced streetscape (i.e. additional trees, sidewalk width and street furniture etc.) should be considered along the collector road in the selected areas depending on depending on abutting land use and context of the precincts.

- a. Collector Roads should be designed as 'complete streets' that serve a variety of functions, including transit and connections to other roads.
- b. Where appropriate, collector road boulevards should be a minimum of 6m in width to provide opportunities for an enhanced streetscape.
- c. Street trees are recommended on all Collector Roads, and should be offset 1.75-2.0m from the curb to

- accommodate snow storage with minimal risk to the tree. All street trees should have access to a minimum soil volume of 20m³ (30m³ if shared by two trees).
- d. Bicycle facilities should be provided on both sides of Collector Roads and are encouraged over on-street parking. Where on-street parking is not possible due to street width constraints, site plans in this area should account for required visitor and short term parking needs on site.
- e. Travel and parking lane widths should be as narrow as possible to accommodate wider boulevards within the smallest possible right-of-way.
- f. Curb cuts and disruptions to pedestrian and cyclist movement should be minimized through the use of joint access driveways wherever possible.



Collector roads should be designed to serve a variety of functions including transit and connections to other roads.

3.2.3 ON STREET PARKING

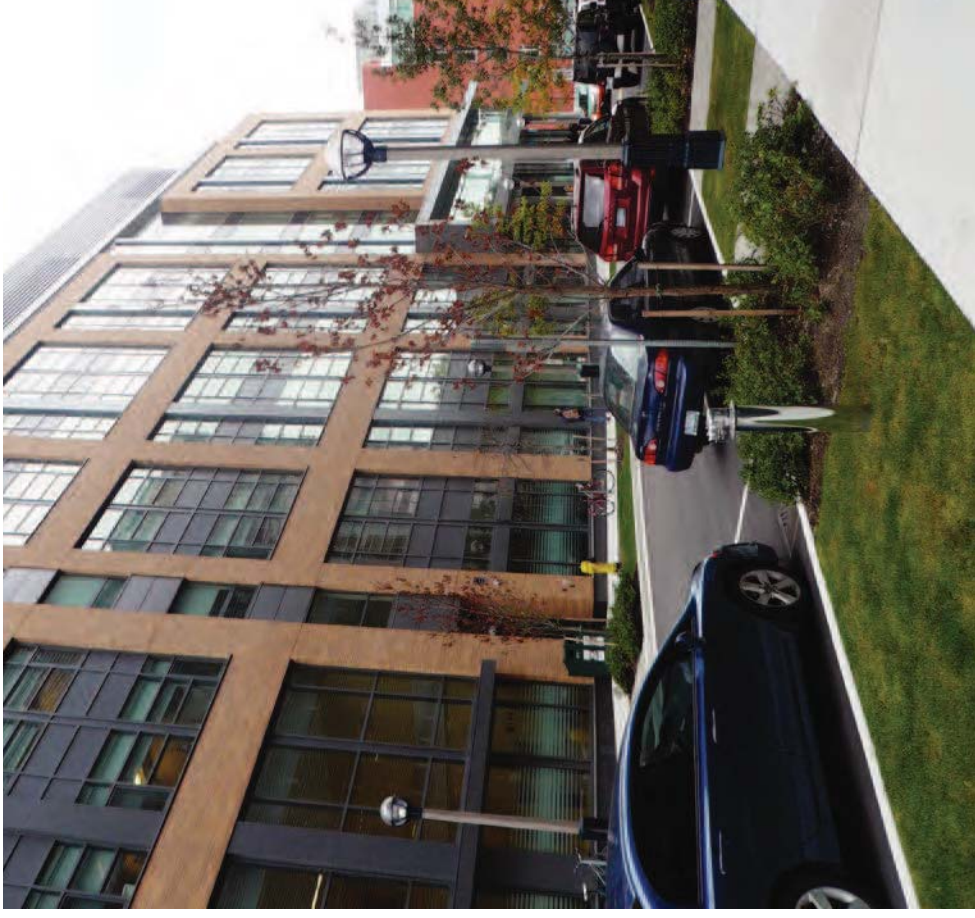
On-street parking within the Ninth Line lands should be permitted wherever possible, to animate the street, reduce vehicle speeds and serve as a protective buffer between pedestrians and moving vehicles. On-street parking may be provided through lay-bys and/or bump-outs, and should reflect all appropriate engineering design standards.

- a. Parallel on-street parking is preferred over perpendicular or angled parking to minimize the overall width of the street and optimize sight-lines.
- b. On-street parking may be situated within bump-outs and/or lay-bys, but should not compromise the minimum recommended boulevard widths (4.8-6m) on collector and arterial roads.
- c. Where bump-outs are provided, they should be landscaped with street trees or low level ground cover and be designed to accommodate snow storage.

3.2.4 NOISE IMPACT MITIGATION

Sound buffering techniques should be employed along the east side of the 407 and the proposed 407 Transitway to protect the adjacent residential, public open space and employment where noise impacts are deemed to exceed an acceptable limit. Potential mitigation techniques include:

- a. Mounting well designed, acoustical barriers where appropriate.



On-street parking is encouraged to animate the street, reduce vehicle speeds, and serve as a protective buffer between pedestrians and moving vehicles.

3.2.5 STREET FURNISHINGS

3.2.5.1 SEATING AND OTHER STREET FURNITURE

Seating, benches, and other street furniture should be provided along streets throughout the Ninth Line lands, and particularly in high activity areas such as mixed-use areas, transit stations and stops, key intersections, parks and open spaces, and employment areas. Seating should be located within well-landscaped areas to provide comfort and encourage social engagement.

- a. Street furnishings should be placed in a coordinated manner that does not obstruct pedestrian or vehicular circulation, or snow removal and other maintenance requirements.
- b. Street furnishings should reflect the City's standard palette, as appropriate, but should include elements that are unique to the Ninth Line lands. Furnishing should provide a consistent and unified streetscape appearance.
- c. In special areas (i.e. transit stations, nodes, plazas) seating and benches may vary from the City standard to reinforce the unique character of the area.
- d. Where raised planters are used in the boulevard, they should be designed to function as alternative seating along the sidewalk edge.



Street furnishings should reflect the City's standard policies as appropriate, but include elements that are unique to Ninth Line Lands.

3.2.5.2 TRANSIT SHELTERS

The design and location of transit shelters will play a significant role in encouraging transit and active transportation in the Ninth Line Neighbourhood.

- a. Transit stops should be placed near building entrances and located frequently throughout the community to ensure all residents are within walking distance (400m) of transit service.
- b. Far-side stops (after an intersection) are encouraged to enhance safety and efficiency by reducing the number of stops required before proceeding through an intersection.
- c. Transit stops should include basic amenities, including seating, waste receptacles, lighting, route information, and a shelter for weather protection.
- d. Sidewalks should connect directly to transit shelters to maximize convenience.
- e. Transit stops should have barrier-free access and be located in a way that does not interfere with pedestrian movement.
- f. Transit shelters located on the sidewalk or boulevard should be located between 1 to 3m from the street curb to facilitate snow storage and minimize potential pedestrian/vehicle conflicts.

3.2.5.3 BICYCLE PARKING

The multi-use trail proposed for the Ninth Line lands, as well as on-street cycling facilities, should establish cycling as a major mode of transportation in the community. The accommodation of convenient bicycle parking is essential to support this and ensure cycling remains a preferred long-term transportation alternative. Bike parking should be incorporated into the public open space near passive and active spaces and incorporated into the locations identified below.

- a. Bicycle parking should be provided at regular intervals in mixed-use areas, around transit stations, and in other areas of high pedestrian activity.
- b. Post-and-ring bicycle parking, constructed of aluminum or galvanized steel, is preferred as larger units can impede pedestrian movement and snow clearing.
- c. Bicycle parking should be located close to building entrances and should be sheltered where possible.
- d. Longer-term bicycle storage facilities (i.e. lockers) should be provided at transit stations, open spaces and employment areas, to encourage cycling. They should be weather-protected and conveniently located.
- e. In higher density residential buildings, and along commercial corridors, short-term visitor bicycle parking should be provided in a convenient location.

3.2.5.4 PUBLIC ART

Attractive, and well-commissioned public art will enhance the Ninth Line lands, and contribute to the culture and history of the area. Public art is encouraged throughout the Ninth Line lands, particularly at transit stations, key intersections, parks, along the multi-use trail, and in other highly visible locations.

- a. Public art pieces should be durable and easily maintained.
- b. Public art should explore opportunities to celebrate local cultural diversity, historic events and figures of local, national and international significance.
- c. Public art should be both physically and visually accessible and barrier free.
- d. Sites with public art pieces should include landscaping that complements and enhances the piece where appropriate.
- e. Sites may be reserved for groupings of complementary pieces, including temporary installations.



Public art is encouraged throughout the Ninth Line lands.

3.2.5.5 STREET LIGHTING

Downcast, pedestrian-scaled lighting enhances safety and visibility on streets. In key areas (i.e. transit stations, open spaces), lighting can be used to accent special features, such as public art, landscaping, signage, etc.

- a. The design and location of lighting should consider sustainability and the impacts of light pollution, including:
 - energy efficiency;
 - directional lighting that reduces wasted energy;
 - induction lighting;
 - solar power; and,
 - street reflectors and sensors (to help regulate brightness and when lights turn on and off).

- b. Downcast pedestrian-scale lighting should be provided in high traffic pedestrian areas.

- c. All lighting should be located within a designated area to ensure it does not impede pedestrian circulation.

- d. As appropriate, additional pedestrian-scale lighting should be provided in areas with a high volume of pedestrian activity, such as transit stations, mixed-use areas, key intersections, transit stops, trail crossings, mid-block connections.

- e. The height of lighting in active pedestrian areas should be limited to 4.6m as outlined in the Healthy Development Assessment.

3.2.5.6 SIGNAGE

A hierarchy of signage should be implemented uniformly throughout the Ninth Line lands, and should encompass street signs, directional signage and commercial signage.

- a. A comprehensive wayfinding strategy should be developed, including mapping at key locations, such as nodes, and key intersections.
- b. Street furniture should not include signage (i.e. benches with advertisements) with the exception of small, unobtrusive plaques to indicate the source of funding for the streetscape item.
- c. Signage should be unified in design, and should explore opportunities to reflect local cultural diversity and history.

3.2.5.7 WASTE RECEPTACLES

Waste receptacles should be located at key intersections and in highly active pedestrian areas and should reflect the City's standards while ensuring coordination with the overall street furniture palette. The waste receptacles chosen should include slots for recycling as well as litter.

- a. Waste receptacles should be located in conjunction with street furniture, pedestrian entrances, parking areas, washrooms, key destinations and at regular intervals along major streets.
- b. Receptacle design is encouraged to complement other adjacent furnishings such as benches and transit shelters.
- c. All litter and recycling receptacles should be configured as side opening containers for convenient maintenance.

3.2.5.8 UTILITIES

The coordinated design and integration of service infrastructure and utilities will contribute to the visual quality of the Ninth Line lands. For that reason they must be considered as an integrated component in the design of streets, buildings and open spaces.

Developers should contact the City and local utilities early in the development process to coordinate the placement of above-ground utilities to reflect the guidelines below.

- a. Wherever possible, utilities should be buried below grade. The use of a joint utility trench is encouraged for access and maintenance benefits, and will free more space to accommodate street trees.
- b. Opportunities should be identified for grouping above grade utilities in single locations where feasible (i.e. the flanking yard of the public right-of-way). Such locations should be guided by the location and hierarchy of streets, storm water management facilities, parks and other components of the open space system, as well as utility access considerations.
- c. Utility cabinets, transformer vaults, hydro metres and gas metres should be incorporated into building design. Where this is not feasible, utilities should be placed in discrete locations and/or screened from public view.
- d. New and innovative solutions for integrated utility services should be explored to minimize street clutter. Products that incorporate street lighting and telecommunication facilities within the same pole are encouraged.



The coordinated design and integration of service infrastructure will contribute to the visual quality of the Ninth Line lands.

4 PRIVATE REALM DESIGN GUIDELINES

4.1 RESIDENTIAL BUILDING GUIDELINES

The developable lands identified in the Ninth Line lands are predominantly residential, providing opportunities for a range of housing types and densities within walking distance of the transit stations and mixed-use nodes. Appropriate housing types may include apartments and condominiums (up to 10-storeys adjacent to transit stations), as well as a range of townhouse forms. This mix will promote a diverse community and accommodates a wide demographic (i.e. couples, families with children, single parents, seniors, people with special needs and others).

4.1.1 TOWNHOUSES

Townhouses provide more compact higher-density housing choices than single or semi-detached dwellings, and may include standard, back-to-back, stacked, or stacked back-to-back variations. Within the Ninth Line lands, townhouses will provide an appropriate transition to the stable residential neighbourhoods to the east, in a form that supports increased density near the transit stations. Townhouses may also provide variation in heights internally within comprehensive developments. Townhouses should be designed and massed to frame streets, while respecting the existing context related to height, setbacks, and built form.

In addition to the guidelines that follow, please refer to the City's Urban Design Handbook for Low-Rise Multiple Dwellings (2015) and the DRAFT Urban Design Guidelines for Back to Back and Stacked Townhouses (March 2017).

- a. Townhouses should be limited to 3 to 5 storeys. Stepbacks are generally recommended above the second storey to create terraces, and reinforce a human-scaled public realm.
- b. Townhouses should be oriented to address the street. An adequate landscaped buffer should be provided for townhouses facing onto a widened Ninth Line. Where located at a corner, the internal configuration of the building should ensure units front onto both streets.
- c. Townhouse units should be a minimum of 6m wide. Townhouse blocks should include no more than 6 units without a break.
- d. Townhouses should generally be set back 5m from the property line to accommodate usable front yard space, while providing an appropriate transition between the public and private realm. No encroachments should be proposed within the first 3m of this setback (from the property line). Beyond this, private porches and/or stairs are encouraged.
- e. Where trees are proposed within the front yard, they should have access to 30m³ of soil.
- f. Below grade units are generally discouraged. Where partial basement units are provided, the finished floor

Left: Variations on townhouse design
Below: Precedent image of a townhouse demonstrating the optimal interface between built form and the public realm.



of the ground level unit should generally be no greater than 1.8m from grade. This will accommodate a 1.2m step down to the basement entrance while maximizing visibility from the public realm. External access and windows on the front and rear of basement level units should be provided. Basement level units are not permitted in back-to-back configurations.

- g. Private front-yard amenity space should provide a soft transition to, and high visibility between, the public and private realm. Where fencing is proposed, it should be low and highly transparent.
- h. Where no windows are provided, townhouse blocks should be separated sufficiently to accommodate a 4.8m mid-block crossing. Where windows are provided, a total separation distance of 11m is recommended.
- i. A minimum separation distance of 15m is recommended between facing townhouse units to accommodate 5m



Townhouse units should be appropriately spaced to provide opportunities for mid-block connections.

- front yards, and a 4.8m mid-block connection.
- j. Townhouses should be set back 7.5m from a rear property line to ensure usable rear yard amenity space.
- k. All townhouse units should have access to usable outdoor amenity space. On more intense forms (i.e. stacked and stacked back-to-back), where front yards are associated with at-grade (or basement) units, this can be accommodated through outdoor terraces. All terraces should be a minimum of 1.5m deep.
- l. Where possible, townhouse developments should provide flexible community amenity spaces for children, adults and seniors, such as community gardening plots.
- m. Front yard parking/garages are discouraged. Parking should be at the rear of the site and/or underground (as part of a comprehensive development) and accessed via a rear-lane. If parking is provided in the form of an underground garage, long term bicycle storage should be considered and incorporated into the design of the parking garage.



Flexible community amenity spaces, such as community gardens, promote greater inclusion and social togetherness within townhouse communities.

4.1.2 APARTMENT BUILDINGS

As the most intense residential uses in the Ninth Line lands, apartment buildings will provide an 'in-between' scale that accommodates significant density, while ensuring pedestrian-supportive streets. The design of these buildings should ensure appropriate transitions to adjacent uses through carefully considered massing and setbacks. Attractive interfaces with the public realm will be achieved through at-grade units and a high level of landscaping. In addition to the guidelines below, Mississauga's Standards for Shadow Study (June 2014) and Pedestrian Wind Comfort and Safety Studies (June 2014) should be consulted.

- Apartment buildings should be located and designed to frame and address the street. Where located at a corner, the building should frame and address both streets.
- The siting and location of apartment buildings should balance built form with on-site open space. Open space should be considered an integral part of the development, and should be optimally located to provide connections to adjacent open spaces, public uses, or indoor amenity areas. Consideration of privately owned public spaces (POPS) is recommended.
- Apartment buildings will generally range between 4 and 10-storeys, subject to the heights outlined in the Official Plan.

- Depending on the width of the abutting street ROW, a setback should be applied between the 3rd and 5th-storey to create a pedestrian scaled streetwall, and to minimize the perceived height of the building at street level. Where appropriate, additional setbacks should be provided to maintain at least 5 hours of continuous sun on the opposite sidewalk throughout the day.



Precedent image of apartment demonstrating the optimal interface between built form and the public realm.

- e. All setbacks should be a minimum of 3m to ensure usable space for terraces and outdoor amenity space.
- f. Individual buildings should generally not be greater than 60m in width to encourage permeability (i.e. mid-block connections) through larger blocks.
- g. Where multiple buildings are provided on single or adjacent sites, a minimum of 11m separation distance should be provided between buildings. Above the building base, a 3m setback should be provided to increase views to the sky.
- h. The streetwall should be well-articulated through both vertical and horizontal articulation that reflects the interior units. Individual entrances for at-grade units are encouraged to reinforce a vibrant and active streetscape.
- i. Apartment buildings should generally be set back 5m from the front property line to accommodate usable front yard space, while providing an appropriate transition between the public and private realm. No encroachments should be proposed within the first 3m of this setback (from the property line).
- j. Private front-yard amenity space should provide a soft transition to, and high visibility between, the public and private realm. Where fencing is proposed, it should be low and highly transparent.
- k. Where Apartment buildings about low-rise residential forms (i.e. townhouses), an appropriate transition should be provided. At the rear of the site, a 45-degree angular plane should be applied 7.5m from the property at a height at 10.5m.
- l. All apartment buildings should have access to high-quality outdoor amenity space, including balconies, terraces, and rooftop gardens. All balconies and terraces should be a minimum of 1.5m deep.
- m. Servicing and loading should be accommodated internally, and should be located at the rear of the site. All facilities should be well screened from the public realm.
- n. Parking should be located underground, or at the rear of the site, and accessed via a rear-lane or from a side street. If parking is provided in the form of an underground garage, long term bicycle storage should be considered and incorporated into the design of the parking garage.

Precedent image of a residential building demonstrating the optimal interface between built form and the public realm.



4.2 COMMERCIAL BUILDING GUIDELINES

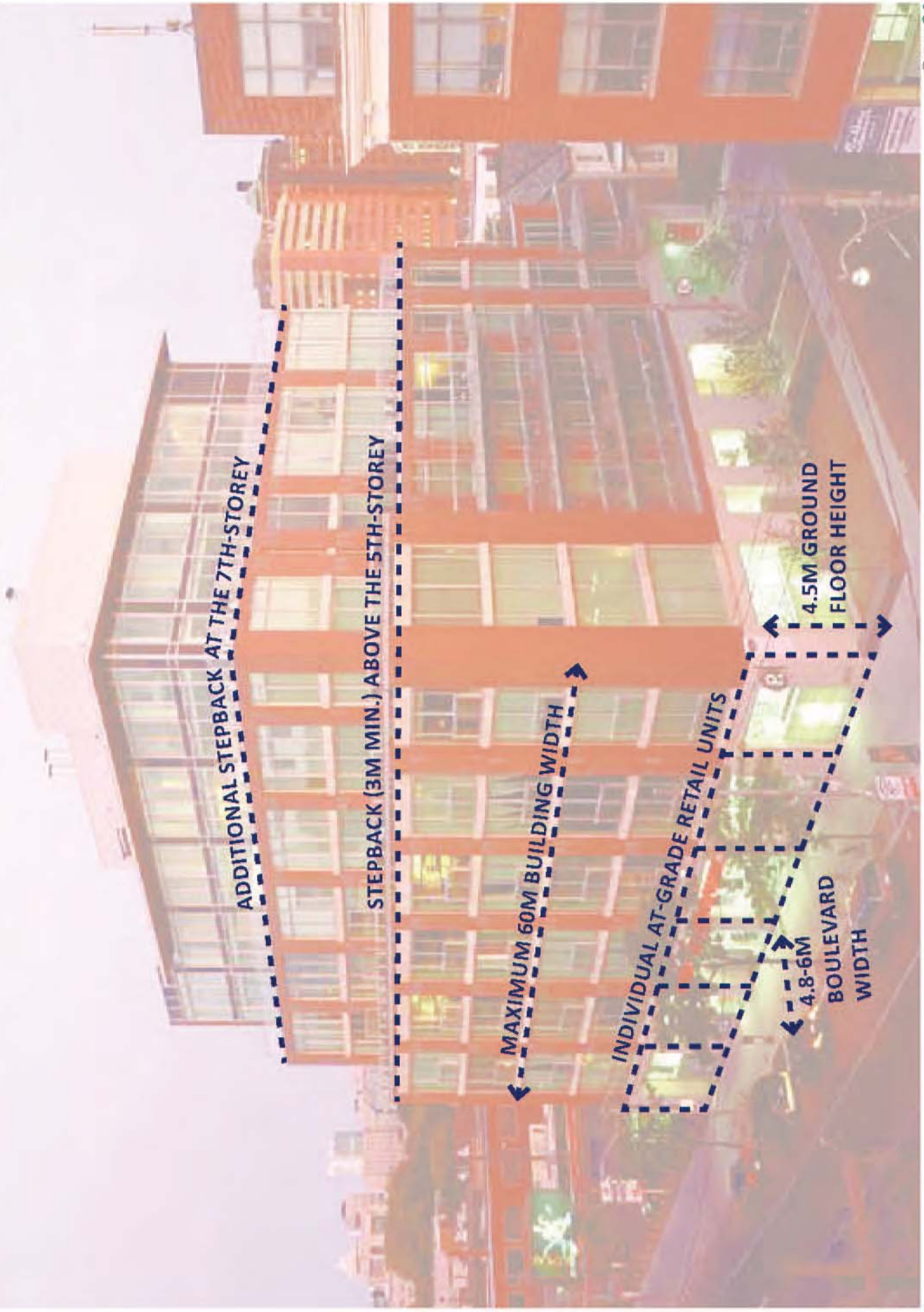
There will be a variety of opportunities for commercial development in the Ninth Line lands, including mixed-use buildings within the transit station areas, and small-scale commercial uses to serve the neighbourhoods. These uses will be integral to creating active and vibrant streetscapes, while also promoting a walkable and healthy neighbourhood. Where commercial buildings are proposed, they should have a high quality of architectural design and should provide pedestrian amenities (i.e. plazas, public art, seating, patios) wherever possible. Open spaces between buildings, at the street edge, and through parking areas should be well landscaped, to reinforce an attractive and memorable pedestrian experience.

4.2.1 MIXED-USE BUILDINGS

Within walking distance of the transit stations, mixed-use buildings are encouraged to create a strong destination and to reinforce an urban streetscape. Mixed-use buildings should have retail uses at grade with “spill-out” opportunities (i.e. café patios, retail displays) where appropriate. Residential and/or office uses are recommended above to provide “eyes on the street” and enhance safety through casual surveillance.

- a. Mixed-use buildings should be located and designed to frame and address the street. Where located at a corner, the building should frame and address both streets.

- b. Mixed-use buildings should generally be located at the property line, but should be set back where necessary to ensure wide (4.8-6m) boulevards that can accommodate seamless pedestrian movement and the growth of appropriately sized street trees.
- c. Buildings should generally be designed with a continuous streetwall, but variations are encouraged to create an interesting streetscape condition, and to incorporate opportunities for plazas, mid-block pedestrian connections, and/or the primary residential entrance.
- d. At least 1m should be provided at the front of the building to accommodate “spill-out” uses, such as signage, retail displays, seating.
- e. The siting and location of mixed-use buildings should balance built form with on-site open space. Open space should be considered an integral part of the development, and should be optimally located to provide connections to the sidewalk (i.e. plazas), adjacent open spaces, or transit stations. Privately owned public spaces (POPS) are encouraged.
- f. Mixed-use buildings will generally range between 4 and 10-stories, subject to the heights outlined on the Secondary Plan. A 4.5m floor-to-ceiling height



is recommended at grade to accommodate internal servicing and loading, and to create a strong street presence.

g. Depending on the width of the abutting street ROW, a setback should generally be applied between the 3rd and 5th-storey to create a pedestrian scaled streetwall, and to minimize the perceived height of the building at street level. Where appropriate, additional setbacks should be provided to maintain at least 5 hours of continuous sun on the opposite sidewalk throughout the day.

h. All setbacks should be a minimum of 3m to ensure usable space for terraces and outdoor amenity space.

i. Individual buildings should generally not be greater than 60m in width to encourage permeability (i.e. mid-block connections) through larger blocks.

j. At the side, the base of buildings should be designed to accommodate appropriate spacing (11m) between future building podiums. Where multiple buildings are provided on a single site, a minimum of 11m separation distance should be provided. Above the building base, a 3m setback should be provided to increase views to the sky.

k. The streetwall should be well-articulated through both vertical and horizontal articulation that reflects the interior uses. On streets which have been established as having the potential for retail uses, buildings will be

designed to provide for the option of retail uses on the ground floor. Each unit should be clearly articulated, including individual entrances and signage. At ground level, significant glazing is encouraged to provide a strong visual connection between the public/private realm.

l. Where mixed-use buildings about low-rise residential forms (i.e. townhouses), an appropriate transition should be provided. At the rear of the site, a 45-degree angular plane should generally be applied 7.5m from the property at a height at 10.5m.

m. All mixed-use buildings should have access to high-quality outdoor amenity space, including balconies, terraces, and rooftop gardens. All balconies and terraces should be a minimum of 1.5m deep.

n. Servicing and loading should be accommodated internally, and should be located at the rear of the site. All facilities should be well screened from the public realm.

o. Parking should be located underground, or at the rear of the site, and accessed via a rear-lane or from a side street. Both long-term and short-term bicycle parking should be provided. Long-term parking should be incorporated into the underground parking and short term should be provided near main entrances, in high visibility areas.

4.2.2 SMALL-FORMAT RETAIL

Smaller commercial retail units may be located at key nodes and intersections to accommodate day-to-day commercial needs in close walking distance to residential neighbourhoods. They should be designed and located to enhance the public realm and reinforce attractive streetscapes throughout the Ninth Line lands.

- a. The location of small-format Commercial Retail Units (CRUs) should be used to define street edges, courtyards, terraces and other public open spaces.
- b. Where multiple CRUs are provided, they should be located and designed to create a continuous main street shopping environment through their alignment, clear pedestrian connections, and (functional) multi-storey façades.
- c. Building entrances should be located on the street side of the building. Where this is not achievable, active uses (i.e. patios, marketing areas) should be provided with significant clear glazing on the building frontage, and direct connections to the public sidewalk.
- d. All visible building façades should reflect a high level of design quality. Blank façades are discouraged.
- e. CRUs should have continuous pedestrian sidewalks on all sides of the building where public entrances and parking areas are located.
- f. Areas between buildings should be well landscaped and programmed (i.e. outdoor seating and dining areas).

- g. Parking should be located at the rear of the site. Bicycle parking should be provided near building entrances in high visibility areas.
- h. Servicing and loading facilities should be located at the rear of the site, and appropriately screened from view.
- i. “Fake front” retail façades (without functioning front doors) should be avoided on street facing retail units.



Smaller commercial retail units may be located at key nodes and intersections to accommodate day to day commercial needs.

4.2.3 AUTO DEPENDENT USES: GAS STATIONS/CAR WASH

Where gas stations are proposed, they should be well integrated into the Ninth Line lands through high-quality site planning and architectural design, and should provide a balance between pedestrian and vehicle traffic.

- a. The frontages of a gas station should be occupied by a street oriented building (i.e. convenience store). Vehicle-oriented uses (i.e. gas bar/car wash) should be located at the rear or side of the site.
- b. Stacking lanes should be separated from sidewalks, pedestrian pathways and parking areas through the use of well landscaped islands.
- c. Stacking lanes should be located such that vehicle line-ups do not impede traffic along public streets or the movement of vehicles on site.
- d. Clear sightlines and views should be provided between site areas (i.e. pumps, convenience store and car wash) and the public street to promote public safety.
- e. Canopies should be provided over fueling areas. Any lighting provided should be downcast to minimize light pollution on adjacent residential areas.
- f. Complementary building materials should be used for the primary building and car wash facilities.

- g. Parking should be located at the side and/ or rear of the building, and should ensure pedestrians do not have to cross stacking lanes to enter the building.
- h. A landscape buffer should be located along the side and rear yard of the property to provide screening from adjacent uses.
- i. Where the site is adjacent to residential or institutional properties, a noise attenuation fence should be used.
- j. Noise-generating areas (such as auto service bays, car wash openings, vacuum stations, outdoor loading areas, garbage storage and stacking lanes) should be located away from adjacent uses.



The frontages of a gas station should be occupied by a street oriented building, and a landscape buffer should be located along the side and rear yard of the property to provide screening from adjacent uses.

4.3 INSTITUTIONAL BUILDING GUIDELINES

To create complete communities within the Ninth Line lands, a variety of institutional uses are encouraged, including community centres, cultural facilities, libraries, schools, and places of worship. These uses can create strong landmarks, and community anchors, and help to encourage healthy and walkable neighbourhoods.

4.3.1 SCHOOLS

Where required, schools should be located at the centre of a residential area, or between residential areas, to act as a civic anchor of the community. For public schools, the City recognizes that the building of schools will depend on demand and funding identified by the Peel District School Board and the Ministry of Education.

- a. School buildings should be designed to reflect their civic role through prominent, high quality architecture.
- b. Building design should promote safety and ease of access through well defined entrances and windows facing the public street and primary walkways.
- c. Multi-storey school buildings are strongly recommended to maximize the site and services as well as contribute to an urban street condition through building façade proportion that contributes to a sense of enclosure at the street.

- d. The main school entrance should be highly visible and distinguished through the building's architecture and detailing (i.e. door size, entry and windows). A recessed entry or projecting canopy can also provide weather protection and promote the prominence of the entry.
- e. School façades should maximize the use of operable windows to naturally illuminate and ventilate classrooms, offices, recreational and social spaces.
- f. Covered walkways or building edge colonnades are recommended for linking separate school buildings. They are also recommended for providing weather protected building edges fronting school open spaces including forecourts, courtyards, gardens or playing fields.
- g. School buildings should examine the possibility for LEED Certification, promote green building technologies and sustainable site design/organization (i.e. LEED Site Planning).
- h. Where possible, the site should be organized to extend the street network via internal pedestrian walkways and driveways.

- i. Site organization should be designed to maintain view corridors and sight lines in order to further enhance crime prevention opportunities.
- j. Bus stops should be incorporated as a lay-by within the public right-of-way where safe and efficient access can be provided.
- k. Surface parking areas should be minimized and where required should be developed as “greened” parking courts with landscaping, trees and porous or another permeable materials that promote on-site stormwater run-off and/or biofiltration, where feasible.
- l. Parking areas should be designed to accommodate pedestrian movement (i.e. planted edges, medians that incorporate dedicated pedestrian walkways, paving articulation).
- m. School sites should incorporate bike racks in convenient locations near building entrances.
- n. Schools should be centrally located and easily accessible by pedestrians, cyclists and transit users and from residential areas to support active transportation.



Covered walkways or building edge colonnades are recommended for linking separate school buildings.

4.3.2 COMMUNITY CENTRES / COMMUNITY FACILITIES

A community centre is anticipated in the south section of the Ninth Line lands, and additional facilities are encouraged as necessary. Community Centres support the recreational, cultural and educational needs of local residents and the broader Mississauga community, and can provide a strong link to Greenlands and the multi-use trail.

- a. Community Centres should be located to serve as focal points of the community, and may be located either in parks and/or along key streets where they will complement adjacent uses.
- b. Community Centres should be located to take into account connections to the multi-use trail network and the greater Mississauga parks system.
- c. Community Centres should employ high standards of architectural design.
- d. Community facilities, including community centres, should incorporate the highest standards in environmental sustainability, through both site and building design.
- e. Community Centres may be combined with other public building uses such as libraries.
- f. Community Centres are encouraged to be multi-storey buildings in order to minimize the need for large sites.

- g. Community Centres should be located on major transit routes and should be easily accessible by pedestrians, cyclists and transit users.
- h. Variations in setbacks should be incorporated for community facilities, where a building forecourt or garden is desirable.



Community centres should be located to serve as local points of the community.

4.4 EMPLOYMENT BUILDING GUIDELINES

The Ninth Line Neighbourhood Character Area generally locates employment uses at the north and south end of the Ninth Line lands, within the Business Employment areas, to provide a strong employment anchor with convenient access to Highway 403 and 407. In addition, there may be opportunities for stand-alone office buildings within the Mixed-Use areas adjacent to the transit stations. These buildings should have a high level of design to attract new business to the neighbourhood and to promote the Ninth Line lands as a significant employment node within Mississauga.

4.4.1 PRESTIGE OFFICE BUILDINGS

Office buildings in the Ninth Line lands should generally be concentrated along Ninth Line and other key streets, and should be designed as prestige buildings that will attract high-quality employment opportunities. Within the Business Employment areas, prestige office buildings are encouraged at the street edge to support a strong streetscape and public realm, and to provide a transition to internally-located light industrial developments.

- a. Office buildings should be located and designed to frame and address the street. Where located at a corner, the building should frame and address both streets.
- b. When located adjacent to Ninth Line or other main streets, office buildings should generally be located at the property line, but should be set back to ensure wide (4.8-6m) boulevards that can accommodate seamless

- pedestrian movement and the growth of large, mature street trees.
- c. Buildings should generally be designed with a continuous streetwall, but variations are encouraged to create an interesting streetscape condition, and to incorporate



Office buildings should be located and designed to frame and address the street.

opportunities for plazas, mid-block pedestrian connections, and/or primary entrances.

- d. The siting and location of office buildings should balance built form with on-site open space. Open space should be considered an integral part of the development, and should be optimally located to provide connections to the sidewalk (i.e. plazas), adjacent open spaces, or transit stations. Privately owned public spaces (POPS) are encouraged.

- e. Where office buildings are greater than 4-stories, a setback should be applied between the 3rd and 5th-storey to create a pedestrian scaled streetwall, and to minimize the perceived height of the building at street level.

- f. All setbacks should be a minimum of 3m to ensure usable outdoor amenity space for employees.

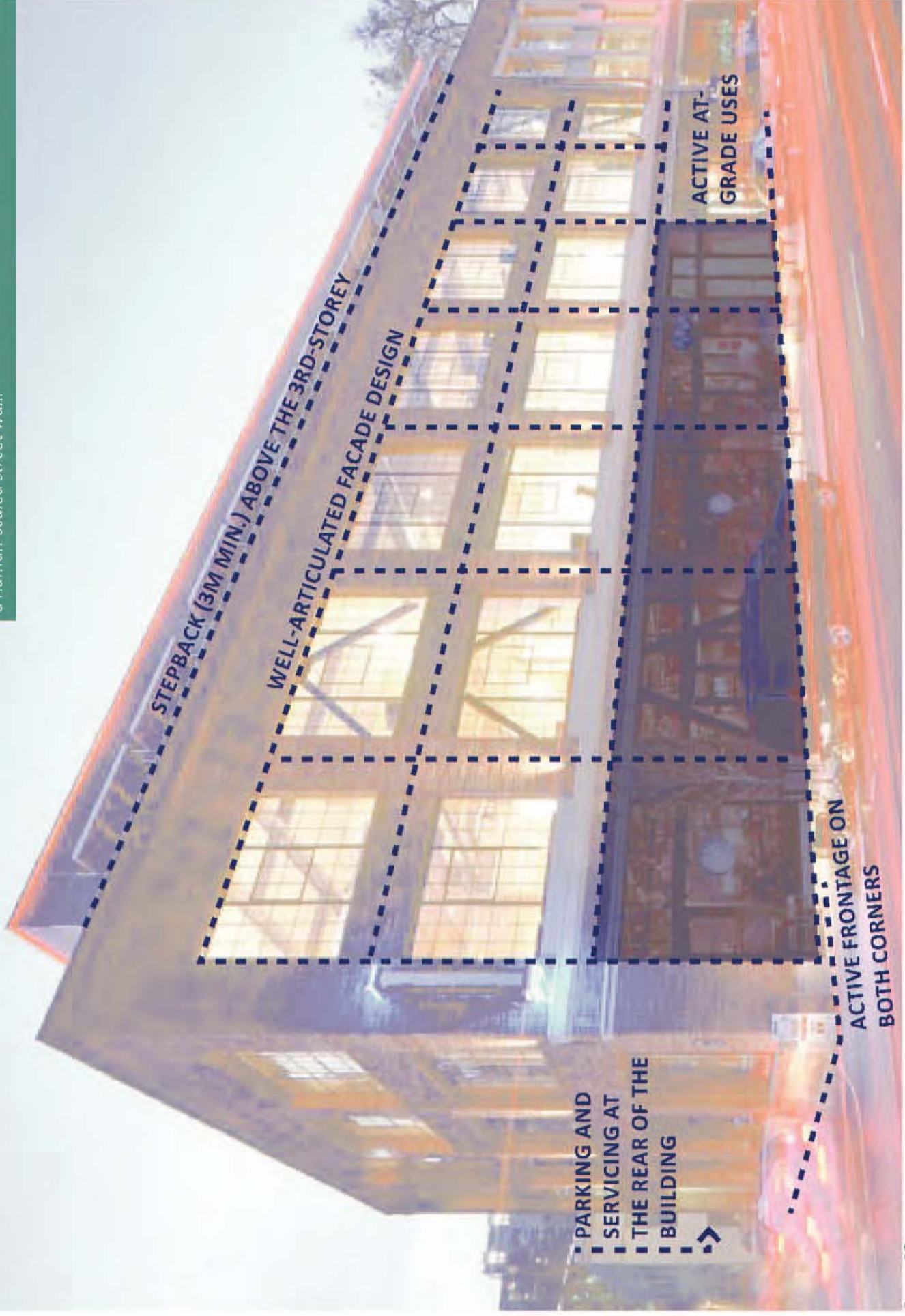
- g. Individual buildings should generally not be greater than 60m in width to encourage permeability (i.e. mid-block connections) through larger blocks.

- h. At the side property line, the base of buildings should be set back 5.5m to accommodate appropriate spacing (11m) between future building podiums. Where multiple buildings are provided on a single site, a minimum of 11m separation distance should be provided. Above

the building base, a 3m setback should be provided to increase views to the sky.

- i. The streetwall should be well-articulated through both vertical and horizontal articulation that reflects the interior uses. At ground level, significant glazing is encouraged to provide a strong visual connection between the public/private realm. Where appropriate, active internal uses (i.e. cafeteria, lobby, amenity space) should be located adjacent to the street.
- j. Servicing and loading should be accommodated internally, and should be located at the rear of the site. All facilities should be well screened from the public realm.
- k. Parking should be located underground, or at the rear of the site, and accessed via a rear-lane or from a side street. Both long-term and short-term bicycle parking should be provided. Long-term bicycle parking should be incorporated into the underground parking and short term bicycle parking should be provided near main entrances, in high visibility areas.

Precedent image demonstrating an active streetscape, with minimal interruption for access and parking, characterized by well-articulated facade design, active at-grade uses, a strong visual connection with the street, and a human-scaled street wall.

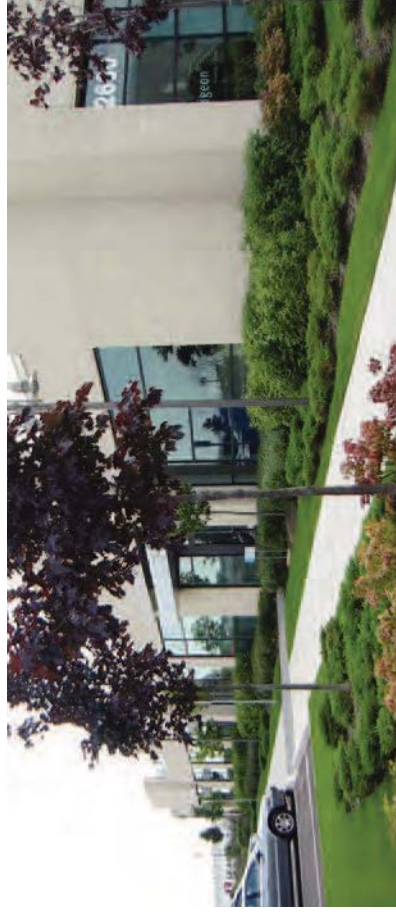


4.4.2 LIGHT INDUSTRIAL BUILDINGS

Within the Business Employment areas, more traditional employment uses (i.e. warehouse, light manufacturing, research and development) may be appropriate to augment prestige office uses and provide a variety of employment opportunities. These uses should generally be located in the interior of blocks and away from Ninth Line and other main streets. These uses should reflect a street-oriented character with more attractive and active uses (i.e. research and development, office, receiving) oriented toward the street, and more intense development forms pushed back to accommodate attractive landscape buffers.

- a. The siting and location of industrial buildings should be considered as part of a comprehensive site plan that reflects a more contemporary, campus-style layout. Considerations should include joint access, shared open spaces and amenity areas, and continuous connectivity between Ninth Line and the proposed multi-use trail, and other public spaces.
- b. Open space should be considered an integral part of a light-industrial campus. Privately owned public spaces (POPS) are encouraged as part of a larger open space network.
- c. Buildings should generally address the street to define a more urban street edge. More attractive indoor uses (i.e. office, research and development, receiving) are encouraged to occupy as much of the street facing frontage as possible. Where more intense forms of development are located along the street, they should be pushed back to accommodate a significant landscaped buffer.

- d. The highest quality of building design should be applied to the building façades facing public streets or open spaces.
- e. Corner buildings should address both street frontages.
- f. Parking should generally be located in the rear yard. Where side yard parking is proposed, it should be well screened from the public realm through attractive landscaping. Front yard parking is discouraged.
- g. Where large parking fields are necessary, landscape islands should be introduced to break up large asphalt areas and to delineate clear pedestrian circulation.
- h. Outdoor storage should generally not be visible from the public street or open space. Where outdoor storage is required, it should be screened with fencing and/or landscaping.



More attractive indoor uses are encouraged to occupy as much of the street facing frontage as possible.

4.5 ON SITE PARKING GUIDELINES

A variety of parking will be provided throughout the Ninth Line lands, including a mix of surface parking, on-street parking and structured (above and below-grade) parking. Where parking is provided as part of a development, it should be designed to mitigate the visual impacts on the public realm.

4.5.1 SURFACE PARKING

Within the Ninth Line lands, parking should be located underground wherever possible. Where surface parking is required, it should be located at the rear or side of buildings and screened from view. Significant effort should be made to mitigate the impacts of large surface parking lots.

- a. Large areas of uninterrupted parking should be avoided. Outside of residential areas, the total amount of parking should be minimized where possible through shared parking between adjacent properties, particularly in the evenings, weekends and other off-peak periods.
- b. Surface parking areas should be located at the rear or side of buildings. Where parking areas must be situated adjacent to the sidewalk, a landscaped buffer should be located between parked vehicles and the sidewalk. This buffer should be located within the private realm to not reduce the total sidewalk width.

- c. Planting strips, landscaped traffic islands and paving articulation should be used to clearly distinguish between pedestrian and vehicle routes, and to define smaller parking 'courts' that provide pedestrian walkways, improve edge conditions and minimize the aesthetic impact of surface parking.
- d. The amount of landscaping should be proportionate to the overall parking lot size.
- e. Landscaping, or other parking area screening devices, should not obstruct the primary building façade or total visibility of the parking area.
- f. Pedestrian-scaled lighting should be provided along pathways to enhance visibility and security.
- g. Preferential parking for bicycles, energy efficient vehicles and carpooling / car-share services are encouraged.
- h. Service and drop-off area circulation should not interfere with pedestrian or primary vehicle circulation.
- i. Where appropriate, LID technologies should be considered to mitigate the impacts of surface parking.

4.5.2 PARKING GARAGES

Parking structures should have a high level of design which is consistent with and complementary to the development and site as a whole.

- a. Parking structures fronting onto streets or open spaces should be developed where possible with an active at-grade use to provide attractive façades, animate the streetscape and enhance pedestrian safety.
- b. To help animate the street, public art, street furniture, community display cases or landscape features should be provided at grade.
- c. Vehicular access to parking structures should be located at the rear and/or side of buildings away from main building frontages and major streets.
- d. Pedestrian entrances for parking structures should be located adjacent to main building entrances, public streets or other highly visible locations.
- e. Parking within a structure should be screened from view at the sidewalk level, and the street-level wall should be enhanced through architectural detailing and landscaping.
- f. Long-term bicycle parking should be incorporated into parking garage designs.



*Top: Parking structures should have a high level of design.
Bottom: Surface parking lots should clearly distinguish between pedestrian and vehicle routes with planting strips, landscaped traffic islands and paving articulation.*

4.6 ACCESSIBILITY GUIDELINES

Principles of universal design should be applied to public streets, open spaces, site plan and building design (as per the Ontario Building Code) for new development in the Ninth Line lands. In addition to the Ontario Building Code, accessibility matters shall meet the regulations in the Accessibility for Ontarians with Disabilities Act the Integrated Accessibility Standard Regulations and the City's 2015 Facility Accessibility Design Standards.

- a. All public sidewalks should be barrier-free. The design of all buildings should result in accessibility for everyone.
- b. In high activity areas such as transit stations and key intersections, the use of multi-sensory visual and audio queues as well as textured paving should be considered to assist in orientation and the existence of potential hazards to disabled individuals. Sensory indicators may be tactile or audible.
- c. At a minimum, circulation and building access for pedestrians and vehicles should conform to barrier-free access requirements as set out by the Ontario Building Code (OBC) and the Mississauga Facility Design Standards.
- d. Access structures such as ramps should be designed to harmonize with buildings.
- e. Barrier-free accessibility should provide access to the ground level of all publicly accessible buildings.
- f. Curb ramps should provide barrier-free connections

between the driveway and pedestrian walkways.

- g. On-site tree planting and other landscaping should not be an obstacle to the barrier free path of travel.



Principles of universal design should be applied to public streets.

4.7 SUSTAINABILITY GUIDELINES

Adjacent to a significant Greenlands system, and providing a gateway to the City of Mississauga, the Ninth Line lands should be a pillar of sustainable development. To minimize adverse impacts on natural heritage features, sustainable design should be at the forefront of all development. Where feasible, on-site stormwater management is encouraged, while other initiatives (i.e. green roofs, rooftop gardens, green walls) are recommended to reduce the urban heat island effect.

4.7.1 SITE DESIGN

- a. Site design should minimize impervious hard surfaces. The surface area of driveways and parking areas should be as small as possible within allowable standards.
- b. Porous pavement, and landscaped areas with adequate size and soil conditions, should be maximized to capture roof drainage and increase the total amount of water run-off absorbed through infiltration.
- c. Existing significant trees and vegetation should be protected and incorporated into site design.
- d. Recommended landscape materials should include native and non-invasive species, as well as species that are generally drought resistant and require minimal maintenance. Planting should abide by the Conservation Halton guidelines where applicable.

- e. Landscape design should incorporate strategies to minimize water consumption (i.e. use of mulches and compost, alternatives to grass and rainwater collection systems).
- f. In larger parking areas, vegetative swales should be incorporated on the perimeter of the site to catch stormwater. These drainage basins should be planted with native plant materials that thrive in wet conditions.
- g. Well-drained snow storage areas should be provided on site in locations that enable melting snow to enter a filtration feature prior to being released into the storm water drainage system.

4.7.2 BUILDING AND NEIGHBOURHOOD DESIGN

- a. New buildings and neighbourhoods are encouraged to seek Leadership in Energy and Environmental Design (LEED) certification, or an equivalent design standard. The design of neighbourhoods and communities should pursue high standards in neighbourhood sustainability and connectivity and seek LEED for Neighbourhood Development (LEED ND) certification.
- b. New buildings are encouraged to reduce the energy

consumption of building and site systems (HVAC, hot water, lighting) through the use of appropriate mechanical and construction technology (natural cooling, light recovery, passive solar design).

- c. Mixed-use, commercial and apartment buildings should provide flexibility in the building floor plate, envelope and façade design to accommodate a variety of uses over their lifespan.
- d. Vegetated or “green” roofs are recommended, especially in areas with minimal landscaping, to minimize water runoff, improve building insulation, and provide additional outdoor amenity areas or white roofs.
- e. Water use reduction technologies are encouraged, including water-efficient appliances, such as aerators, low-flow shower heads, dual-flush toilets, front-loading washers, waterless urinals and high-efficiency dishwashers.
- f. Waste water technologies, such as rain barrels or cisterns, are encouraged in new buildings to collect and filter rain water to be recycled for non-potable domestic uses.



Landscape design should incorporate strategies to minimize water consumption.

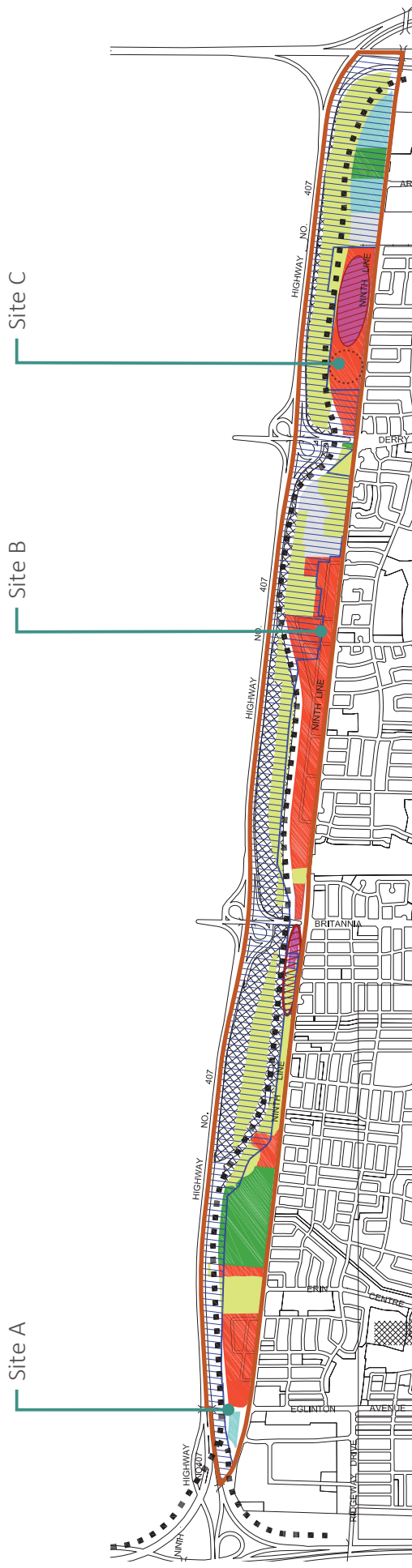
- g. All buildings should have conveniently located waste management facilities to support the separation of waste into different streams according to reuse and recycling regulation (i.e. compost, paper, plastics).
- h. Where possible, construction materials should be recycled to reduce the environmental impacts of extracting and manufacturing new materials. If there are no salvageable materials available, efforts should be made to purchase materials from demolition sales, salvage contractors and used materials dealers.
- i. New construction materials should be locally sourced to reduce the impacts of transportation. Canadian products are generally designed to withstand our climate.
- j. Construction materials should be durable and consider life cycle costing to avoid premature replacement.



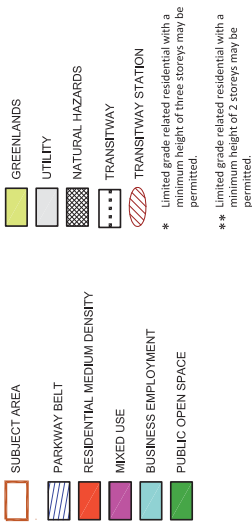
Buildings in the Ninth Line Neighbourhood should reflect the highest standards of sustainable development.

APPENDIX: SHAPING NINTH LINE DEMONSTRATION PLANS

BUILT FORM AND LAND USE | DEMONSTRATION PLAN SITES

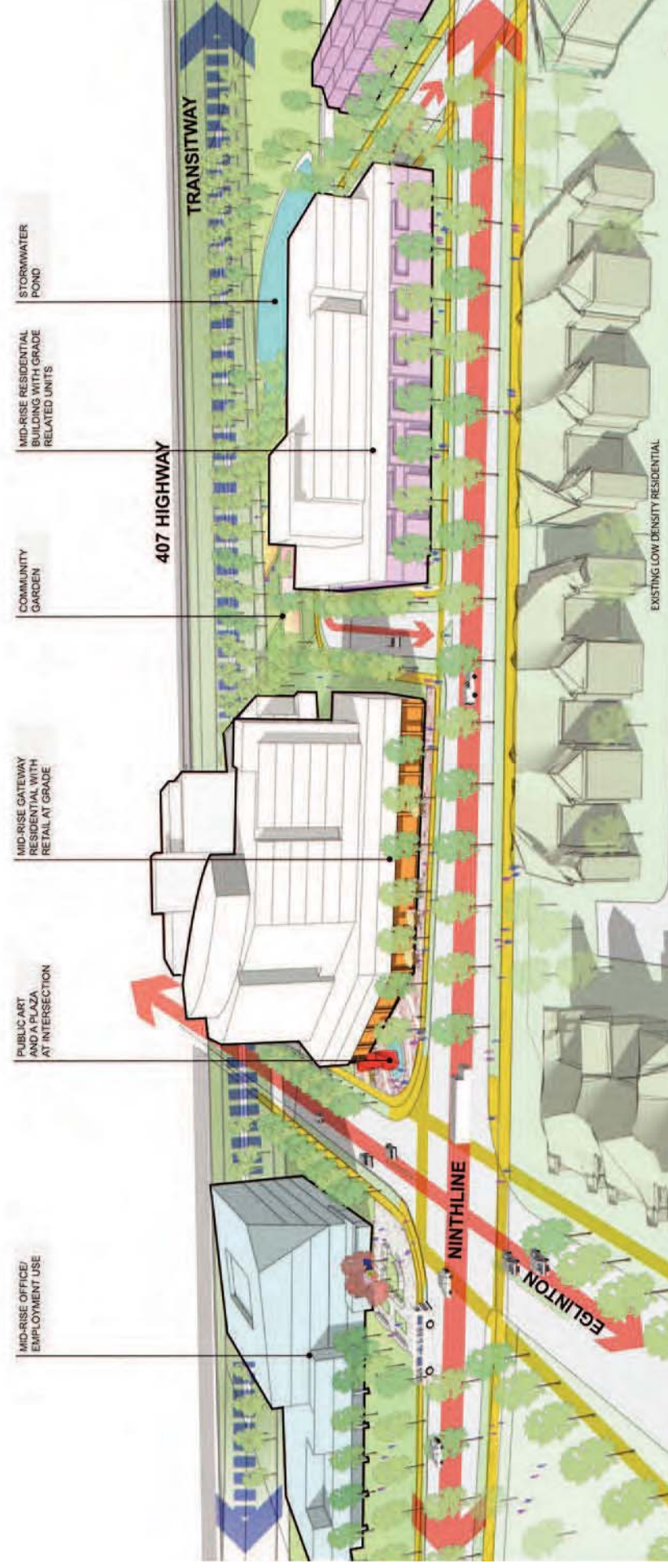


Shaping Ninth Line Proposed Land Use Concept



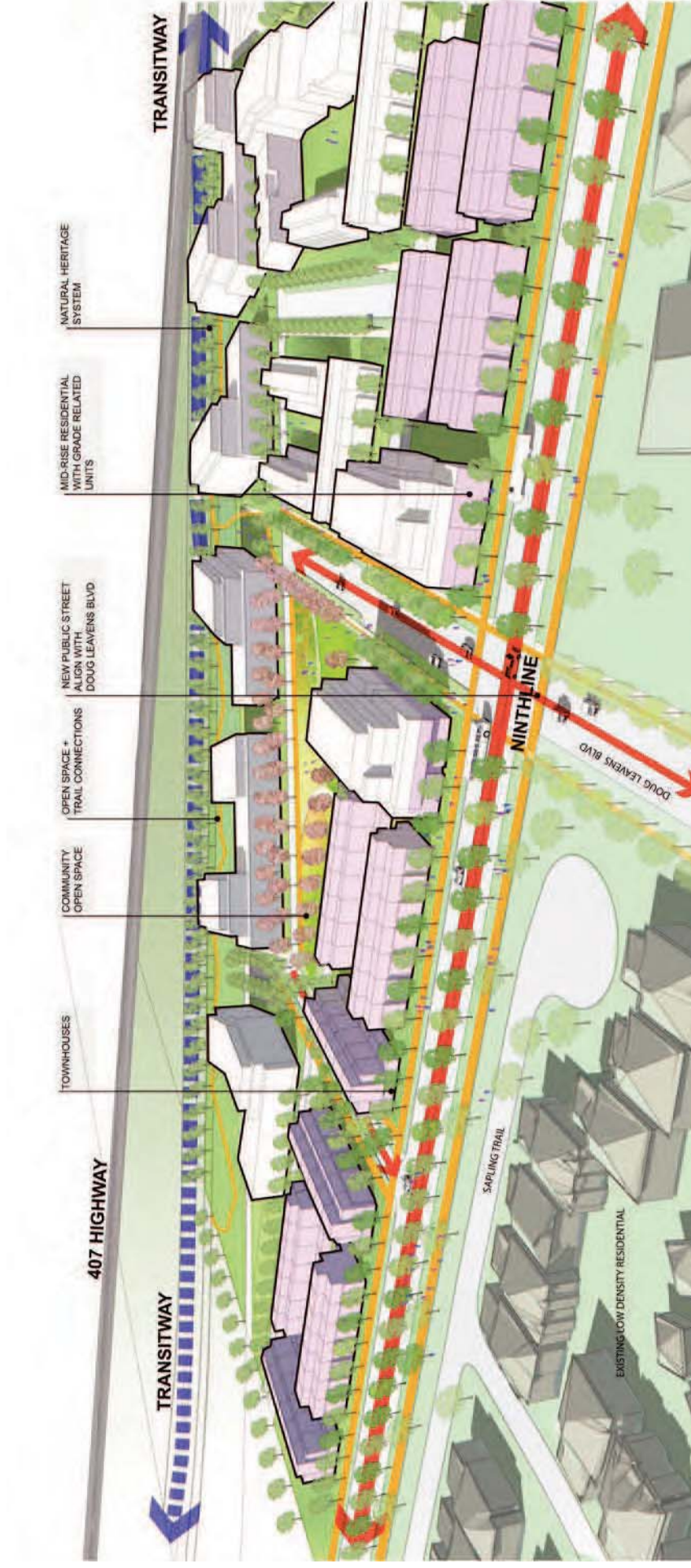
SITE A | MIXED USE COMMUNITY WITH EMPLOYMENT FOCUS AND GATEWAY FEATURE

- The Eglinton Gateway Focus area provides opportunity for both residential and employment uses at a key intersection
- Provides a transition of lower heights and densities further north along Ninth Line
- Uses should be integrated with community uses like community gardens and public/private connections



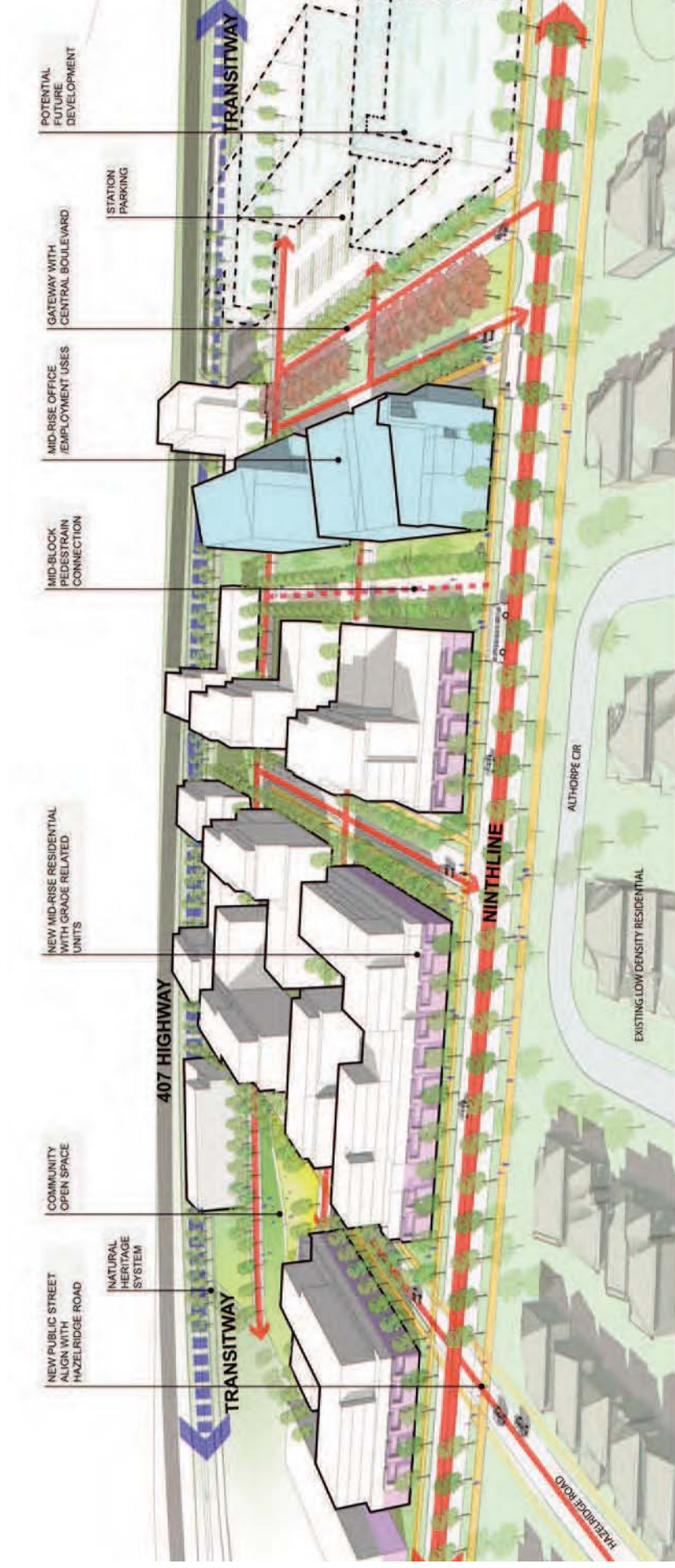
SITE B | COMPLETE COMMUNITIES: MISSING MIDDLE HOUSING OPTIONS

- Support a range of housing choices
- Plan for a mix of townhouse and low-rise development with public and private connections
- Provide trail and open space opportunities
- Establish key local public streets to serve the community and improve safety



SITE C | TRANSIT SUPPORTIVE COMPLETE COMMUNITIES

- Encourage a mix of uses and transit supportive development north of Derry Road
- Create a complete community with a mix of uses to live, work and shop
- Growth should support ridership for the future 407 Transitway



City of Mississauga

Corporate Report



Date: 2018/01/16 To: Chair and Members of Planning and Development Committee	Originator's files: CD.04.NIN
From: Edward R. Sajecki, Commissioner of Planning and Building	Meeting date: 2018/02/05

Subject

PUBLIC MEETING (Wards 9 and 10)

**Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning
CD.04.NIN**

Recommendation

1. That the submissions made at the public meeting held on February 5, 2018, to consider the report "Ninth Line Lands – Proposed Neighbourhood Character Area Policies and Zoning" dated January 16, 2018, be received, and
2. That staff report back to Planning and Development Committee on the submissions made, outlining any modifications to the original proposed amendments and zoning changes, if necessary.

Background

On December 13, 2017, Council received the proposed Draft Neighbourhood Character Area Policies and Draft Zoning Schedule for the Ninth Line lands, and directed that, among other matters, a public meeting be held to consider the land use changes for the area.

The report from that meeting which contains the proposed changes is attached as Appendix 1.

Comments

The draft policy framework represents the translation of the vision, guiding principles and the emerging land use concept into Official Plan policy and various land use designations. The emerging land use concept was presented to the public at the community meeting in June of 2017.

The public meeting represents the initial stage in the statutory process to incorporate these new policies and land use permissions into Mississauga Official Plan and to establish several base

zone categories to generally recognize any existing uses. The purpose of the public meeting is to receive comments on the proposed Official Plan policies and draft zoning.

Following the public meeting, a report on comments will be prepared for consideration by the Planning and Development Committee. This report will include responses to all comments received prior to and at this meeting, and all comments received from departments and agencies. At the same time, staff will also consider the requests made by the Committee at the December 4, 2017 Planning and Development Committee meeting to contemplate allowing some single detached homes along Ninth Line within Precinct 3, as well as the consideration of a school site. Comments will be considered as part of the further review and analysis of the policies.

Financial Impact

No additional funding is required at this time.

Conclusion

The Ninth Line lands are being planned as a new, transit supportive and mixed use community with a well-connected greenway system and trail network. The draft Official Plan policies and draft zoning presented in this report represents the next step in realizing the vision as presented in the land use concept last summer.

Attachments

Appendix 1: Information Report – Ninth Line Lands – Proposed Neighbourhood Character Area Policies and Zoning dated November 10, 2017



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Romas Juknevicius, Planner

City of Mississauga

Corporate Report



Date: 2017/11/10

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:
CD.04.NIN

Meeting date:
2017/12/04

Subject

INFORMATION REPORT (WARDS 9 & 10)

Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning

File: CD.04.NIN

Recommendation

1. That a public meeting be held to consider the proposed amendments to the Mississauga Official Plan (MOP) contained in the report titled "Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning" dated November 10, 2017, from the Commissioner of Planning and Building.
2. That the report titled "Proposed Ninth Line Neighbourhood Character Area Policies" dated November 10, 2017, from the Commissioner of Planning and Building, be circulated to City Departments, agencies and stakeholders for review and comment.

Report Highlights

- The Ninth Line corridor lands are Mississauga's last remaining greenfield lands.
- Lands were transferred from the Region of Halton/Town of Milton to the Region of Peel/City of Mississauga on January 1, 2010 as a result of a municipal boundary realignment.
- The City in partnership with the Region of Peel and in part with the Ministry of Transportation retained a consortium of consultants to complete the Ninth Line Corridor land study together with a number of background studies and reports, including an assessment of the 407 Transitway alignment through the Ninth Line lands.
- Having completed the draft Ninth Line Neighbourhood Character Area policies and draft Zoning By-law schedule it is now time to begin the statutory public process prior to bringing forward the Official Plan and Zoning amendments for approval.

Background

The Ninth Line corridor lands are Mississauga's last remaining greenfield area. They are approximately 350 hectares (870 acres) in size and bounded by Highway 407 to the west, Ninth Line to the east, Highway 401 to the north and the Highway 403/407 interchange to the south. These lands became part of the Region of Peel/City of Mississauga on January 1, 2010 as a result of a municipal boundary realignment with the Region of Halton/Town of Milton.

On October 2011 Council directed staff to proceed with preparing a planning framework to guide future development within the Ninth Line Corridor Lands. Staff, working with a consortium of consultants, completed the land use study including the preparation of various technical studies (see Appendix 1). A community open house to present the land use concept was held in June 2017. This report initiates the statutory public process to consider the proposed land use changes and policies.

Community Open House (June 14, 2017)

The Emerging Land Use Concept was presented at a Community Open House attended by over 200 residents. A landowner meeting was also conducted. Public feedback from the Community Open House identified a number of considerations. This feedback has been reflected in the Ninth Line Corridor land use policies, and included the following ideas:

- Strategically direct growth
- Add park space
- Plan for communities
- Make it liveable
- Support the City's transit network
- Consider the aging population
- Focus on affordability
- Think about development impacts
- Transition Plan

The City and consultant team gave careful consideration to all the feedback received at the community open house when preparing the draft land use policies.

Regional Official Plan Amendment (ROPA)

At present, the Ninth Line lands are outside of the Region of Peel's urban settlement boundary. A Regional Official Plan Amendment (ROPA) is required to expand the urban settlement boundary to include the Ninth Line lands. Reports such as Agricultural Impact Assessment, Water and Wastewater Servicing Background Study, among others, were completed to address Region of Peel Official Plan requirements. The Region held an open house and a statutory Public Meeting on October 26, 2017 to present the draft Ninth Line land use policies and schedule amendments. This ROPA is expected to be brought back to Regional Council for approval in early 2018, with final approval expected from the Province thereafter. This approval

is required prior to the City formally adopting its Official Plan Amendment for the Ninth Line lands.

407 Transitway Environmental Assessment (EA)

A significant portion of the Ninth Line lands is intended to support the proposed 407 Transitway. Earlier this spring the Ministry of Transportation (MTO) commenced the Planning Phase, the Environmental Assessment (EA) and the Preliminary Design for the 407 Transitway. The study area is from west of Brant Street in Burlington to west of Winston Churchill Boulevard in Mississauga/Brampton. The public consultation process is expected to begin in early 2018. The EA process will confirm the exact alignment of the 407 Transitway and associated transit station parking areas. The draft land use plan and policies consider the proposed alignment and associated infrastructure. The proposed Mississauga Official Plan (MOP) policies provide for a level of flexibility to accommodate for slight modifications to the alignment as a result of the EA process.

Comments

The Ninth Line Corridor lands study was a multi-faceted planning project, with many variables to understand and address before a future land use concept could be developed. The Emerging Land Use Plan which was presented to the public this past June was developed based on the various background reports, studies and consultations (Appendix 1). The purpose of the Ninth Line Corridor lands study was to explore the potential development opportunity within the corridor considering all the constraints. The 407 Transitway Assessment work was critical for identifying the optimal transitway alignment based on managing hydraulic impacts and flood storage requirements within the study area. The Scoped Subwatershed study work looked to minimize conflicts with existing infrastructure and sought to maximize the benefits to the natural environment while providing for development opportunities.

The proposed transitway creates a system which acts as a buffer from Highway 407 and creates opportunities for a linked natural heritage system, enhanced by abundant parkland and open space to serve the needs of the local community and beyond.

The proposed draft Official Plan policies and schedules for the Ninth Line Neighbourhood Character Area have now been prepared (Appendix 3 and 4). The proposed policy framework captures the ideas expressed through the vision and guiding principles developed earlier on in the project. The policies provide for varying built forms and housing types that respect the low density neighbourhoods to the east while transitioning up to mid-rise mixed use buildings which support the density requirements of the nearby transitway stations.

The policies, amongst other matters:

- Set the overall vision for the community
- Plan to achieve a minimum density of 82 residents and jobs combined per hectare
- Divide the area into six precincts to reflect the differences in the planned function and character of each area
- Provide existing and future residents access to a linked natural heritage system, multi-use trails, parks and open spaces and community uses and facilities
- Support transit, and active transportation as key components of the transportation network
- Provide a mix of housing that accommodates people with diverse housing preferences, including housing that is affordable

Protection of 407 Transitway

The Ninth Line Neighbourhood Character Area policies are being proposed in advance of the 407 Transitway alignment being finalised through the Environmental Assessment process which started earlier this spring. A team of consultants was retained in a partnership among the City, the Region and the Ministry of Transportation (MTO) in an effort to anticipate the most probable alignment of the 407 Transitway. The Transitway Corridor Assessment determined the optimal alignment of the 407 Transitway through the Ninth Line corridor. It provided detailed consideration for flood storage requirements, existing infrastructure and MTO's operational requirements.

Many of the lands within the Ninth Line Corridor are currently being protected by the Province for the 407 Transitway via the Parkway Belt West Plan (PBWP). Any lands within the PBWP will continue to remain protected in Mississauga Official Plan (MOP) by designating the lands Parkway Belt West. Once the alignment of the 407 Transitway is finalized, lands not required for the transitway may be considered for removal from the PBWP through an amendment to the PBWP. The City would then amend MOP to permit the underlying land uses.

Draft Urban Design Guidelines:

As part of the Ninth Line Corridor land study, a set of urban design guidelines have been prepared to be read in conjunction with the proposed Ninth Line Neighbourhood Character Area policies (Appendix 6). They articulate the aspirations of the community, and will assist Council, City Staff, landowners, developers and the public with clear direction to guide new development.

Zoning:

The Ninth Line Corridor lands are currently zoned in the Town of Milton Zoning By-law. As such, the City has put forward revised zoning that will assign several base zone categories that would generally recognize any existing uses but would require a further rezoning application to permit further development in accordance with the MOP designation. This is generally done at the same time as plans of subdivision or through individual development applications. As an interim step, zoning is being proposed so the Ninth Line Corridor lands will now be subject to

Mississauga's Zoning By-law to lessen any confusion. See Appendix 5 for the proposed zoning schedule.

Next Steps:

Draft Ninth Line Neighbourhood Character Area Policies Public Meeting:

- A public meeting is anticipated to be scheduled in early 2018 to provide the opportunity for members of the public, agencies and stakeholders to provide comments on the proposed amendments.

Scoped Subwatershed Study:

- The City is currently working with Conservation Halton to address their feedback on the Phase 2 report. The Phase 3 report – Implementation and Monitoring, will be completed prior to the final Official Plan Amendment being brought forward for approval.

Region Official Plan Amendment (ROPA):

- The ROPA for the Ninth Line urban boundary expansion is expected to go to Regional Council for approval in early 2018 followed by final Provincial approval 90 days thereafter.

Strategic Plan

Undertaking the review of the Ninth Line Corridor lands responds to the following Strategic Pillars:

MOVE: Connect our City

- Provide alternatives to the automobile along major corridors

CONNECT: Completing our Neighbourhoods

- Develop Walkable, Connected Neighbourhoods

GREEN: Living Green

- Conserve, Enhance and Connect Natural Environments
- Promote a Green Culture

Financial Impact

No funding impact at this time.

Conclusion

The Ninth Line corridor lands, Mississauga's last remaining greenfield area, will be developed as a complete, sustainable and transit supportive community. The draft Official Plan

Amendment presented in this report represents the next step in realizing the vision as initially expressed in the Emerging Land Use Concept.

Now that the policies have been drafted, it is essential to test them in the community with the landowners and other stakeholders that have an interest in the future development vision for the area.

Attachments

Appendix 1: List of Studies and Reports

Appendix 2: Modification Table for Mississauga Official Plan

Appendix 3: Proposed Ninth Line Neighbourhood Character Area Policies

Appendix 4: Proposed Amendments to Mississauga Official Plan Schedules

Appendix 5: Proposed Amendments to Zoning By-law 0225-2007

Appendix 6: Draft Ninth Line Urban Design Guidelines



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Romas Juknevicius, Planner - City Planning Strategies

List of Studies and Reports:

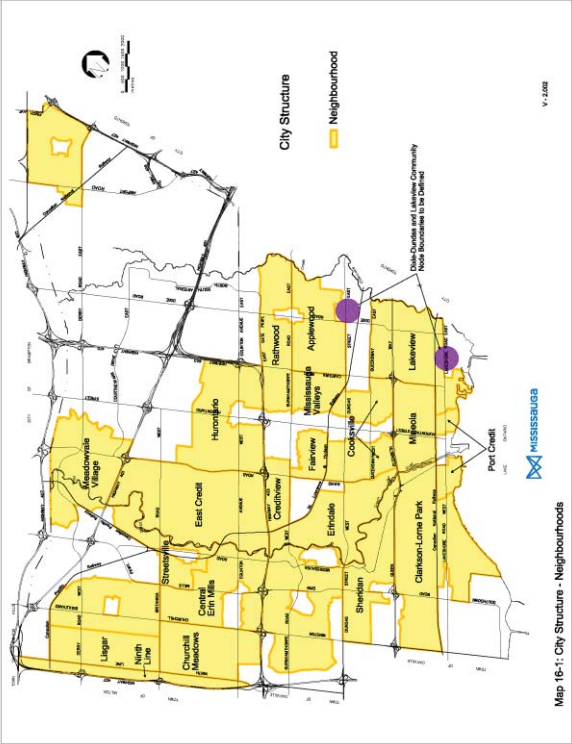
The following provides a brief description and status of the various studies and reports that were completed or are underway in support of developing and implementing a land use concept for the Ninth Line Corridor Lands.


- a. **Background Report:** Comprehensive documentation and analysis of environmental, transportation and land use planning matters.
- b. **Ninth Line Corridor Study, March 2012:** A review of natural features and functions within the Ninth Line study area.
- c. **Visioning Workshops and Community Open Houses:** A series of workshops, meetings and community open houses were held for landowners, local resident/public and agency stakeholders to obtain feedback on their vision for the Ninth Line lands and then to provide comments on the proposed emerging land use concept.
- d. **Ninth Line Corridor Study Transportation Assessment:** An existing conditions transportation assessment was completed in January 2015, followed by another transportation assessment completed in July 2017 which focused on the future transportation conditions associated with the Emerging Land Use Concept.
- e. **Highway 407 Transitway Corridor Assessment within the Ninth Line Lands:** A study completed in April 2016, in partnership with the City, the Region and the Ministry of Transportation (MTO) to determine a preferred functional alignment for the proposed transitway.
- f. **Scoped Subwatershed Study:** A three phased study. Phase 1 was completed in January 2015 and reported on the existing natural environment, related to opportunities and constraints of the terrestrial and aquatic ecology, stream system, surface water and groundwater resources within the study area. Phase 2 was completed in March 2017 which summarizes the methodologies and results of the impact assessment/management strategy component of the study and provides guidance for Phase 3 Implementation and Monitoring. The City is currently working with Conservation Halton to address their feedback on the Phase 2 report.
- g. **Urban Design Guidelines:** The Shaping Ninth Line Urban Design Guidelines (Appendix 6) were completed this summer and provide detailed direction for the implementation of the City's Official Plan vision and the proposed Ninth Line Neighbourhood Character Area policies. They articulate the aspirations of the community, and will assist Council, City Staff, landowners, developers and the public with clear direction to guide new development.

Modification Table for Mississauga Official Plan

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)																				
*Amendment Key: Deletions are shown as strikethroughs ; additions are <u>italicized and underlined</u> .																						
Chapter 5: Direct Growth																						
5.6 Designated Greenfield Area	Currently this section only recognizes lands in Churchill Meadows Neighbourhood Character Area. The Ninth Line Lands are also “Designated Greenfield Area” and should be recognized in this section.	<p>That Section 5.6. Designated Greenfield Area, first paragraph be amended as follows:</p> <p>There are lands in the Churchill Meadows Neighbourhood Character Area <u>and in the Ninth Line Neighbourhood Character Area</u> that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe.</p>																				
Chapter 8: Create a Multi-Modal City																						
Table 8-4: Road Classification - Arterials	The expansion of the Mississauga Official Plan planning area to include the Ninth Line lands has resulted in the identified Arterial Road classification limits to be expanded west from Ninth Line to Highway 407	That Table 8-1: Road Classification- Arterial be amended as follows:																				
<table><tr><th>Street</th><th>From</th><th>To</th><th>Jurisdiction</th><th>R-O-W</th></tr><tr><td>Britannia Rd. W.</td><td>Ninth Line <u>Highway 407</u></td><td>Erin Mill Pkwy.</td><td>Peel</td><td>36 m</td></tr><tr><td>Derry Rd. W.</td><td>Ninth Line <u>Highway 407</u></td><td>Danton Promenade</td><td>Peel</td><td>36 m</td></tr><tr><td>Eglinton Ave.</td><td>Ninth Line <u>Highway 407</u></td><td>Winston Churchill Blvd. W.</td><td>Mississauga</td><td>30 m</td></tr></table>			Street	From	To	Jurisdiction	R-O-W	Britannia Rd. W.	Ninth Line <u>Highway 407</u>	Erin Mill Pkwy.	Peel	36 m	Derry Rd. W.	Ninth Line <u>Highway 407</u>	Danton Promenade	Peel	36 m	Eglinton Ave.	Ninth Line <u>Highway 407</u>	Winston Churchill Blvd. W.	Mississauga	30 m
Street	From	To	Jurisdiction	R-O-W																		
Britannia Rd. W.	Ninth Line <u>Highway 407</u>	Erin Mill Pkwy.	Peel	36 m																		
Derry Rd. W.	Ninth Line <u>Highway 407</u>	Danton Promenade	Peel	36 m																		
Eglinton Ave.	Ninth Line <u>Highway 407</u>	Winston Churchill Blvd. W.	Mississauga	30 m																		

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as strikethroughs ; additions are <i>italicized and underlined</i> .		
Chapter 11: General Land Use Designations		
11.4 Special Study Area	This section recognizes Ninth Line Lands to be subject to the Town of Milton and Region of Halton Official Plans. This section will no longer be required.	That Section 11.4 be deleted in its entirety and that the following section headings be renumbered accordingly. 41.4 Special Study Area Lands west of Ninth Line will be subject to the Town of Milton and Region of Halton Official Plans in effect as of January 1, 2010, until such time as they are incorporated into this Plan.
Chapter 16: Neighbourhoods		
16.1 Introduction	This section and related Map 16-1: City Structure – Neighbourhoods identify 22 Neighbourhoods. The Ninth Line Character Area should be identified as an additional Neighbourhood.	That Section 16.1 Introduction, be amended as follows: There are 22 3 Neighbourhoods in Mississauga: Add <i><u>Ninth Line</u></i>
Map 16-1: City Structure - Neighbourhoods	As noted above, Map 16-1 should be amended to identify Ninth Line as an additional neighbourhood.	That Section 16.1 Introduction, Map 16-1: City Structure - Neighbourhoods be replaced with the following:

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
		<p>*Amendment Key: Deletions are shown as strikeouts; additions are <i><u>italicized and underlined</u></i>.</p>
		 <p>Map 16-1: City Structure - Neighbourhoods</p>
Map 16-4.1: Designated Greenfield Area	Map 16-4.1 has been updated to add the Ninth Line lands as Greenfield Area.	That Map 16-4.1: Designated Greenfield Area be replaced with the following:

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
		<p>*Amendment Key: Deletions are shown as strikeouts; additions are <u>italicized and underlined</u>.</p>
<p>16.20 Ninth Line</p>	<p>A detailed analysis and public and stakeholder consultation has been undertaken as the basis for the preparation of a plan for the Ninth Line Character Area. Area specific policies which reflect the results of this process should be</p>	 <p>That Section 16, Neighbourhoods, be amended to add a new Section 16.20 Ninth Line as set out in Appendix 3.</p>

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
<p>*Amendment Key: Deletions are shown as strikeouts; additions are <i>italicized and underlined</i>.</p>		
	incorporated into the Official Plan in a new section 16.24.	
Schedules		
Schedule 1 Urban System	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add:</p> <ul style="list-style-type: none"> • “Corridor” on arterial roads; • “Green System”; and • “Neighbourhood”. 	That Schedule 1 be amended as shown in Appendix 4, Map ‘A’.
Schedule 1a Urban System – Green System	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add “Green System”.</p>	That Schedule 1a be amended as shown in Appendix 4, Map ‘B’.
Schedule 1b Urban System – City Structure	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add “Neighbourhood”.</p>	That Schedule 1b be amended as shown in Appendix 4, Map ‘C’.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
<p>*Amendment Key: Deletions are shown as strikethroughs; additions are <i>italicized and underlined</i>.</p>		
Schedule 1c Urban System – Corridors	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add “Corridor” on arterial roads.</p>	That Schedule 1c be amended as shown in Appendix 4, Map ‘D’.
Schedule 2 Intensification Areas	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add Major Transit Station Area symbol with 500 m radius circle for the two proposed 407 Transitway stations.</p>	That Schedule 2 be amended as shown in Appendix 4, Map ‘E’.
Schedule 3 Natural System	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add:</p> <ul style="list-style-type: none"> • “Significant Natural Areas and Natural Green Spaces”; and • “Natural Hazards”. 	That Schedule 3 be amended as shown in Appendix 4, Map ‘F’.

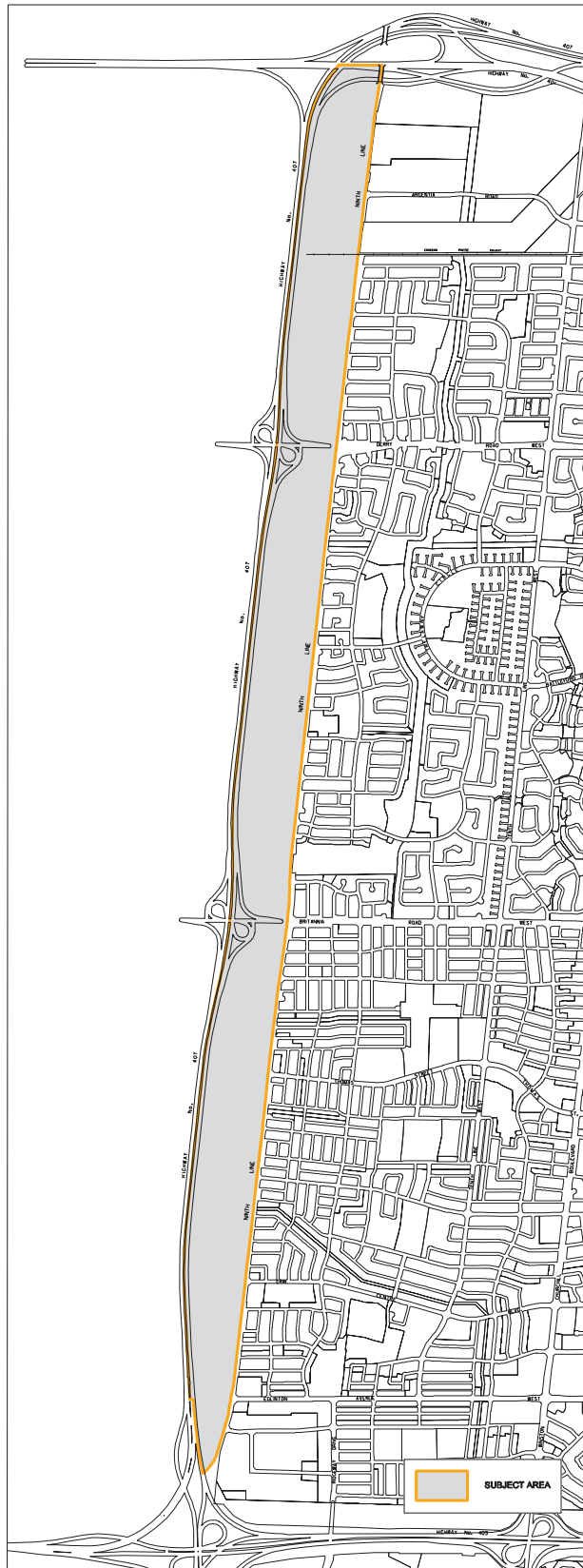
POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
<p>*Amendment Key: Deletions are shown as strikeouts; additions are <i>italicized and underlined</i>.</p>		
Schedule 4 Parks and Open Spaces	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add:</p> <ul style="list-style-type: none"> • “Public and Private Open Spaces”; • “Parkway Belt West designation”; and • “Utilities”. 	That Schedule 4 be amended as shown in Appendix 4, Map ‘G’.
Schedule 5 Long Term Road Network	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add:</p> <ul style="list-style-type: none"> • Derry, Britannia and Eglinton west from Ninth Line to Highway 407; and • Argentia as a future road link west from Ninth Line to Highway 407, 	That Schedule 5 be amended as shown in Appendix 4, Map ‘H’.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
<p>*Amendment Key: Deletions are shown as strikethroughs; additions are <i>italicized and underlined</i>.</p>		
Schedule 6 Long Term Transit Network	<p>Removal of the “Special Study Area” title and identification and Potential 407 Transitway and northern two Potential 407 Transitway Stations symbols.</p> <ul style="list-style-type: none"> • Add a revised Potential 407 Transitway configuration. • Move symbol for Derry Road 407 Transitway Station to the north. 	That Schedule 6 be amended as shown in Appendix 4, Map ‘I’.
Schedule 7 Long Term Cycling Route	Removal of the “Special Study Area” title and identification.	That Schedule 7 be amended as shown in Appendix 4, Map ‘J’.
Schedule 8 Designated Right-of-Way Widths	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add Argentia, Derry, Britannia and Eglinton west from Ninth Line to Highway 407.</p>	That Schedule 8 be amended as shown in Appendix 4, Map ‘K’.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as strikeouts ; additions are <i>italicized and underlined</i> .		
Schedule 9 Character Areas	Removal of the “Special Study Area” title and designation Add Neighbourhood, Character Area boundary and title “Ninth Line NHD”.	That Schedule 9 be amended as shown in Appendix 4, Map ‘L’.
Schedule 10 Land Use Designations	Removal of the “Special Study Area” title and identification. Add land use designations.	That Schedule 10 be amended as shown in Appendix 4, Maps ‘M1 – M3’.

K:\PLAN\POLICY\GROUP\2017 Character Areas\Shaping Ninth Line\Corporate Reports\APPENDIX 2- Modification Table for MOP - Ninth Line MOP _Nov 20, 2017.docx

16.20 Ninth Line



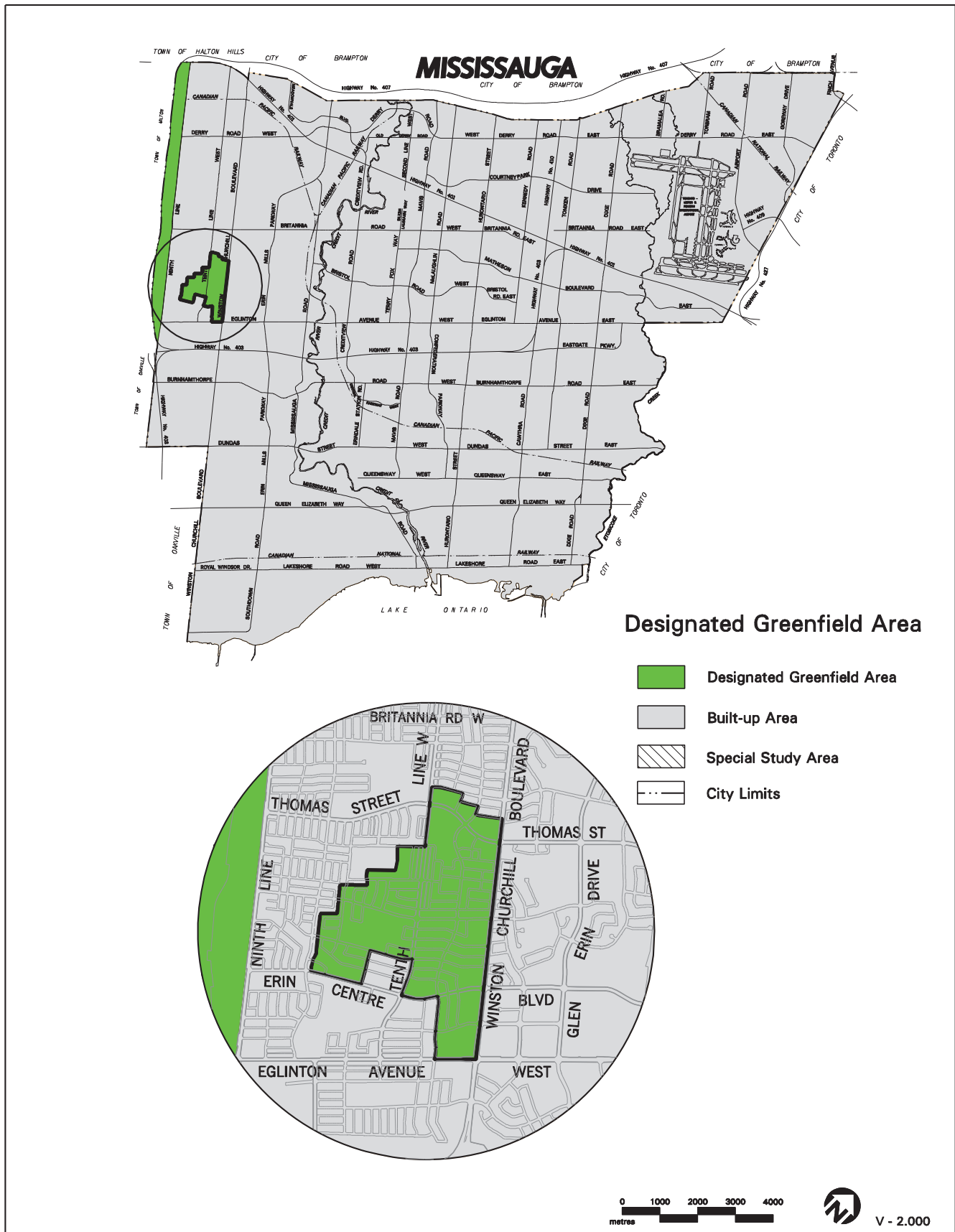
Map 16-20: Ninth Line Neighbourhood Character Area

16.20.1 Designated Greenfield Area

The Ninth Line Neighbourhood Character Area is identified on Map 16-20.1 as a “Designated Greenfield Area” pursuant to the Growth Plan for the Greater Golden Horseshoe.

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, excluding permitted take-outs.

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.



Map 16-20.1: Designated Greenfield Area

16.20.2 Urban Design Policies

16.20.2.1 Vision

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

16.20.2.2 Community Design

The Community Design policies must be read in conjunction with the *Shaping Ninth Line Urban Design Guidelines, 2017*.

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, "Making Room for the Middle";
- b. provide a diversity of employment opportunities to meet current and future needs;
- c. provide a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors;
- d. recognize the significance of cultural heritage sites and landscapes including the natural heritage system;
- e. support transit, and active transportation as key components of the transportation network;
- f. complement existing and future transportation facilities including taller, more compact, mixed use buildings at the 407 Transitway stations;

- g. demonstrate distinct and appropriate design of all buildings, streets and open spaces; and
- h. 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. provision of safe pedestrian crossings of Ninth Line;
- c. recognizes gateways at key access points;
- d. pedestrian supportive streets; and
- e. integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other major roads.

16.20.2.2.3 Parks, Open Spaces and Natural Heritage

Planning in the area will be based on a series of parks, open spaces and a natural heritage system that:

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

16.20.2.3 Connectivity/Interface

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

16.20.2.3.2 Trails and sidewalks should link Transitway stations, community facilities, parks and commercial and employment areas.

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

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

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

16.20.2.4 Greenlands

16.20.2.4.1 Greenlands, both existing and restored, will be planned to protect and enhance the natural environment and establish a well-connected and sustainable natural heritage system.

16.20.2.5 Public Open Space

16.20.2.5.1 Public Open Space should be located adjacent to Ninth Line and/or on lands designated Greenlands. Access for residents within the area and for residents east of Ninth Line will be maximized.

16.20.2.5.2 Public open spaces should include facilities for active and passive recreation.

16.20.2.6 Parkway Belt West

16.20.2.6.1 A significant portion of land in the Ninth Line area is designated Parkway Belt as per provisions of the Parkway Belt West Plan (1977). Once the final alignment of the 407 Transitway is determined, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. At that time, the City will seek to redesignate the lands in accordance with the underlying land use designation on Schedule 10: land Use Designations.

16.20.3 Precincts

The Ninth Line Neighbourhood Character Area is subdivided into precincts in order to reflect differences in their planned function and character. The precincts include: a North Employment area, the Derry/407 Transitway Station area; the North Britannia/Flood Protection Land Form area; the Britannia 407 Transitway Station area; the Community Park area; and a South Employment area. The precincts are shown on Map 16-20.2, Ninth Line Neighbourhood Character Area Precincts.

16.20.3.1 North Employment Area (Precinct 1)

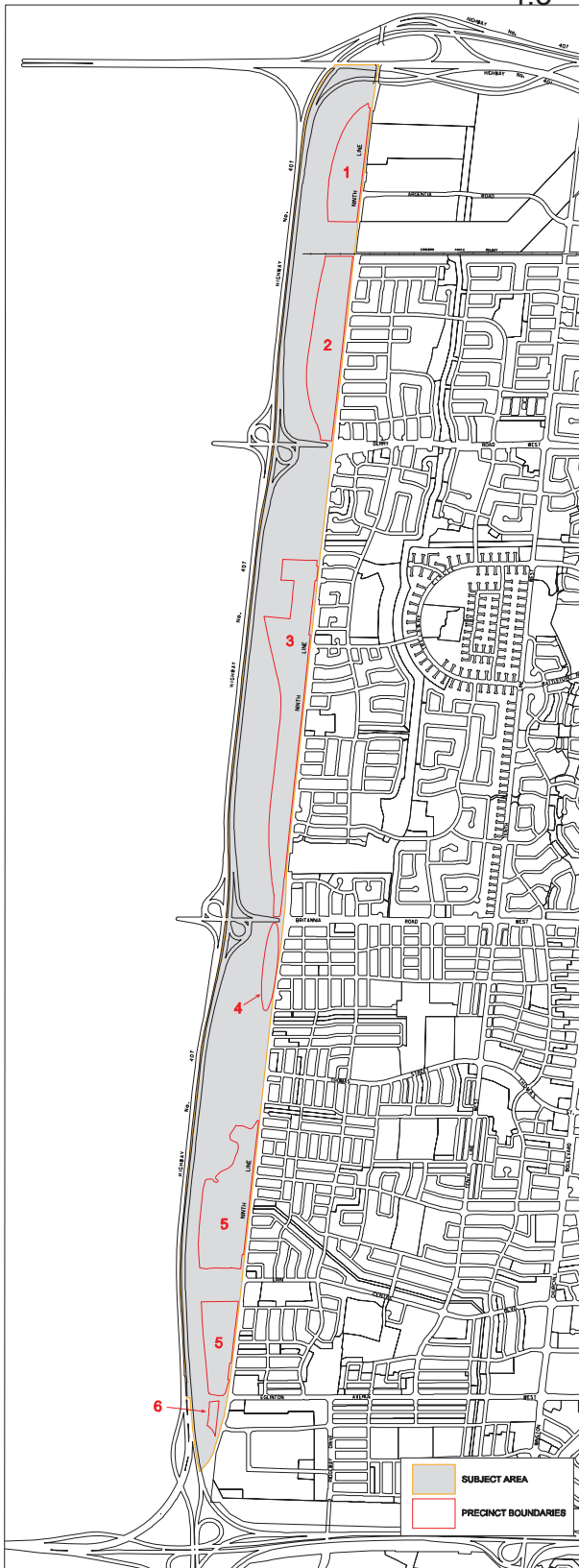
16.20.3.1.1 This area will form an extension of the employment area east of Ninth Line, north of the CP railway. Lands in this precinct will be connected to the adjacent precinct to the south and lands to the east through the open space network.

16.20.3.1.2 Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong streetscape and public realm. Parking should be located at the rear of the property.

16.20.3.2 Derry 407 Transitway Station Area (Precinct 2)

16.20.3.2.1 Development in this area will be focused around the Derry 407 Transitway Station to create a vibrant, active node, comprised of mixed-use transit supportive development with seamless multi-modal connections.

16.20.3.2.2 Lands designated Mixed Use will permit heights ranging from 4 to 10 storeys.



16-20.2: Ninth Line Neighbourhood Character Area Precincts.

16.20.3.2.3 Sites immediately adjacent to the Transitway Station will be designed to accommodate

retail/commercial uses at grade to enable a vibrant and active public realm.

16.20.3.2.3 Lands designated Residential Medium Density will permit heights ranging from 4 to 10 storeys. Some grade related residential development such as townhouses with a minimum height of three storeys may be permitted interior to the precinct.

16.20.3.2.4 This area will accommodate the greatest heights and densities for the entire Character Area with an ultimate density of 160 people and jobs combined per hectare.

16.20.3.2.5 Parking for the Transitway Station will be encouraged to be located in structures or underground. However, if significant surface parking is proposed as an initial phase of development by a public agency, a design which allows for intensification of the site over time will be required.

16.20.3.3 North Britannia/Flood Protection Land Form Area (Precinct 3)

16.20.3.3.1 This precinct includes a large flood protection area including hazard lands and open spaces. This area will serve as a natural flood protection feature. The implementation of this feature will enable residential development adjacent Ninth Line. The ultimate configuration of this area will be subject to approval by the appropriate Conservation Authority.

16.20.3.3.2 Residential development will include a mix of housing forms such as townhouses and mid-rise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.3: 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 homes abutting Ninth Line between Doug Leavens Boulevard and Beacham Street. The overall density target for the entire Character Area must be maintained.

16.20.3.4 Britannia 407 Transitway Station Area (Precinct 4)

16.20.3.4.1 This area immediately surrounds the Britannia 407 Transitway station. Development will be transit supportive with a range of building heights from 4 to 10 storeys. Sites immediately adjacent to the Transitway Station will incorporate retail/commercial uses at grade to enable a vibrant and active public realm. Buildings will be designed to accommodate retail/commercial uses at grade.

16.20.3.4.2 Parking for the Transitway Station will be encouraged to be located in structures or underground.

16.20.3.5 Community Park/Residential Area (Precinct 5)

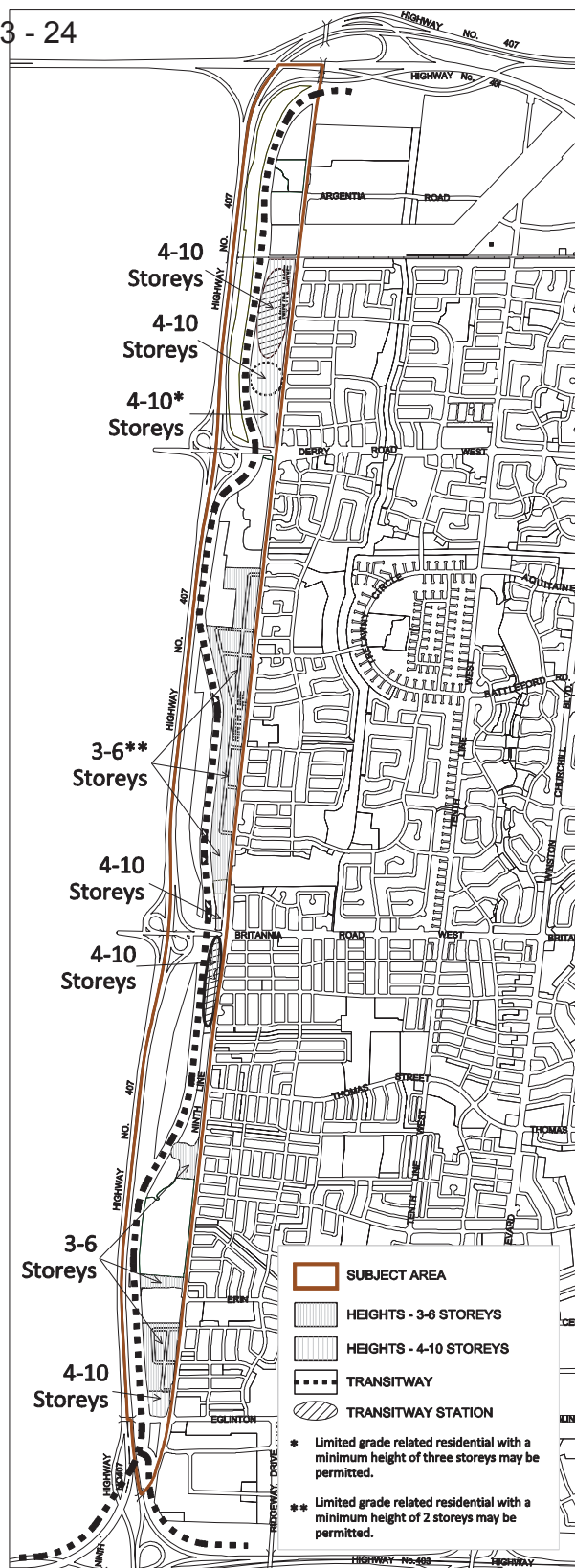
16.20.3.5.1 The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities.

16.20.3.5.2 Development in the northwest quadrant of Eglinton Avenue West and Ninth Line will have a mix of housing forms such as townhouses and mid-rise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.3: Ninth Line Neighbourhood Character Area Height Limits.

16.20.3.6 South Employment Area (Precinct 6)

16.20.3.6.1 The South Employment area is an entry point to the City and the Ninth Line Neighbourhood Character Area.

16.20.3.6.2 Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong streetscape and public realm. Parking should be located at the rear of the property.



16.20-3: Ninth Line Neighbourhood Character Area Height Limits

16.20.4 Land Use

16.20.4.1 Notwithstanding the Business Employment policies of this Plan, outdoor storage

will not be permitted on lands adjacent to Provincial Highway 407.

16.20.4.1 Residential-Medium Density

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

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

16.20.5 Transportation

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

16.20.5.2 Mississauga will work with partners from other levels of government, including Metrolinx and the private sector, to explore sustainable transportation solutions.

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

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

16.20.5.5 The City will encourage the Province and other public agencies to consider strategic parking management techniques at the Transitway stations. Parking should be optimized through the use various transportation demand management tools.

16.20.5.6 Improvements to Ninth Line should incorporate a high level of design to accommodate transit, pedestrians, and cyclists.

16.20.5.7 Local roads will be designed to serve all modes of transportation including pedestrians and cyclists and provide access to transit.

16.20.6 Physical Services, Stormwater Management and Utilities

16.20.6.1 All development within the Ninth Line Neighbourhood Character Area will be subject to the Ninth Line Lands Scoped Sub-watershed Plan and the development of lands south of the woodlot (near

Erin Centre Boulevard) will also be in accordance with the Sawmill Creek Sub-watershed Plan.

16.20.7 Implementation

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.

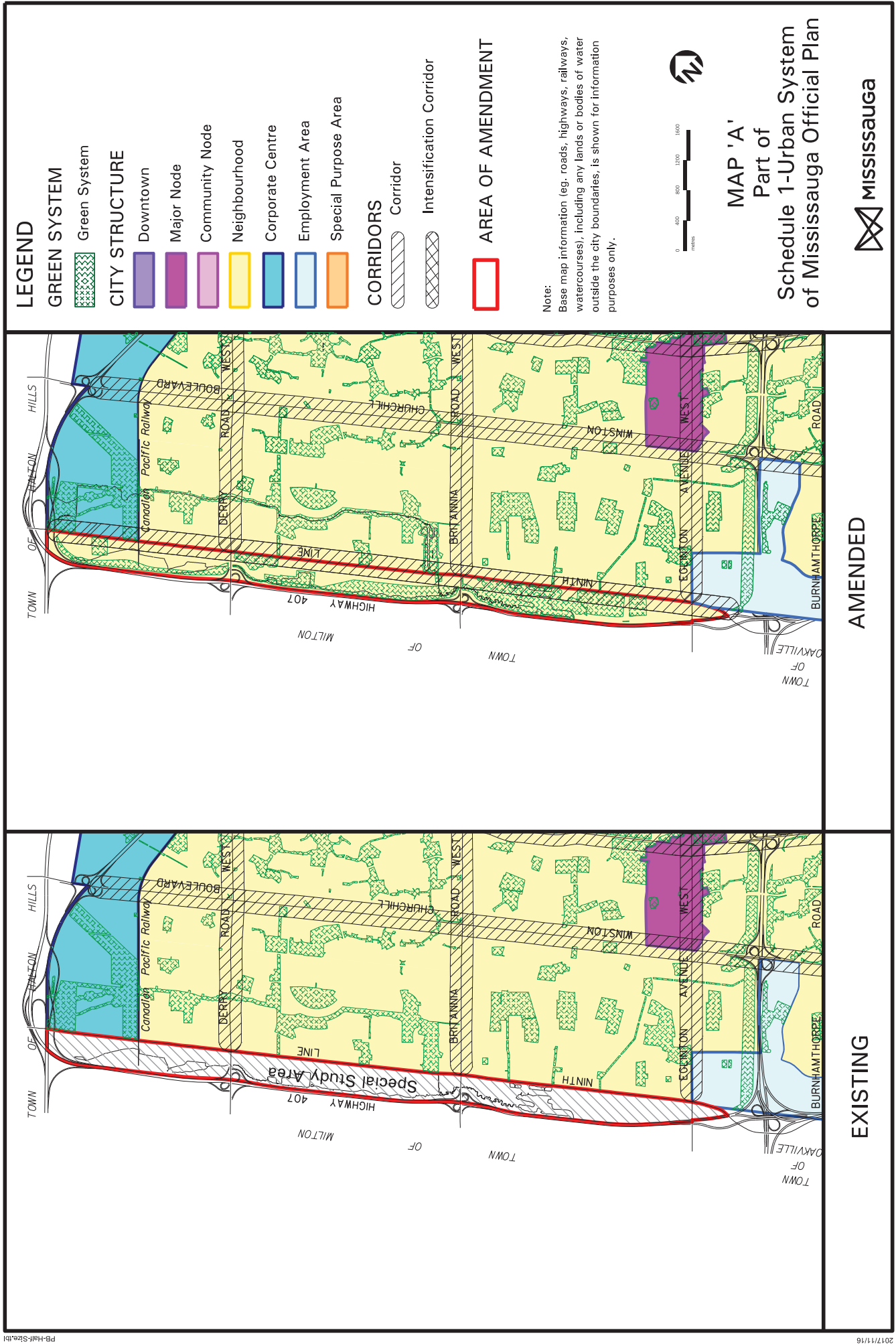
16.20.7.2 Development is to be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner.

16.20.7.3 In the event that there are multiple land landowners, to ensure the appropriate and orderly development of the site and to ensure that the 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 and 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 ending agreement, the City may utilize area specific development charge by-laws enacted pursuant to the Development Charges Act, 1998, as amended.

16.20.6.3 In exchange for increased height and/or density permissions a community benefits contribution pursuant to Section 37 of the Planning Act will be required. The base value from which increased height and/or density will be calculated will reflect zoning by-law permissions in effect land use permissions as of January 1, 2018.

K:\PLAN\POLICY\GROUP\2017 Character Areas\Shaping Ninth
Line\Corporate Reports\APPENDIX 3- Proposed Ninth Line
Neighbourhood Character Area Policies_ Nov 17, 2017.docX





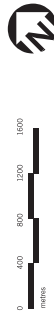
LEGEND:

 AREA OF AMENDMENT

Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

DRAFT



MAP 'B'

Part of Schedule 1a
Urban System - Green System
of Mississauga Official Plan

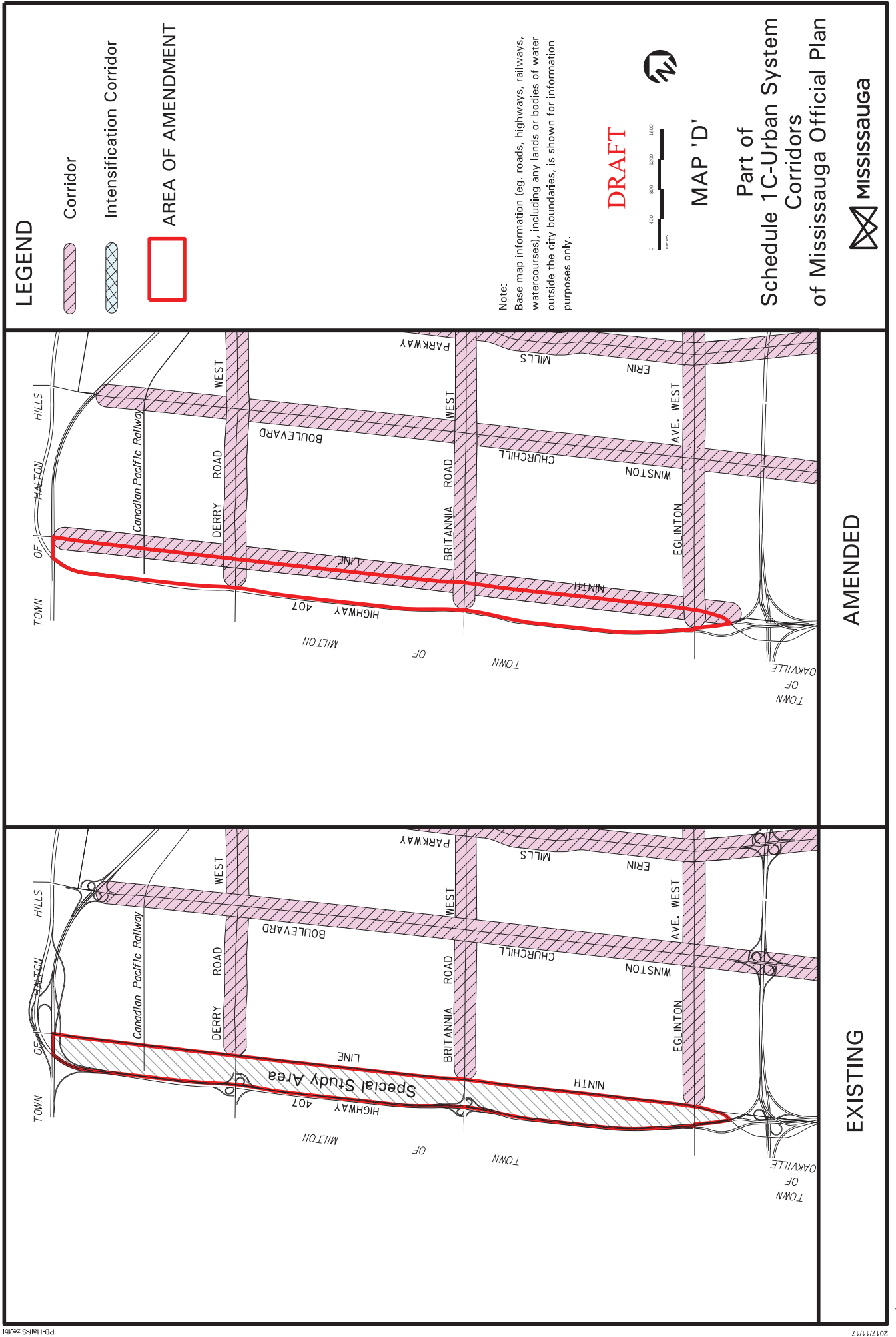
AMENDED

EXISTING

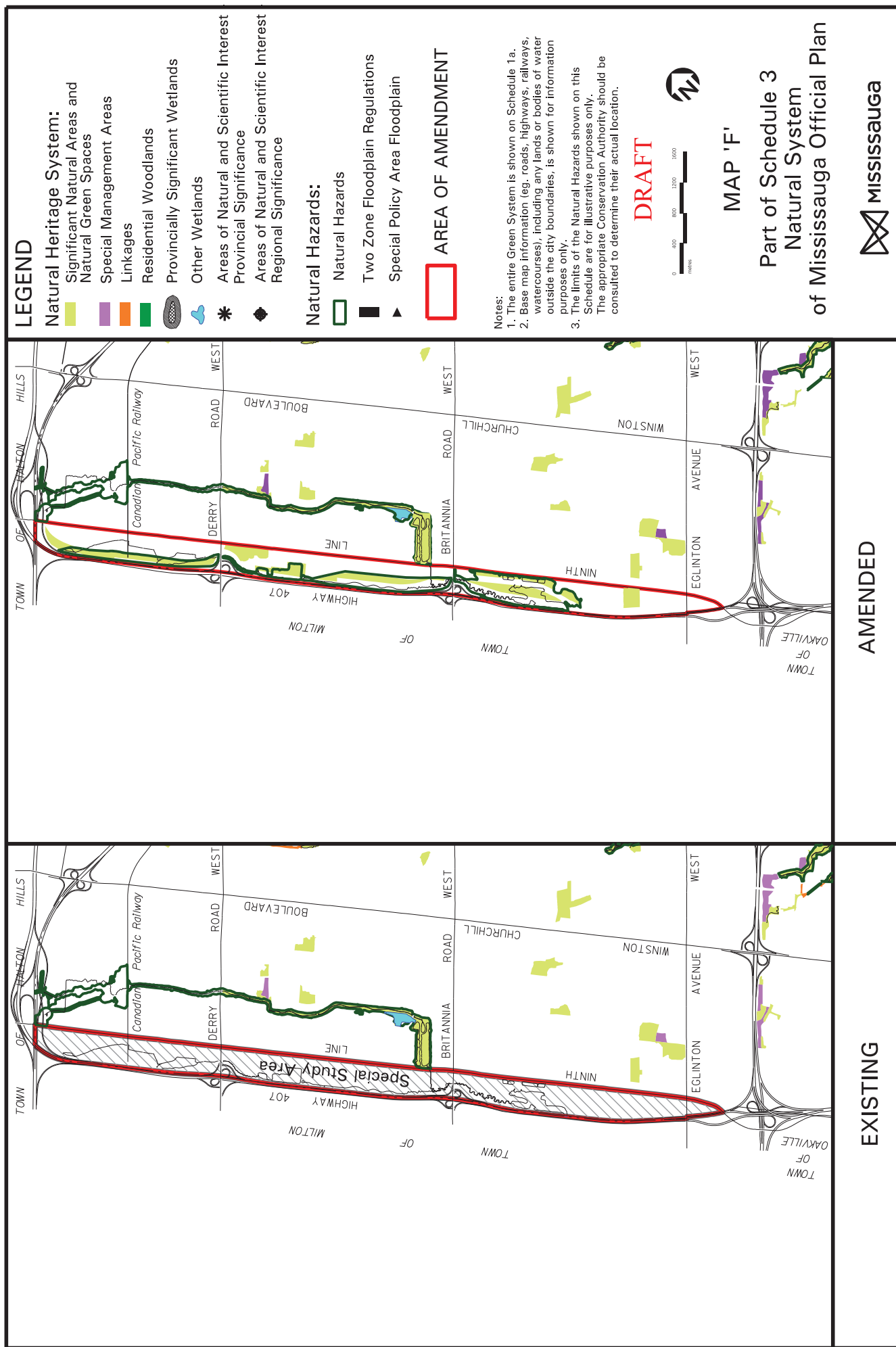


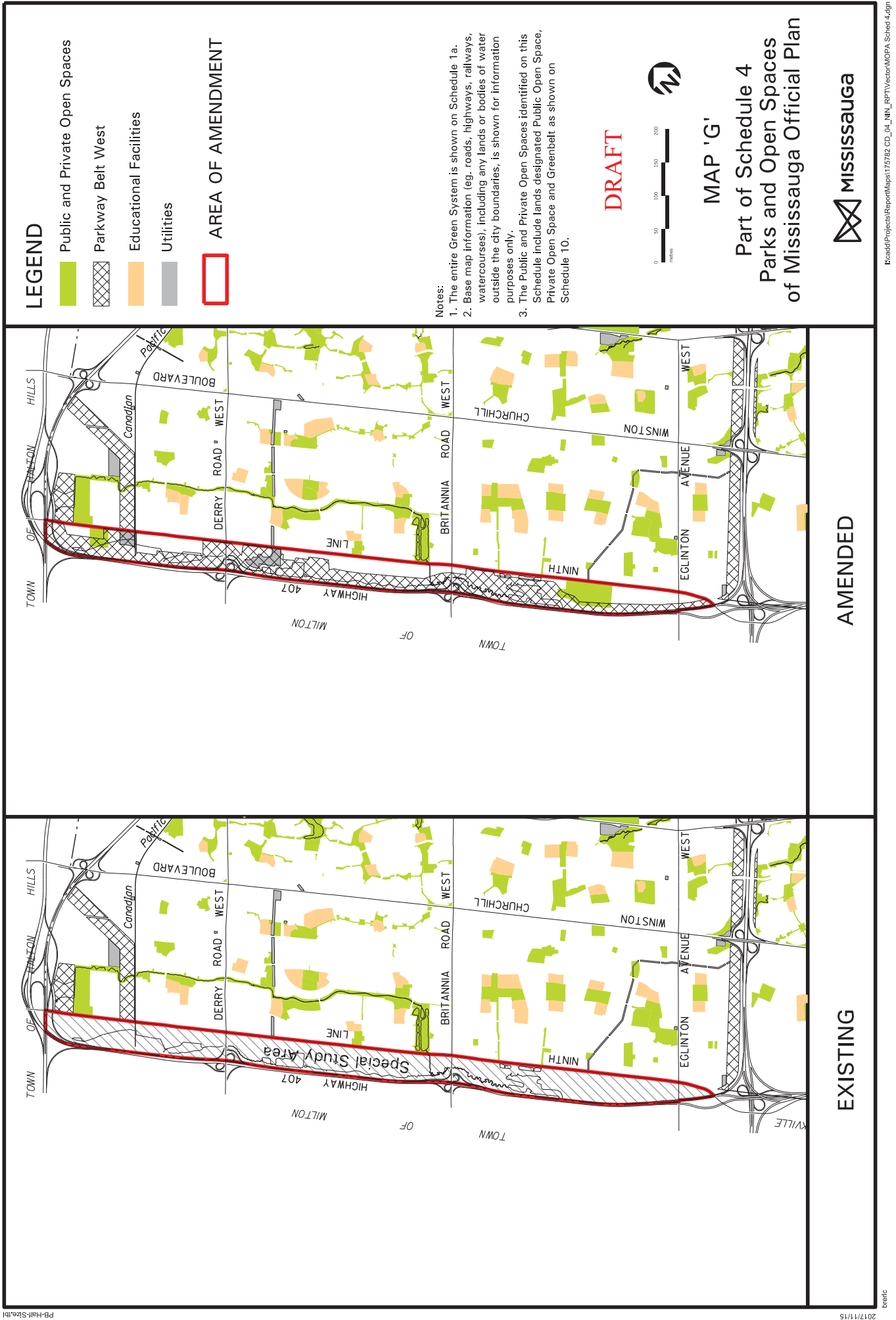
PB-Half-Size.tbl

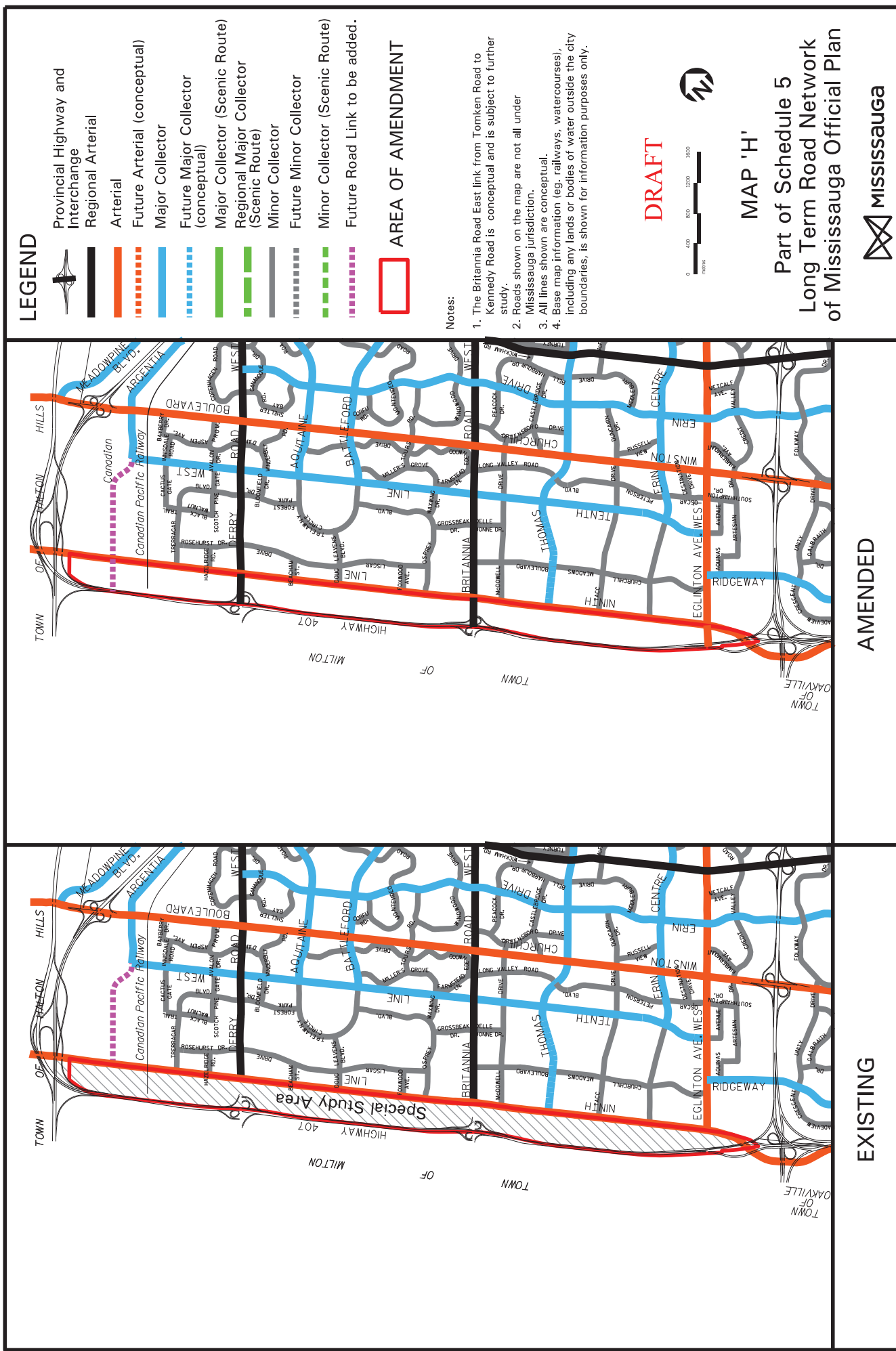


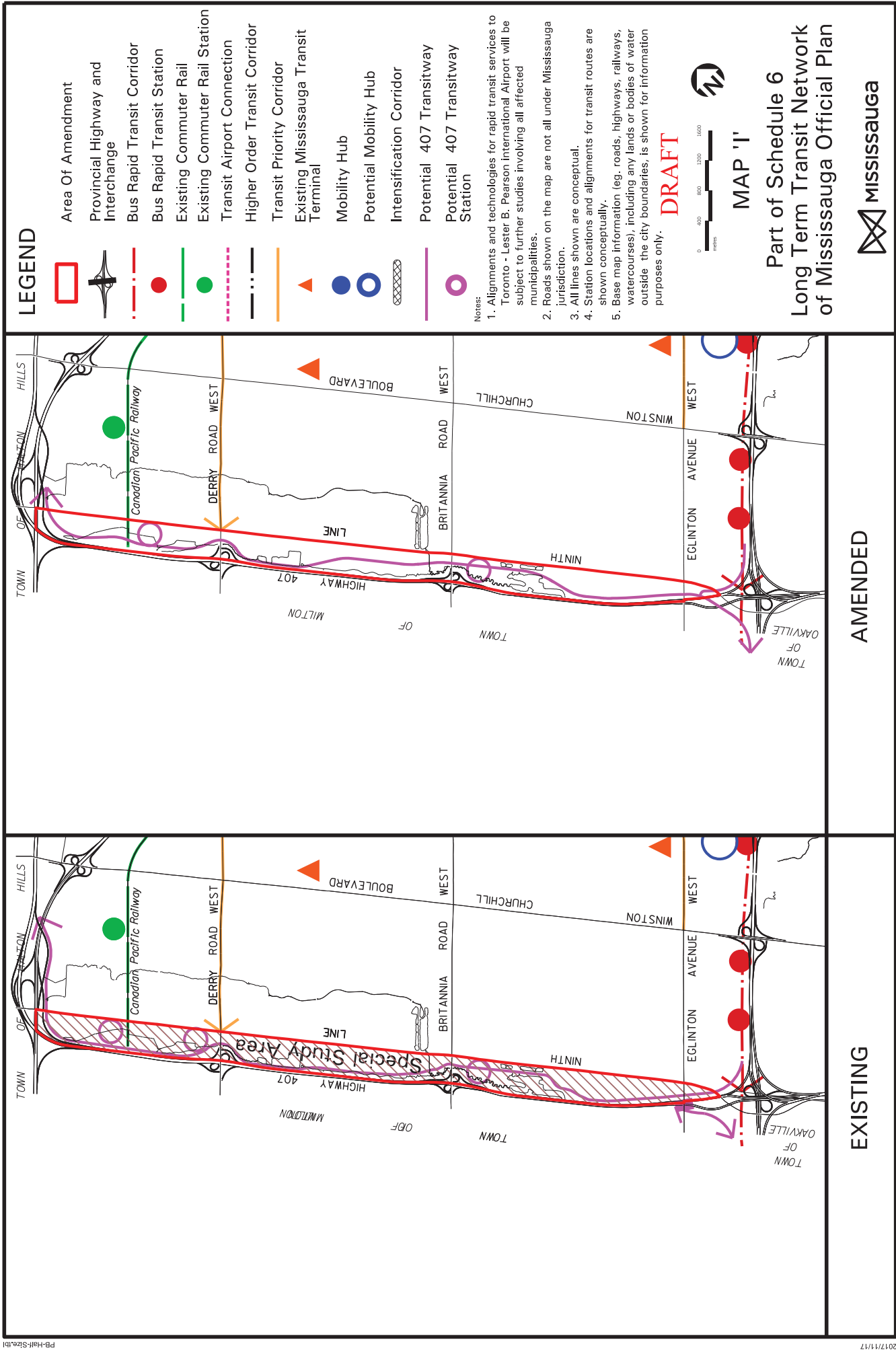




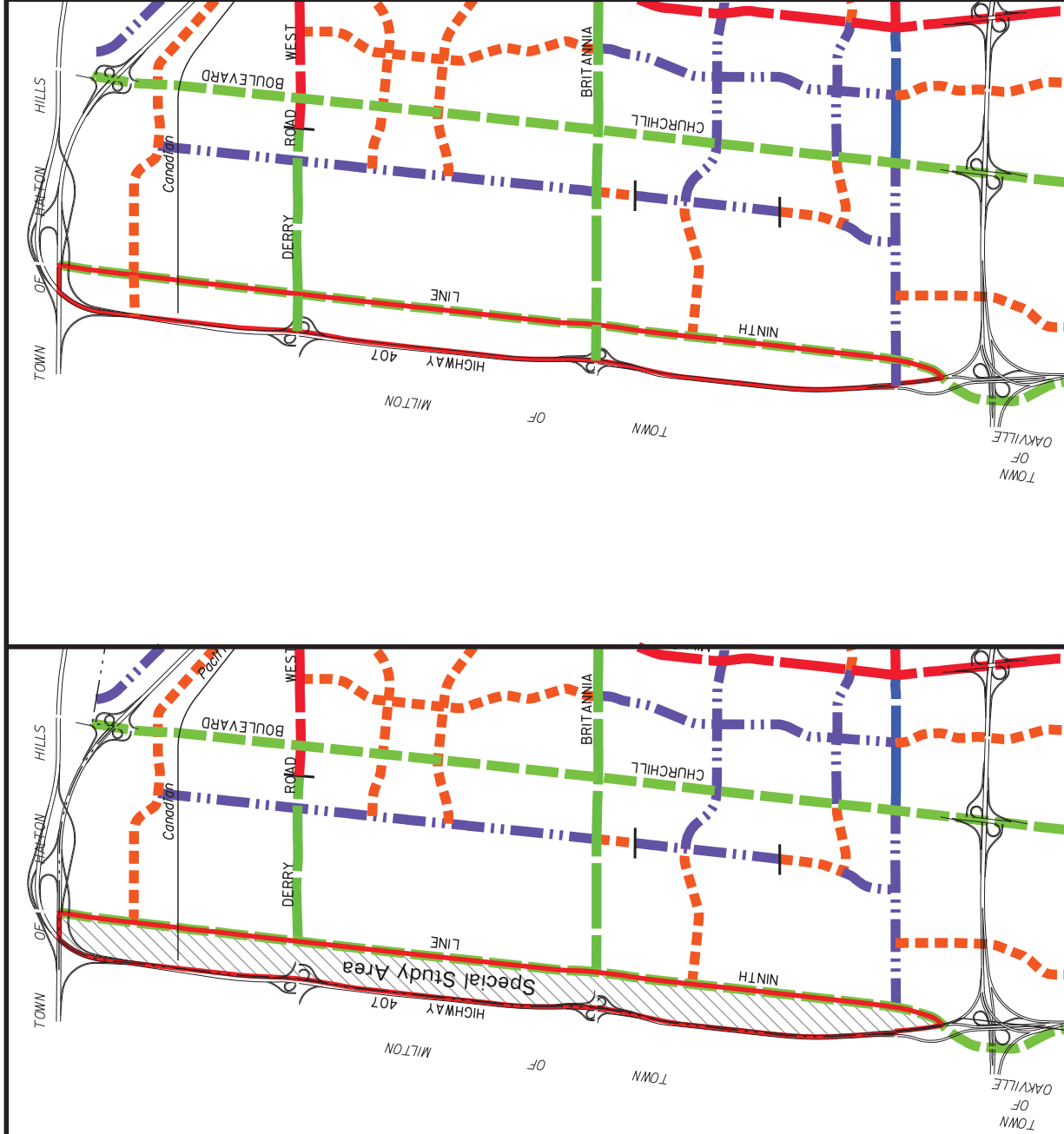








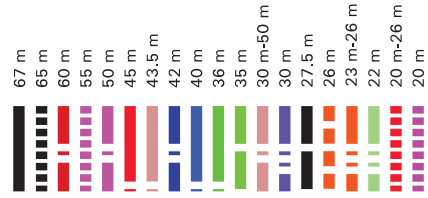




EXISTING

AMENDED

LEGEND



NOTES:

1. These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for future development.
2. These right-of-way widths are intended to accommodate the Higher Order Transit Corridors, Bus Rapid Transit facility and Bus Rapid Transit stations shown schematically on Schedule 6, as well as transit stations along Higher Order Transit Corridors, automobile, truck and other vehicular movements. Where as a result of further studies the land areas required to accommodate these rights-of-way are deemed to be insufficient, the City may acquire additional rights-of-way in excess of the right-of-way widths shown on this Schedule 6.
3. While it is intended that this Schedule provide a basis for retaining or acquiring rights-of-way for current or possible future transportation purposes, it is not intended that all designated rights-of-way will necessarily be used for transportation purposes.
4. "Designated Right-of-Way Widths" of Regional Roads as shown in the Region of Peel Official Plan.
5. "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.
6. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information only and is not intended to be used for transportation purposes.
7. The right-of-way for Minor Collector Roads are identified in Table 8-3.
8. The Eglinton Avenue right-of-way east of Eglinton Creek consists of a 36m road right-of-way (Toronto) and a 14m right-of-way for the Bus Rapid Transit.
9. All lines shown are conceptual.

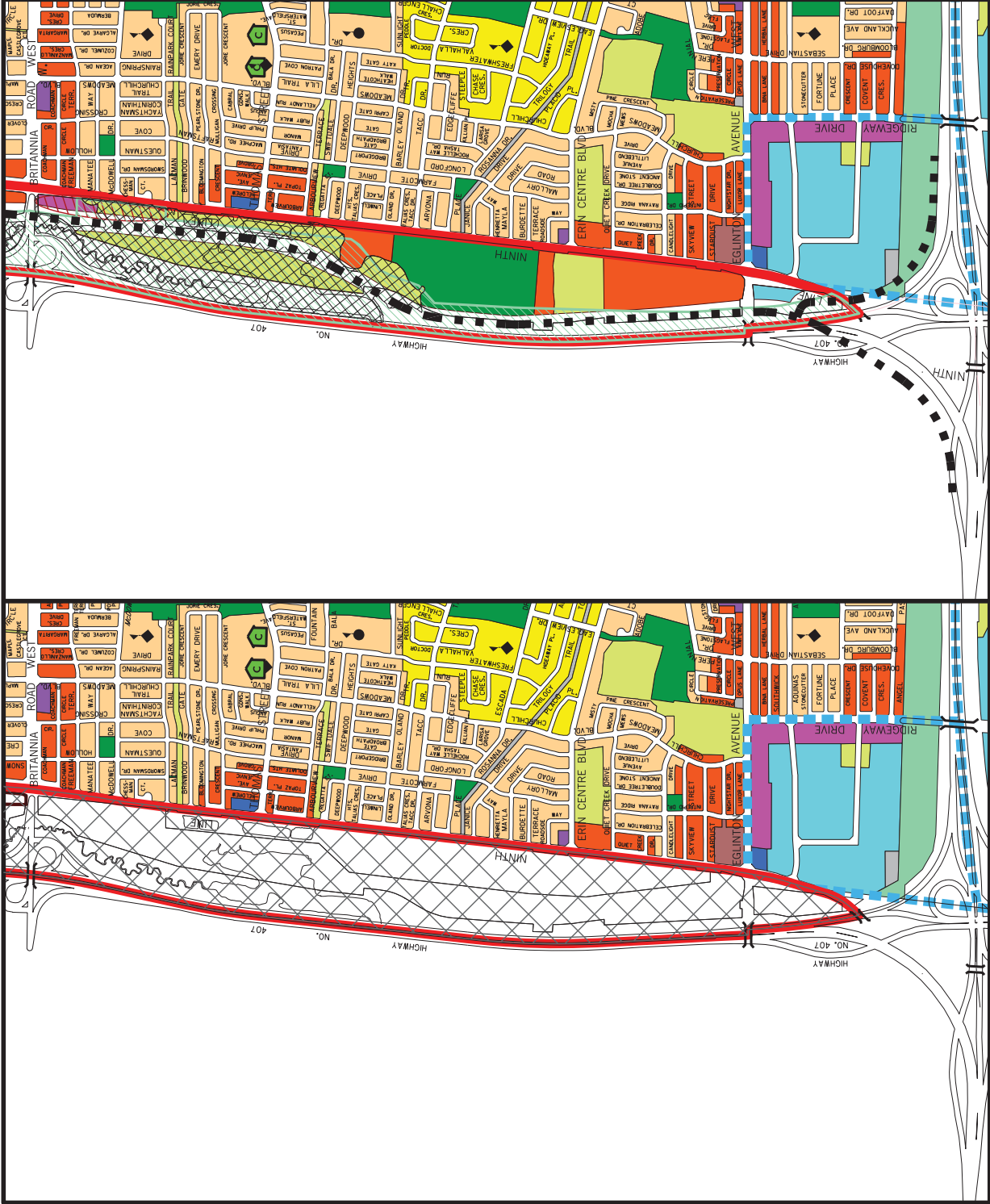
DRAFT



MAP 'K'

Part of Schedule 8
Designated Right-Of-Way Widths
of Mississauga Official Plan





EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility
- Special Waterfront
- Partial Approval Area

BASE MAP INFORMATION

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

City Structure

- Corporate Centre
- Employment Area
- Community Node
- Special Purpose Area
- Neighbourhood

Area of Amendment

- AREA OF AMENDMENT

FROM:

TO:

- SPECIAL POLICY AREA
- RESIDENTIAL MEDIUM DENSITY
- MIXED USE
- BUSINESS EMPLOYMENT
- TRANSITWAY ROUTE
- TRANSITWAY STATION
- PUBLIC OPEN SPACE
- GREENLANDS
- PARKWAY BELT WEST
- UTILITY
- NATURAL HAZARDS

DRAFT

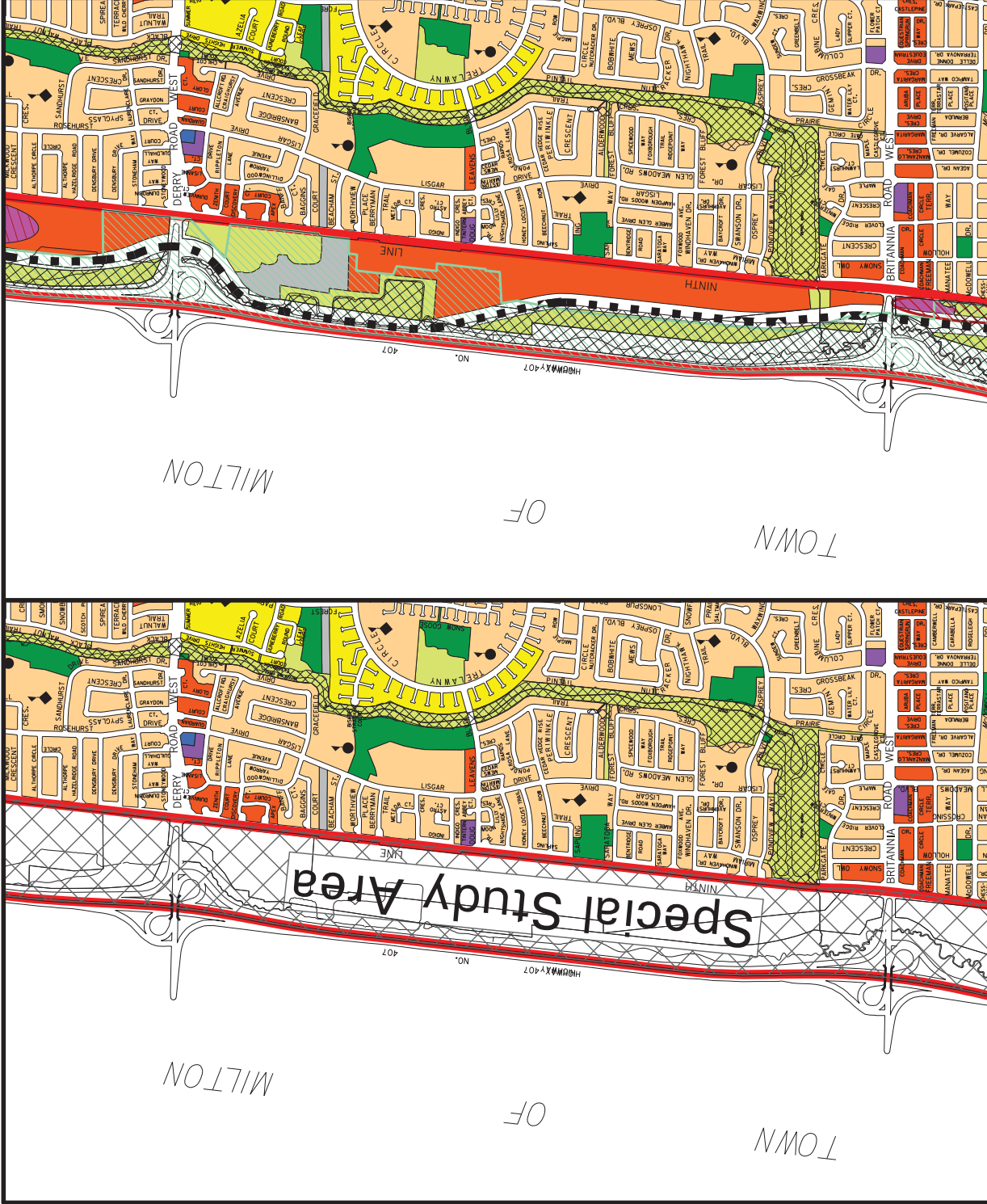


MAP 'M-1'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan



MISSISSAUGA



LAND USE DESIGNATIONS

Residential Low Density I	Residential Low Density II	Residential Medium Density	Residential High Density	Mixed Use	Convenience Commercial	Motor Vehicle Commercial	Office	Business Employment	Industrial				
Residential Low Density I	Residential Low Density II	Residential Medium Density	Residential High Density	Mixed Use	Convenience Commercial	Motor Vehicle Commercial	Office	Business Employment	Industrial				
Public Open Space	Private Open Space	Greenlands	Parkway Belt West	Utility	Special Waterfront	Partial Approval Area	Heritage Conservation District	1996 NEP/2000 NEF	Composite Noise Contours	LBPIA Operating Area Boundary	See Aircraft Noise Policies	Area Exempt from LBPIA Operating Area	Natural Hazards
City Structure	Downtown	Major Node	Community Node	Neighbourhood	Corporate Centre	Employment Area	Special Purpose Area	Public School	Catholic School	Hospital	Community Facilities		

BASE MAP INFORMATION

Heritage Conservation District	City Centre (City Hall)	City Centre Transit Terminal	GO Rail Transit Station	Public School	Catholic School	Hospital	Community Facilities
--------------------------------	-------------------------	------------------------------	-------------------------	---------------	-----------------	----------	----------------------

Area of Amendment

AREA OF AMENDMENT	SPECIAL POLICY AREA	RESIDENTIAL MEDIUM DENSITY	MIXED USE	BUSINESS EMPLOYMENT	TRANSITWAY ROUTE	TRANSITWAY STATION	PUBLIC OPEN SPACE	GREENLANDS	PARKWAY BELT WEST	UTILITY	NATURAL HAZARDS
-------------------	---------------------	----------------------------	-----------	---------------------	------------------	--------------------	-------------------	------------	-------------------	---------	-----------------

DRAFT

0 100 200 300 400 500 metres

MAP 'M-2'

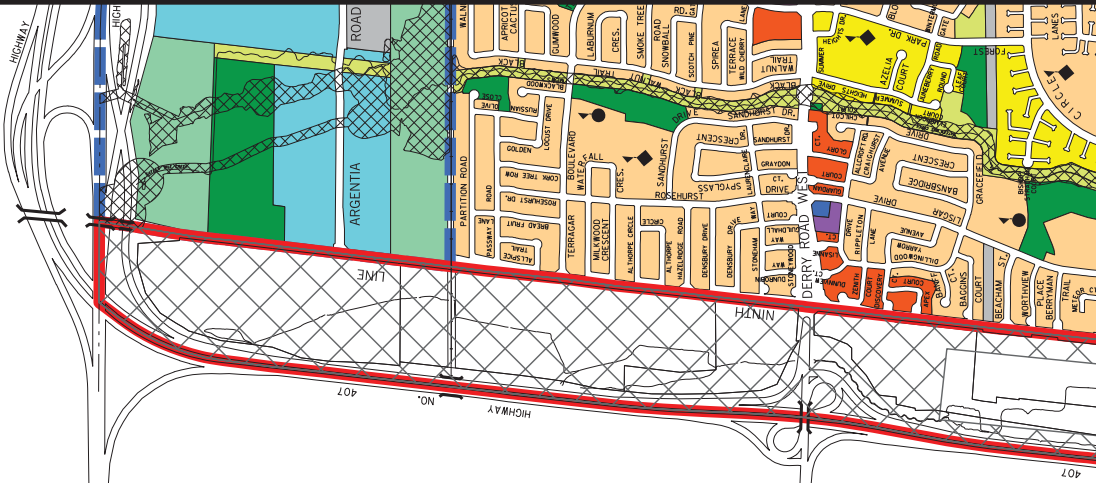
Part of Schedule 10

Land Use Designations

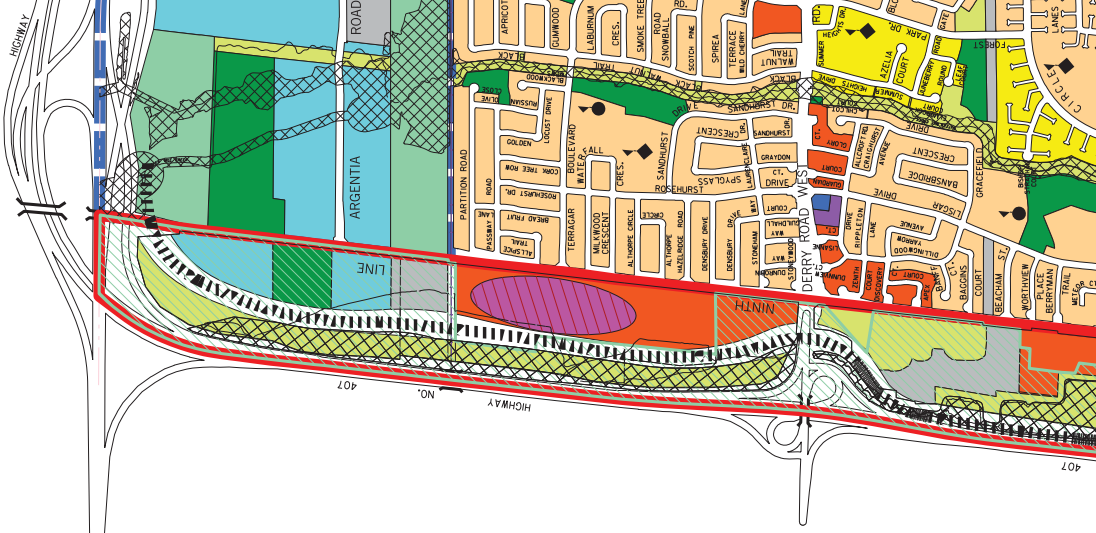
of Mississauga Official Plan

TOWN OF HALTON HILLS

TOWN OF HALTON HILLS



EXISTING LAND USE DESIGNATION



AMENDED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Special Waterfront
- Partial Approval Area
- Heritage Conservation District
- 1996 NEP/2000 NEF
- Composite Noise Contours
- LBPIA Operating Area Boundary
- See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- City Structure
- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area
- Civic Centre (City Hall)
- City Centre Transit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

BASE MAP INFORMATION

- Area of Amendment
- FROM: SPECIAL POLICY AREA
- TO: RESIDENTIAL MEDIUM DENSITY
- MIXED USE
- BUSINESS EMPLOYMENT
- TRANSITWAY ROUTE
- TRANSITWAY STATION
- PUBLIC OPEN SPACE
- GREENLANDS
- PARKWAY BELT WEST
- UTILITY
- NATURAL HAZARDS

DRAFT



MAP 'M-3'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan



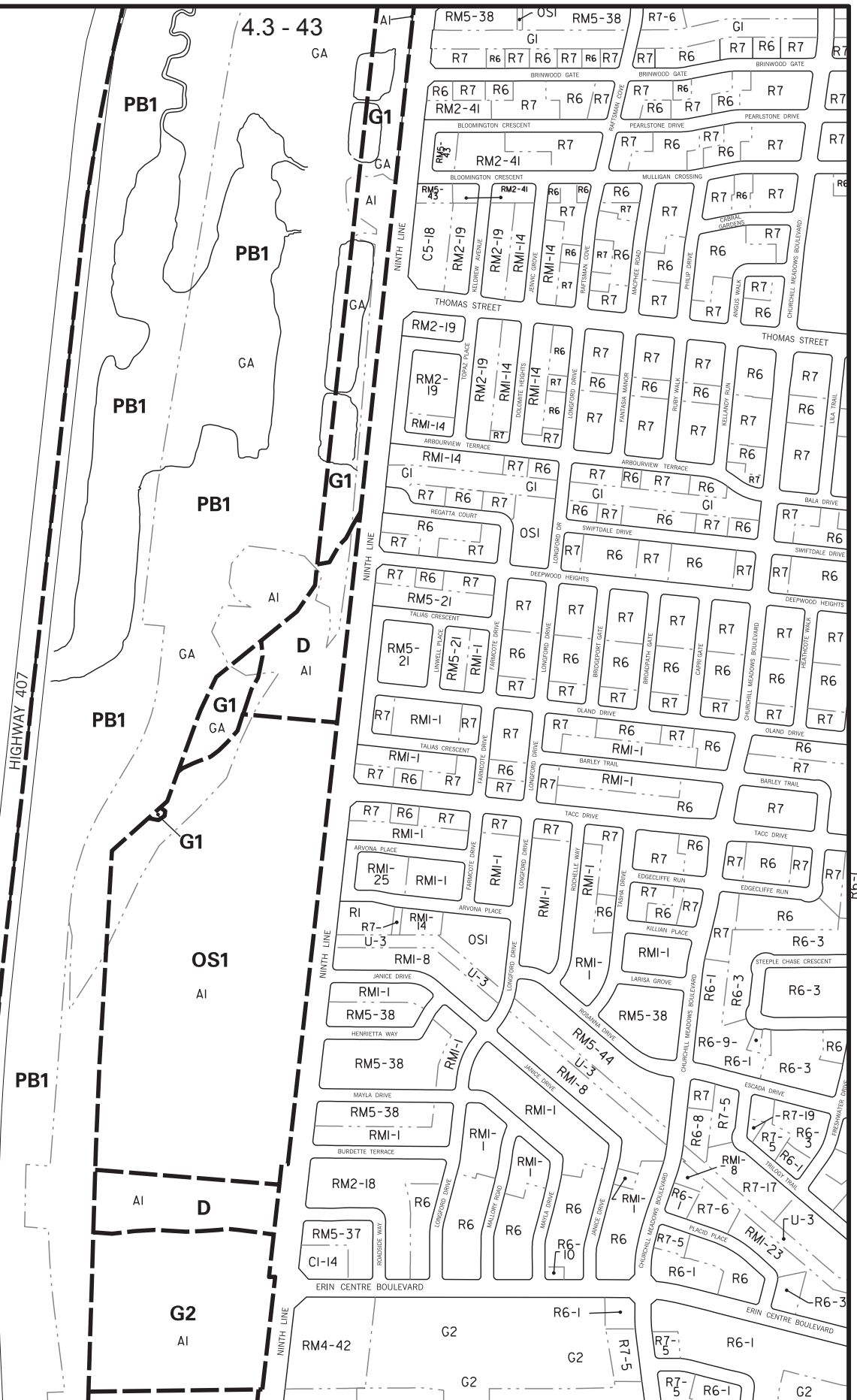
MISSISSAUGA



DRAFT



Produced by
EMM © 2011



PROPOSED ZONING ALONG NINTH LINE LANDS

0 25 50 75 100
meters

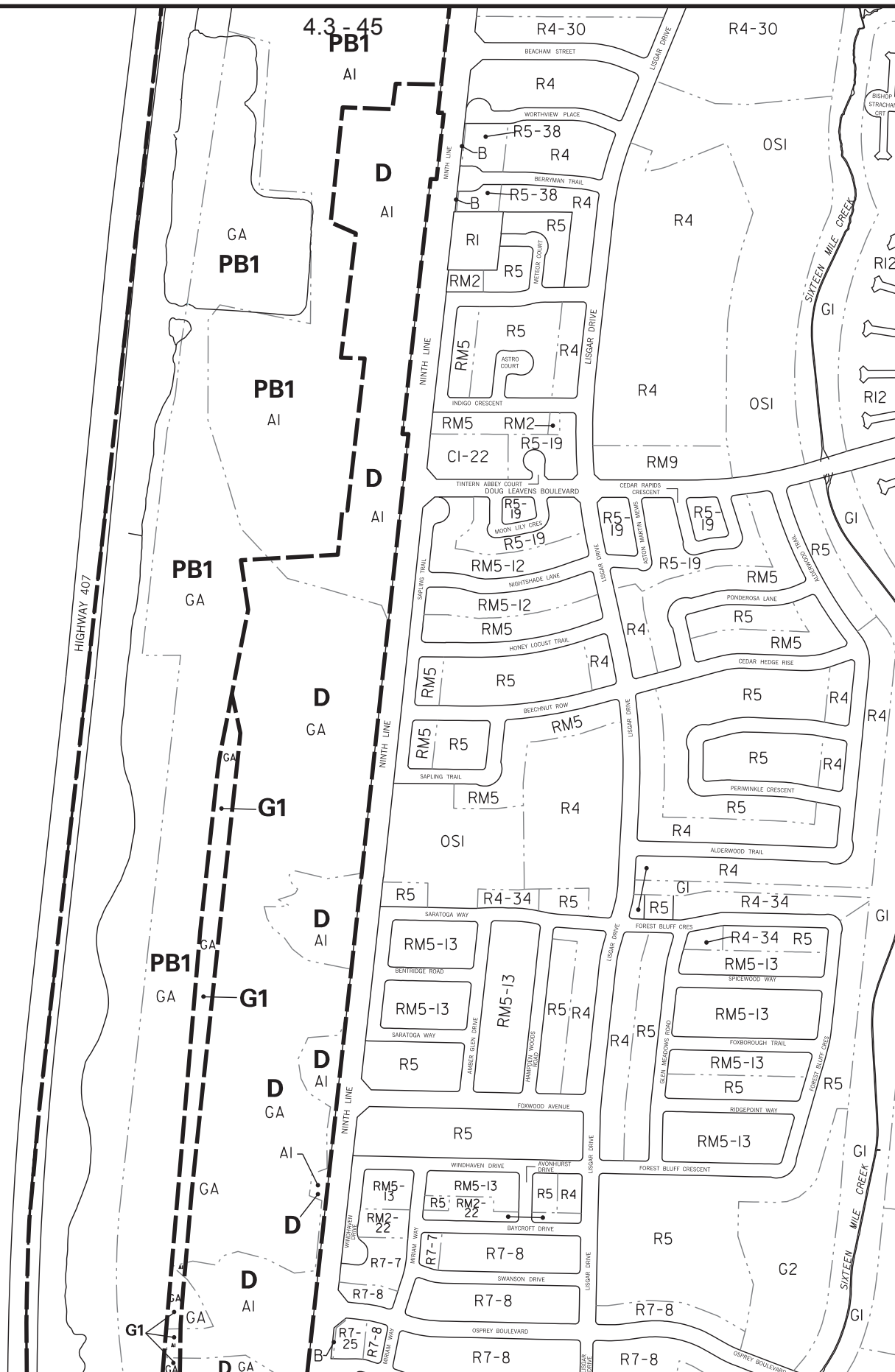
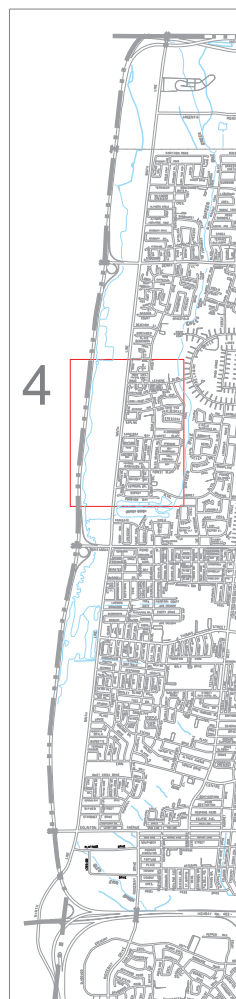
DRAFT

MISSISSAUGA



Produced by
T&W Geomatics





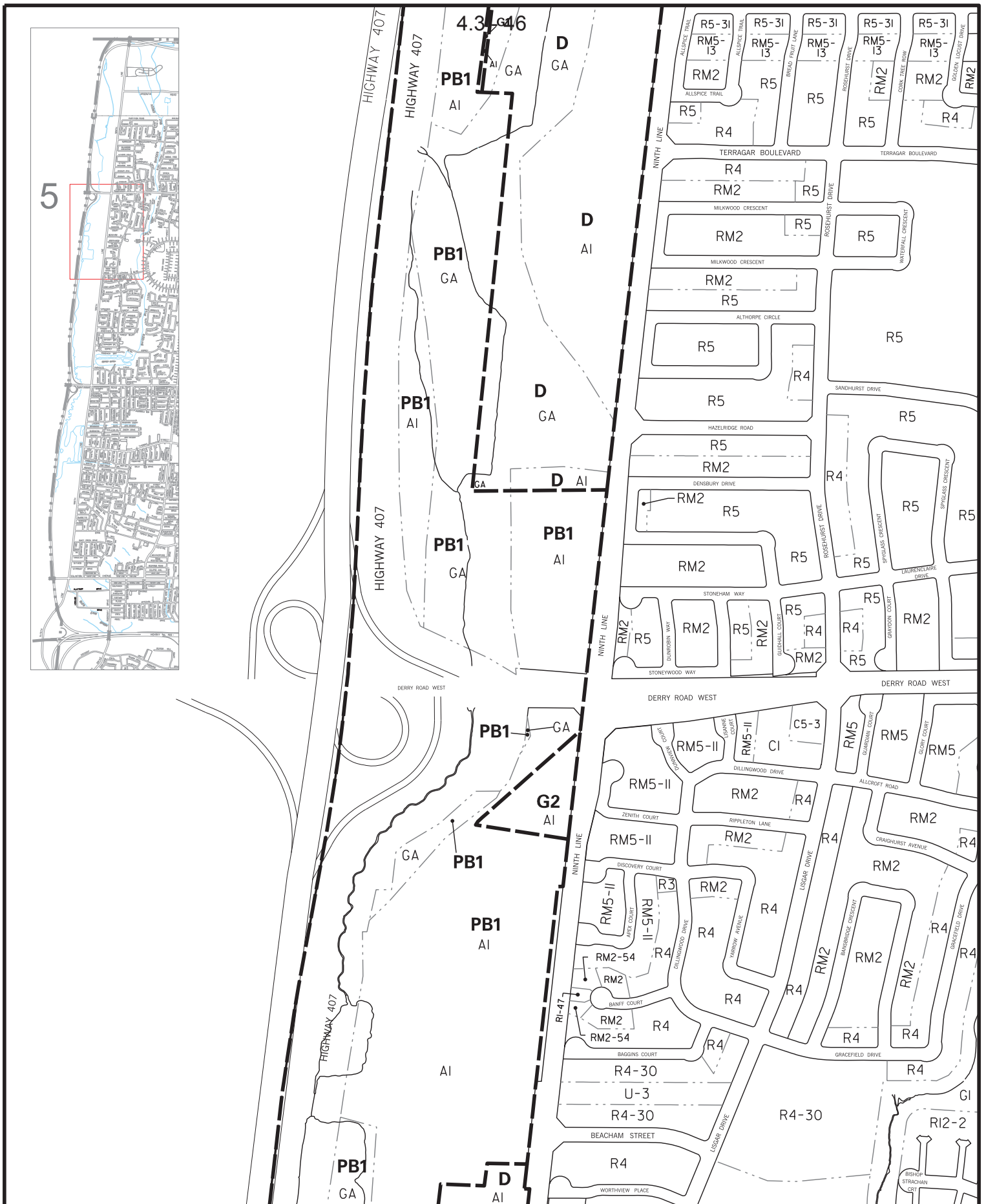
0 25 50 75 100
metres

DRAFT



MISSISSAUGA

Produced by
T&W, Geomatics



PROPOSED ZONING ALONG NINTH LINE LANDS

0 25 50 75 100
metres

DRAFT

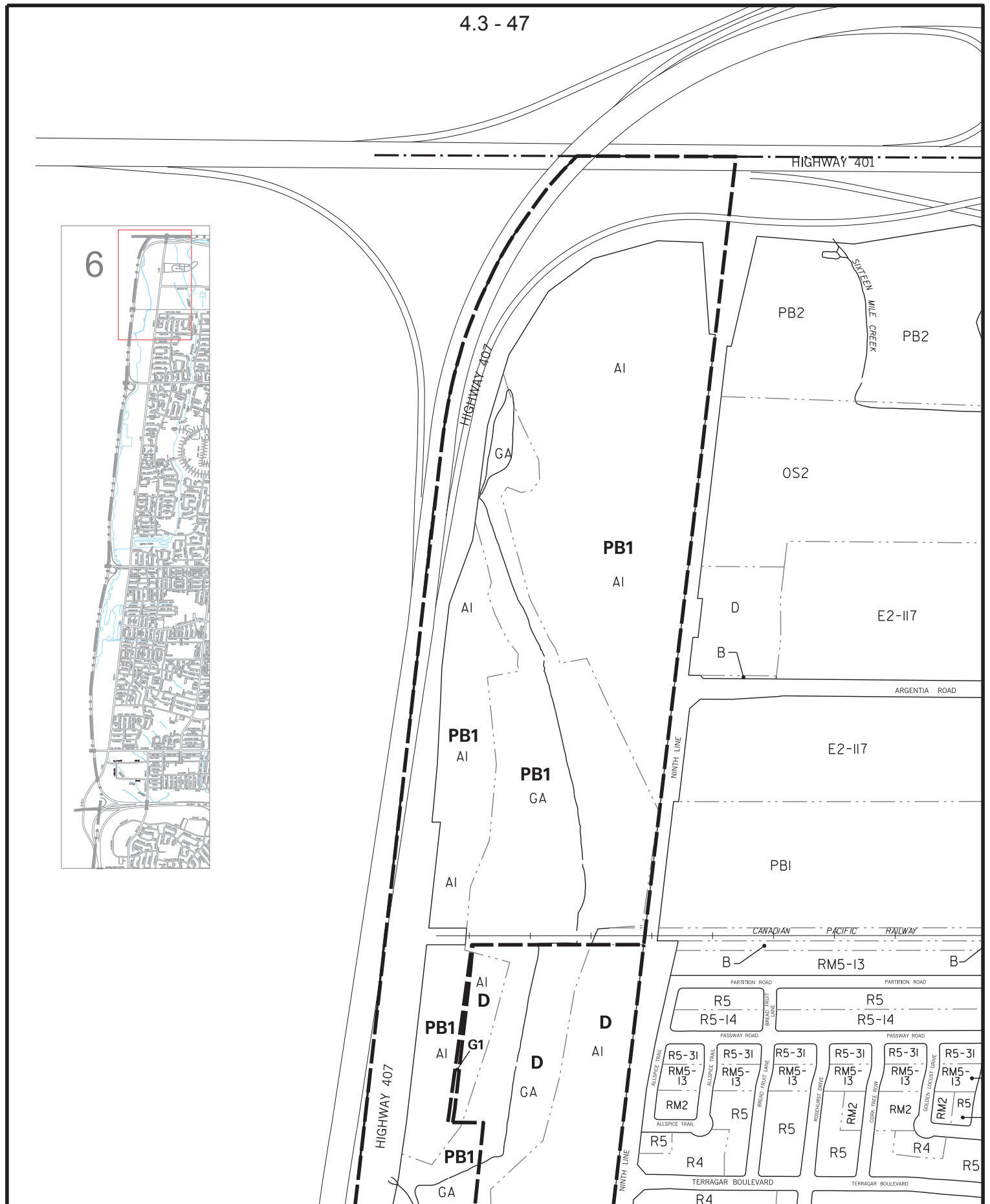


MISSISSAUGA



Produced by
T&W Geomatics

4.3 - 47



PROPOSED ZONING ALONG NINTH LINE LANDS

0 25 50 75 100
metres

DRAFT



MISSISSAUGA



Produced by
T&W, Geomatics

SHAPING NINTH LINE URBAN DESIGN GUIDELINES

CITY OF MISSISSAUGA
DRAFT JUNE, 2017



SHAPING
NINTH
LINE

Mississauga's
Northwestern
Gateway



Contents

1	INTRODUCTION	1	4	PRIVATE REALM DESIGN GUIDELINES	27
1.1	STUDY AREA OVERVIEW	1	4.1	RESIDENTIAL BUILDINGS	27
1.2	ROLE OF THE GUIDELINES	2		4.1.1 TOWNHOUSES	27
				4.1.2 APARTMENT BUILDINGS	30
1.3	DOCUMENT STRUCTURE	2	4.2	COMMERCIAL BUILDINGS	33
				4.2.1 MIXED-USE BUILDINGS	33
				4.2.2 SMALL-FORMAT RETAIL	36
				4.2.3 GAS STATIONS/CAR WASH	37
2	VISION AND GUIDING PRINCIPLES	3			
2.1	URBAN DESIGN VISION	3	4.3	INSTITUTIONAL BUILDINGS	38
2.2	GUIDING PRINCIPLES	4		4.3.1 SCHOOLS	38
				4.3.2 COMMUNITY CENTRES / COMMUNITY FACILITIES	40
2.3	LAND USE CONCEPT AND PLAN	7	4.4	EMPLOYMENT BUILDINGS	41
				4.4.1 PRESTIGE OFFICE BUILDINGS	41
				4.4.2 LIGHT INDUSTRIAL BUILDINGS	43
3	PUBLIC REALM DESIGN GUIDELINES	9			
3.1	GREENLANDS AND PUBLIC OPEN SPACE	9	4.5	ON SITE PARKING	45
	3.1.1 GREENLANDS	9		4.5.1 SURFACE PARKING	45
	3.1.2 PUBLIC OPEN SPACE	11		4.5.2 PARKING GARAGES	46
	3.1.3 MULTI-USE TRAIL	13	4.6	ACCESSIBILITY	47
	3.1.4 STORMWATER MANAGEMENT PONDS	14			
3.2	TRANSIT SUPPORTIVE STREETS AND BLOCKS	15	4.7	SUSTAINABILITY	48
	3.2.1 BLOCK LAYOUT AND ORGANIZATION	15		4.7.1 SITE DESIGN	48
	3.2.2 COMPLETE STREETS AND BOULEVARDS	17		4.7.2 BUILDING DESIGN	48
	3.2.3 ON STREET PARKING	21			
	3.2.4 STREET FURNISHINGS	22			
				APPENDIX: SHAPING THE NINTH LINE DEMONSTRATION PLANS	

1 INTRODUCTION

1.1 STUDY AREA OVERVIEW

The Ninth Line Neighbourhood is located on the western boundary of the City of Mississauga. Its boundaries are Highway 401 to the north, Ninth Line to the east, the Highway 407/Ninth Line crossover to the south and Highway 407 to the west. It comprises a total of approximately 350 hectares (914 acres).

At present, the Ninth Line Neighbourhood is mostly undeveloped, with the exception of the Union Gas plant south of Derry Road, some commercial uses with outside storage, and a few residential dwellings, including an historic farmhouse near Argentia Road. While the area is mostly field, there are a number of large woodlots and natural areas.

To the east of Ninth Line are two established residential neighbourhoods, including the Lisgar neighbourhood (north of Britannia Road) and the Churchill Meadows neighbourhood (south of Britannia Road). In addition, north of the hydro corridor and CPR tracks and south of Eglinton Avenue are employment areas.



1.2 ROLE OF THE GUIDELINES

The Shaping Ninth Line Urban Design Guidelines provide detailed direction for the implementation of the City's Official Plan vision, and the Ninth Line Neighbourhood Character Area, guiding principles, and related official plan policies. They articulate the aspirations of the community, and will assist Council, City Staff, landowners, developers and the public with clear directions to guide new development.

Urban design guidelines are an essential tool to ensure new development in the Ninth Line lands supports an active, diverse and healthy City, and reflects contemporary best practices in urban design. The guidelines should be applied during the design, review and approvals process for new development in the Ninth Line lands, including both private and public projects.

The guidelines address all aspects of design, and should be referenced in their entirety in the design and review of all projects. It is not the intention of the guidelines to limit creativity. Where it can be demonstrated that an alternative built form achieves the intent of the guidelines, its merits should be considered on a case-by-case basis. Where additional advice is appropriate, projects should be evaluated by the Urban Design Advisory Panel. Each precinct should be considered for tertiary master plan requirements.

1.3 DOCUMENT STRUCTURE

The Shaping Ninth Line Urban Design Guidelines are comprised of four sections, including:

1. Introduction - Section 1 introduces the guidelines, providing an overview of the study area and describing the application of the guidelines.

2. Vision and Guiding Principles - Section 2 outlines the City's Official Plan vision. To achieve this vision within the Ninth Line lands, a series of guiding design principles have been developed through consultation with the City, stakeholders and the public.

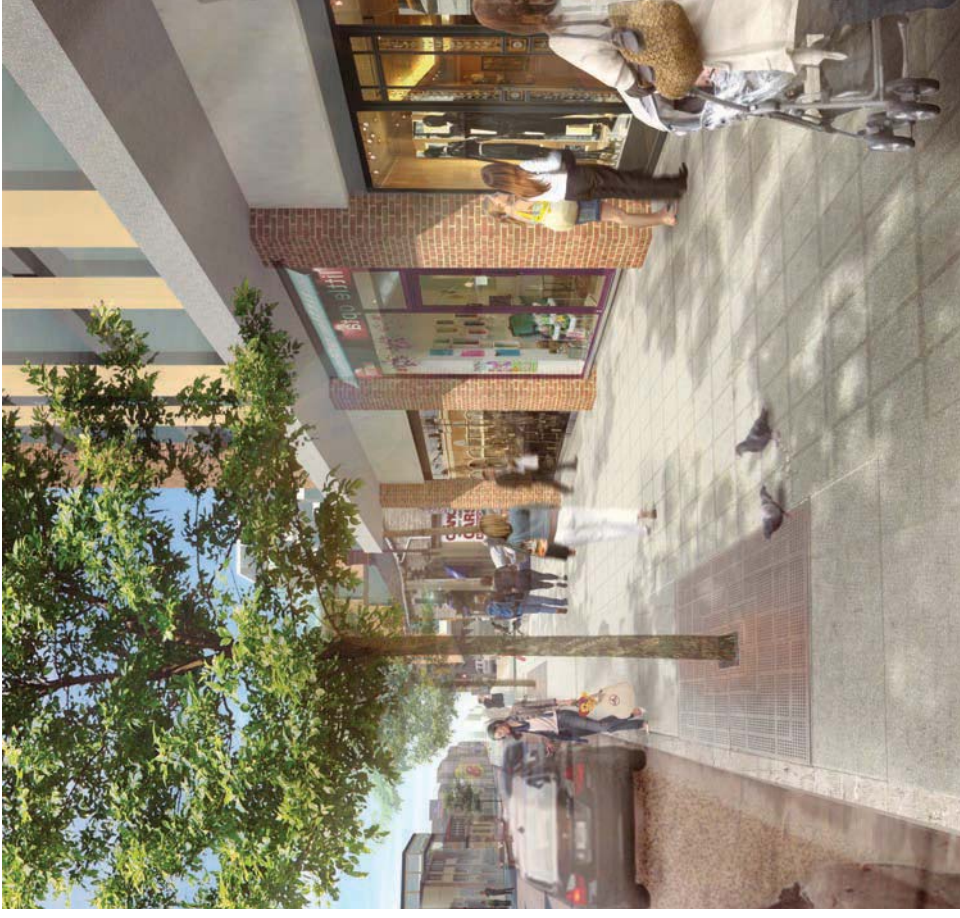
3. Public Realm Design Guidelines - Section 3 provides recommendations related to public realm design in the Ninth Line lands, including the design of greenlands and public space and transit-supportive streets and blocks.

4. Private Realm Design Guidelines - Section 4 provides recommendations related to private realm design in the Ninth Line lands, including the design of residential, commercial, institutional and employment buildings, as well as site design matters such as on-site parking and accessibility. Guidelines for the sustainable development of buildings and sites are also provided.

2 VISION AND GUIDING PRINCIPLES

2.1 SHAPING NINTH LINE VISION

The Ninth Line Neighbourhood is the last remaining greenfield land in Mississauga, and will be planned as sustainable, transit-supportive, connected and distinct. The Ninth Line Neighbourhood, and its six precincts, will be a model for sustainable development and a gateway into the City of Mississauga. The Neighbourhood will be designed with a focus on the importance of the natural environment, and the creation of a healthy, complete community with a sense of place. Current and future Ninth Line, Lisgar and Churchill Meadows residents will have access to a linked natural heritage system, multi-use trails, parks and open spaces. Higher-order transit, community uses and facilities and a variety of housing choices and employment opportunities will be provided to meet their needs.



2.2 GUIDING PRINCIPLES

The Ninth Line Neighbourhood Character Area, the six Ninth Line precincts, related Official Plan policies, and the urban design guidelines are founded on extensive public and stakeholder consultation. This feedback informed the development of a set of Community Design Principles that form the basis for the Neighbourhood Character Area, six precincts, related Official Plan policies, and urban design guidelines.

The six Neighbourhood Character Area Precincts include: Precinct 1 - Employment Focus; Precinct 2- Derry 407 Transitway Station; Precinct 3 - North Britannia; Precinct 4 - Britannia 407 Transitway Station; Precinct 5 - Community Park Focus; and Precinct 6 - Gateway Employment.



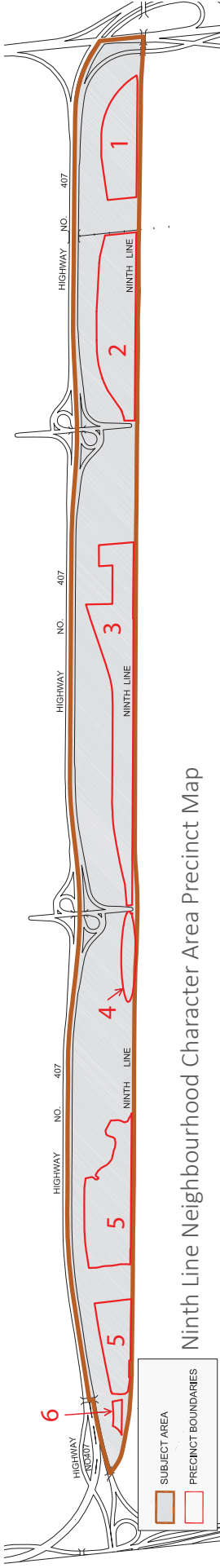
LAND USE AND BUILT FORM



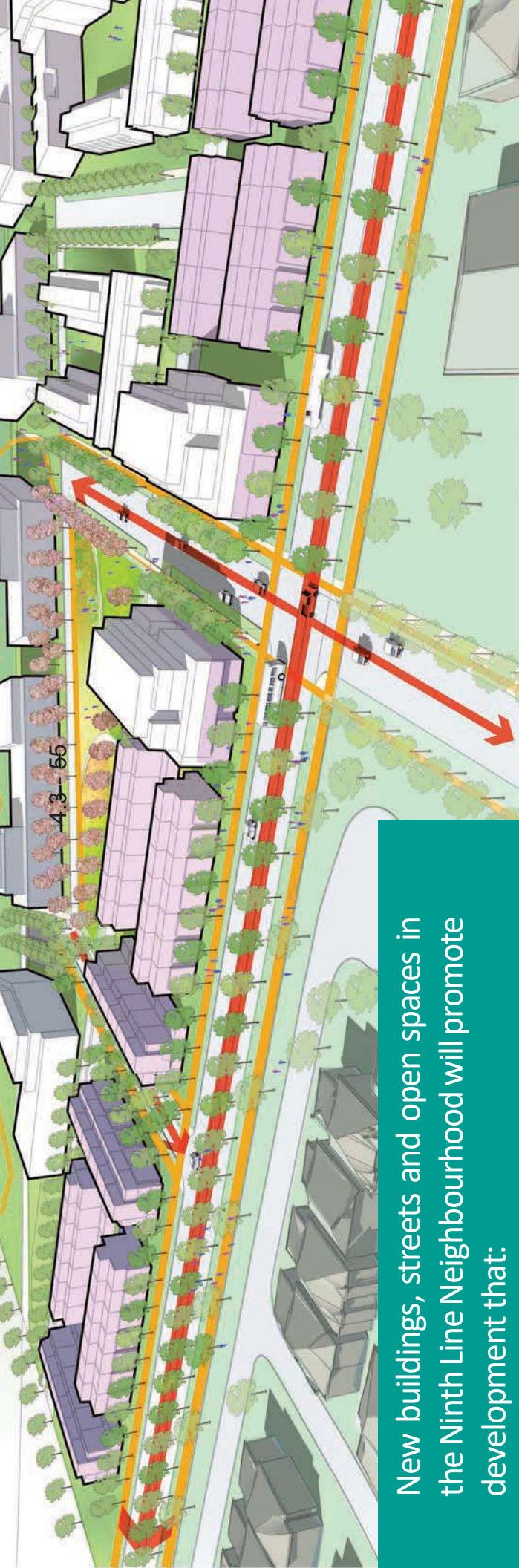
CONNECTIONS



PARKS, HERITAGE & OPEN SPACE



Ninth Line Neighbourhood Character Area Precinct Map



New buildings, streets and open spaces in the Ninth Line Neighbourhood will promote development that:

LAND USE AND BUILT FORM

- Provides appropriate transitions to the neighbourhoods to the east
- Is complementary to existing and future transportation facilities including locating taller mixed use buildings near Transitway stations.
- Provides a mix of housing that accommodates people with diverse housing preferences and socioeconomic characteristics and needs
- Provides a diversity of employment opportunities to meet current and future needs including areas of lowrise employment in a compact campus style format

- Reflects land use planning practices in a way that is conducive to good public health
- Provide for a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors
- Recognizes the significance of cultural heritage sites and landscapes
- Is a model for sustainability within Mississauga
- Demonstrates distinct and appropriate design for all buildings, streets and open spaces



CONNECTIONS

- Integrates a network of trails that link open spaces and key destinations, including to destinations outside the Ninth Line Lands
- Provides for safe pedestrian crossings of Ninth Line
- Recognizes gateways at key access points with prominent intersections
- Reinforces pedestrian supportive streets
- Integrates cycling lanes and/or multi-use paths on or adjacent to Ninth Line and other major roads
- Provides visual/physical connections between open spaces
- Supports a 407 Transitway route that minimizes the area of land used for roadway infrastructure and other potential impacts
- Enhances views from Highway 407 where practical

PARKS, OPEN SPACES AND NATURAL HERITAGE

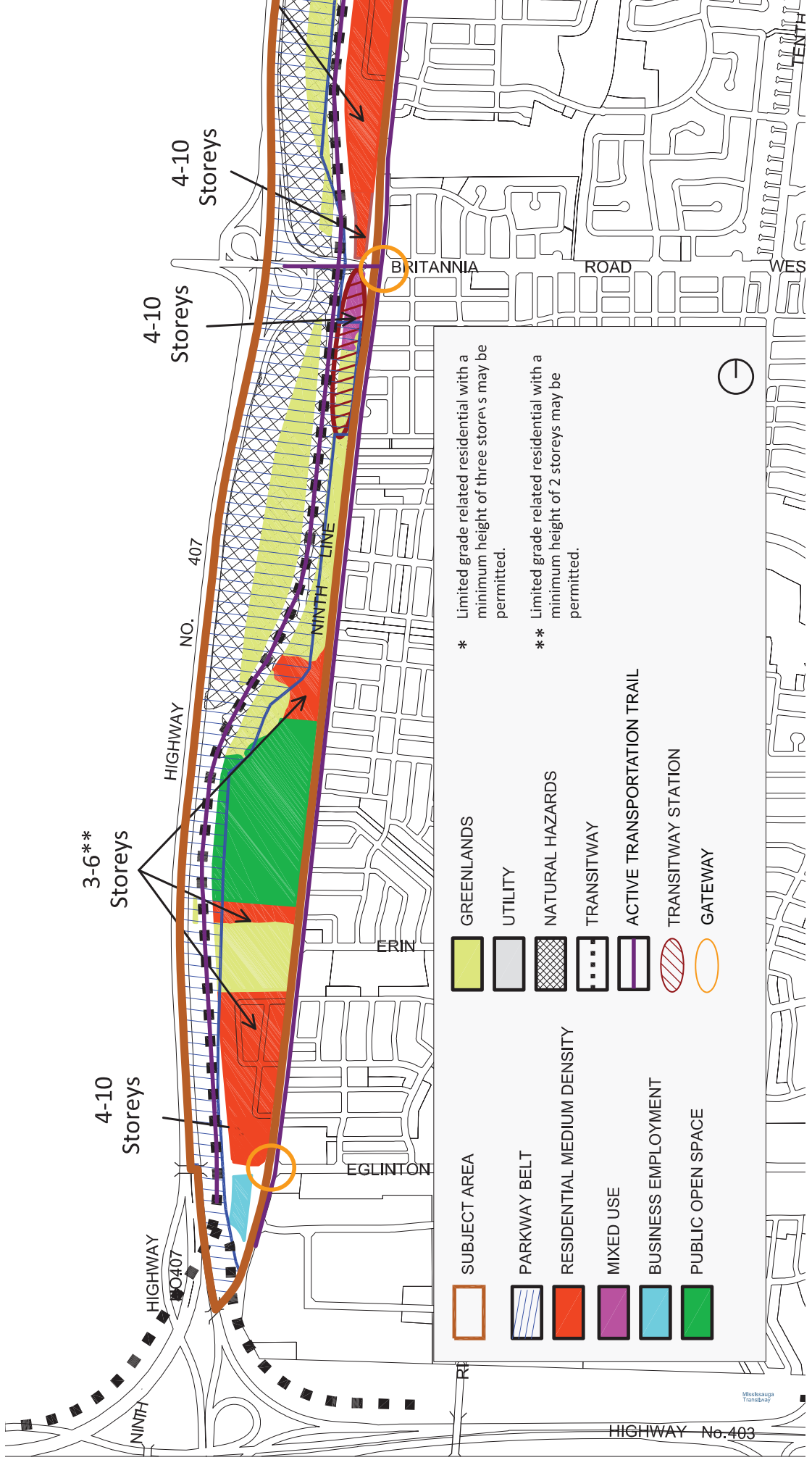
- Creates a linked natural heritage system
- Provides a variety of parks and open spaces for all ages and abilities including those which:
 - Encourage passive and active use in all seasons
 - Promote unique experiences and educational opportunities
 - Protect and enhance natural areas
- Provides parks and open space in close proximity to adjacent neighbourhoods

2.3 LAND USE CONCEPT AND PLAN

4.3 - 57

The Shaping Ninth Line land use concept below reflects the land use vision for the Ninth Line lands. This area is predominantly Residential, anchored by Business Employment uses at both the north and south end. Around the transit stations, mixed-use development is recommended to

create vibrant, active nodes. Two large areas toward the north and south of the Ninth Line lands are identified for “Public Open Space”, while the majority of the west edge of the area is identified as “Greenlands”. A multi-use trail is proposed along the entire length of the Ninth Line lands.





3 PUBLIC REALM DESIGN GUIDELINES

3.1 GREENLANDS AND PUBLIC OPEN SPACE GUIDELINES

A significant amount of the Ninth Line Neighbourhood is occupied by natural heritage and open space features, including either Greenlands or Public Open Space. If designed and considered as part of the comprehensive development of the area, these features can play an integral role in defining the character of the Ninth Line lands, and in providing connections to the adjacent stable neighbourhoods.

3.1.1 GREENLANDS

Ninth Line's Greenlands include extensive lands which are subject to "Natural Hazards"¹ as well as a stormwater management pond. The Greenlands also provide significant opportunities for unique open spaces and natural areas. New development should ensure that it preserves and enhances these existing and planned Greenlands for the benefit of Mississauga's residents and the environmental and ecological health of the Ninth Line lands.

- a. Use of the Greenlands for outdoor education and local recreation is encouraged. However, access should be restricted where necessary to ensure public safety and to protect sensitive natural heritage features. Such features should be adequately buffered and linked to other features to ensure that the natural heritage system is protected, enhanced and restored, and that ecological systems are not negatively impacted.
- b. Where feasible and ecologically appropriate, publicly accessible areas within the Greenlands should be highly visible and bordered by streets, multi-use trails, and Public Open Space. This will maximize public access, and significant views while increasing ecological awareness.
- c. Development is generally not permitted within the Greenlands. However, smaller pavilion-style buildings (i.e. no foundation) may be appropriate to facilitate the recreational use of this area. Where this is permitted, buildings should have a minimal footprint and be well integrated into the natural landscape.

¹ "Natural Hazard Lands means property or lands that could be unsafe for development due to naturally occurring processes. Along the shoreline of Lake Ontario, this means the land between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river and stream systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits." Mississauga Official Plan, Oct.2016 Consolidation, "List of Definitions", p.10.

- d. Where development is located adjacent to the Greenlands, medium and higher density buildings should be designed to maximize public access, views and awareness of the landscape, and to promote safety through casual surveillance.



Where built elements are proposed within the Greenlands, they should have a minimal footprint and be well-integrated into the landscape.

3.1.2 PUBLIC OPEN SPACE

Within the Ninth Line Neighbourhood, two significant Public Open Spaces have been identified, including a large park at the south end of the neighbourhood, and a smaller open space at the north end (in association with an existing heritage house. In addition to these identified open spaces, there will be significant opportunities for new public open spaces, as well as private open spaces, associated with new development. These spaces should be designed and located to ensure safe and active use, and to reinforce a connected network of open spaces.

- a. Parks should be located along, and at the terminus of major streets to create an attractive public realm.
- b. Where possible, parks should be open on the greater of a minimum of two sides to the public street, or in the order of 50% of the park perimeter.
- c. Parks and open spaces should be designed to reflect their role and should serve the diverse needs of the community, including facilities for passive (e.g. walking trails, gardens, seating areas, park pavilions, interpretive displays) and active recreation (e.g. sports fields, skating rinks).
- d. Parks and open spaces should be visible from adjacent streets to ensure safe, active uses.
- e. Buildings fronting onto parks and open spaces are encouraged to enhance safety through casual surveillance. In such cases, clear public pathways and

- other measures are encouraged to ensure the space is not interpreted as private amenity space.
- f. Highly visible connections should link open spaces to adjacent boulevards and cycling facilities, on-site circulation routes, and the proposed multi-use pathway.
 - g. Vehicular connections through parkland should be limited to emergency vehicle routes and access to major park facilities and parking areas.
 - h. Parks should be located adjacent to the Greenlands where possible as a means of maintaining a sense of connection with the natural landscape. In addition, parks may be directly connected to institutional sites to encourage joint use of facilities including parks.
 - i. Natural ecosystems should be protected and enhanced to ensure a sustainable environment for plants and wildlife.
 - j. Native and naturalized, non-invasive plantings should be used wherever possible, and planting should abide by the Conservation Halton guidelines where applicable.
 - k. Park entrance design should provide amenities including visitor drop-off, pedestrian scale lighting, and coordinated signage to assist in orientation and use of park amenities.
 - l. Where possible, playground surfaces and park equipment should consider the use of recycled materials.

- m. Playground facilities should feature equipment that incorporates the principles of universal design.
- n. Signage, public art and other place making elements should be incorporated to develop a stronger sense of place.
- o. Park signage should be coordinated at entrances to avoid unnecessary clutter.



Parks and open spaces should be visible from adjacent streets to ensure safe, active use.



Highly visible connections should link open spaces

3.1.3 MULTI-USE TRAIL

The Ninth Line Neighbourhood Character Area envisions a continuous multi-use trail running parallel to the Transitway from Highway 401 to Eglinton Avenue. This supports alternative modes of transportation (i.e. walking and cycling) for the area's residents, connects people to the Greenlands and Public Open Spaces, and when combined with crossings of Ninth Line, provides the opportunity to provide continuous connectivity to the rest of Mississauga's Greenlands and open space system. The design of multi-use trails will be regulated primarily by Community Services and the Transportation and Works Department.

- a. The new multi-use trail and other new trails should connect to each other, and to existing trails, streets, and open spaces including those to the east of Ninth Line to create a linked trail network that provides pedestrians and cyclists with connections and recreation opportunities.
- b. Trails should link to core activity areas such as transit stations, community centres, mixed-use areas, and nearby employment areas. They should create strong links between neighbourhoods, open spaces, and natural heritage features, including those to the east of Ninth Line.
- c. The design of trails located in the Greenlands or open space areas should reflect the function and nature of the type of open space it occupies. Generally, such trails should be constructed of asphalt. All trails should be designed according to site-specific conditions.

- d. Trail widths should range from 3-4m wide, depending on the type of trail, to allow for two way cyclist or pedestrian passage depending on site specific conditions.
- e. Where applicable, multi-use trails should be designed to distinguish between walking and cycling/roller-blading areas to minimize conflicts.
- f. Multi-use trails should include multiple access points along the network to promote permeability into the system. The design of access points should consider that people arrive by a variety of means, including foot, bicycle, car, or transit. Entrances should also be designed to accommodate persons with physical disabilities and therefore include stable yet permeable surfaces.
- g. Where appropriate, multi-use trails should include adequate amenities, such as seating, waste receptacles, lighting, signage, route information, and educational and historic information. Amenities should be designed according to site-specific conditions.



Multi-use trails should connect to each other and to existing trails, streets, and open spaces including those to the east of Ninth Line to create a linked trail network.

3.1.4 STORMWATER MANAGEMENT PONDS

Stormwater management ponds will be required. These ponds provide significant opportunities for passive recreational areas and neighbourhood amenities.

- a. Views and access to stormwater management facilities is encouraged, wherever possible, to integrate them as important community amenities. Such facilities should be bounded by a combination of road and open space to allow appropriate and safe use, views and access. The degree of access should be considered on a site-by-site basis through a combination of facility edge treatments. Shallow slopes should be provided for direct access areas and overlooks with railings or densely planted areas should be applied to discourage direct access.
- b. The use of fencing should be reserved to mitigate specific safety concerns.



Views and access to stormwater management facilities is encouraged wherever possible to integrate them as important community amenities.

- c. A hierarchy of design treatments should be developed to address the various conditions of facility design and locations, including naturalized and urbanized edges. In all cases, stormwater management facilities should be designed as attractive features of the landscape, and should incorporate an arrangement of planting that does not interfere with their function. Where feasible, sitting areas with pathway connections should be provided to encourage use and reinforce safety.
- d. Public education displays should be used to increase awareness and appreciation of the facilities.

3.2 GUIDELINES FOR TRANSIT SUPPORTIVE STREETS AND BLOCKS: DERRY 407 TRANSITWAY STATION AND BRITANNIA 407 TRANSITWAY STATION PRECINCTS

New development in the Ninth Line Neighbourhood, including the organization and design of blocks, streets, and boulevards, should support and encourage transit and active transportation. Short, permeable blocks encourage efficient connectivity for all modes, while wide, attractive boulevards support vibrant, active streetscapes.

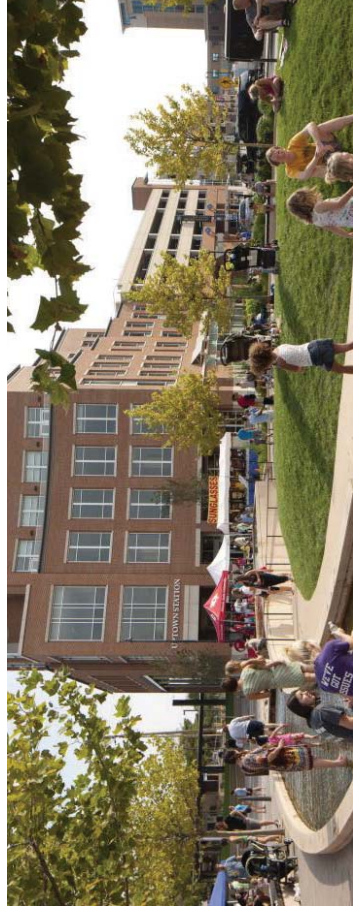
3.2.1 BLOCK LAYOUT AND ORGANIZATION

With the alignment of the Transitway, and two transit station nodes, the design and layout of streets and blocks in the Ninth Line lands should support transit use and active transportation (i.e. walking and cycling). Transit supportive design will concentrate a mix of land uses and higher densities along Ninth Line, particularly at key nodes, to provide the critical mass to support regular transit service.

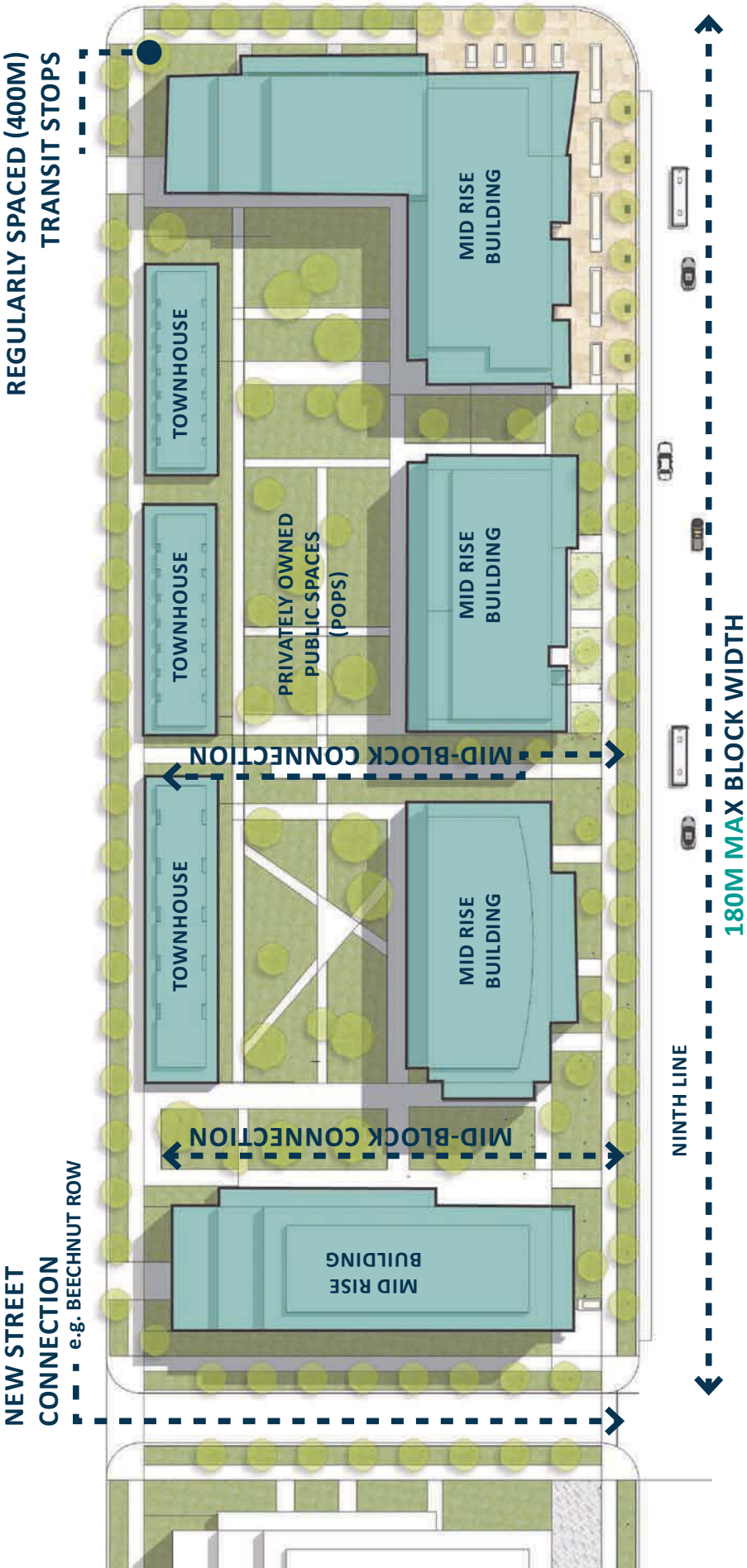
- New streets should reinforce a well-connected grid system, including direct connections to the east side of Ninth Line, to provide convenient connections and promote permeability throughout the Ninth Line lands.
- To facilitate a well-connected grid network, block lengths in the Ninth Line lands should generally be limited to 180m, and block widths should be limited to 80m. Where blocks exceed 180m, substantial mid-block connections should be provided to encourage pedestrian permeability into the neighbourhood.
- A mix of land uses and/or higher residential densities should be provided at key locations, such as transit station areas,

major intersections (i.e. Eglinton Avenue, Britannia Road and Derry Road), and adjacent to Open Spaces, to generate pedestrian traffic and activity throughout the day, and through all seasons.

- Access to transit should be located within a short walking distance of most uses (approximately 400m).
- The pavement width of vehicular lanes on new streets should be minimized in order to provide sufficient space for cycling facilities and wide boulevards including sidewalks.
- Transit stops should be located in conjunction with public amenities, where possible, including community centres, parks, schools, and other community facilities (i.e. library, gallery).
- Auto dependent uses, such as drive through retail and car wash facilities, should be carefully located and designed to minimize impact on the streetscape and pedestrian and cyclist traffic.



Precedent for low to mid-rise transit supportive development.



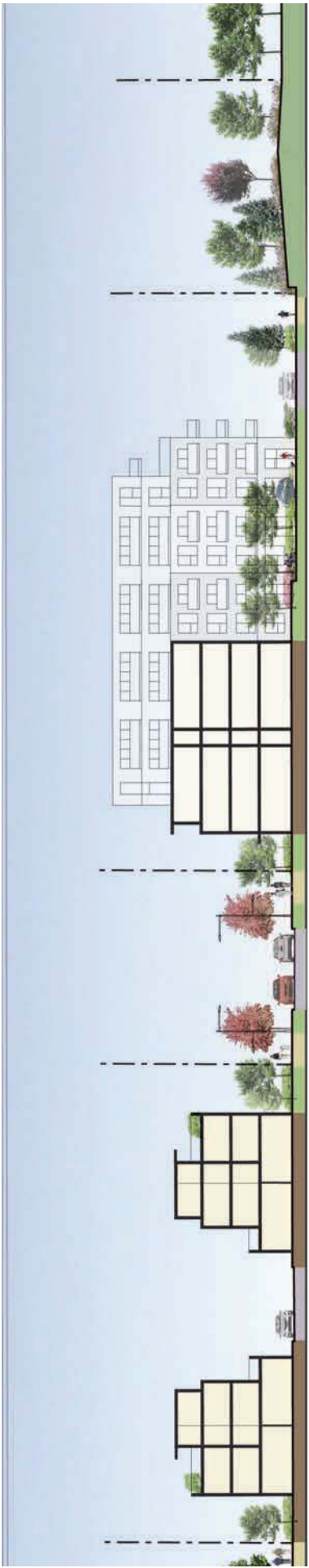
3.2.2 COMPLETE STREETS AND BOULEVARDS

3.2.2.1 ARTERIAL ROADS

Arterial roads, including Ninth Line, Eglinton Avenue, Britannia Road and Derry Roads, and a potential extension to Argenta Road, are high capacity transportation roads that accommodate regional and local travel demands. Arterial Roads also connect nodes and serve as major gateways into Mississauga and through the Ninth Line lands. Arterial Roads should have an urban character and should promote the highest level of design, including attractive buildings that frame and address the street, cycling facilities, and pedestrian-supportive boulevards characterized by wide sidewalks, street trees, consistent paving, lighting and public art. Enhanced streetscape (i.e. additional trees, sidewalk width and street furniture etc.) should be considered along the arterial road in the selected areas depending on the abutting land use and context of the precincts.

- a. Arterial roads should be designed as 'complete streets' that serve a variety of functions, including transit, connections between communities, and connections to other roads.
- b. Where appropriate, arterial road boulevards should be a minimum of 6m in width to provide opportunities for an enhanced streetscape condition.

- c. Street trees are recommended on all arterial roads, and should be offset 1.75-2.0m from the curb to accommodate snow storage with minimal risk to the tree. All street trees should have access to a minimum soil volume of 20m³ (30m³ if shared by two trees).
- d. A multi-use trail on the east side of Ninth Line will accommodate bicycle traffic. Bicycle parking will be provided at regular intervals, as outlined in section 3.2.5.3.
- e. Travel lane widths should be as narrow as possible to accommodate wider boulevards within the smallest possible right-of-way.
- f. Curb cuts and disruptions to pedestrian and cyclist movement should be minimized through the use of joint access driveways wherever possible.



Ninth Line Cross Section. Note: Conceptual design to be determined through future Environmental Assessment Study

3.2.2.2 COLLECTOR ROADS

Collector Roads are medium capacity corridors that connect Local Roads to one another, to intersecting Collector Roads, and to Arterial Roads. The design of Collector Roads should be more substantial than Local Roads and should include boulevards with wide sidewalks on both sides, consistent paving, and lighting. Enhanced streetscape (i.e. additional trees, sidewalk width and street furniture etc.) should be considered along the collector road in the selected areas depending on depending on abutting land use and context of the precincts.

- a. Collector Roads should be designed as 'complete streets' that serve a variety of functions, including transit and connections to other roads.
- b. Where appropriate, collector road boulevards should be a minimum of 6m in width to provide opportunities for an enhanced streetscape.
- c. Street trees are recommended on all Collector Roads, and should be offset 1.75-2.0m from the curb to

accommodate snow storage with minimal risk to the tree. All street trees should have access to a minimum soil volume of 20m³ (30m³ if shared by two trees).

- d. Bicycle facilities should be provided on both sides of Collector Roads and are encouraged over on-street parking. Where on-street parking is not possible due to street width constraints, site plans in this area should account for required visitor and short term parking needs on site.
- e. Travel and parking lane widths should be as narrow as possible to accommodate wider boulevards within the smallest possible right-of-way.
- f. Curb cuts and disruptions to pedestrian and cyclist movement should be minimized through the use of joint access driveways wherever possible.



Collector roads should be designed to serve a variety of functions including transit and connections to other roads.

3.2.3 ON STREET PARKING

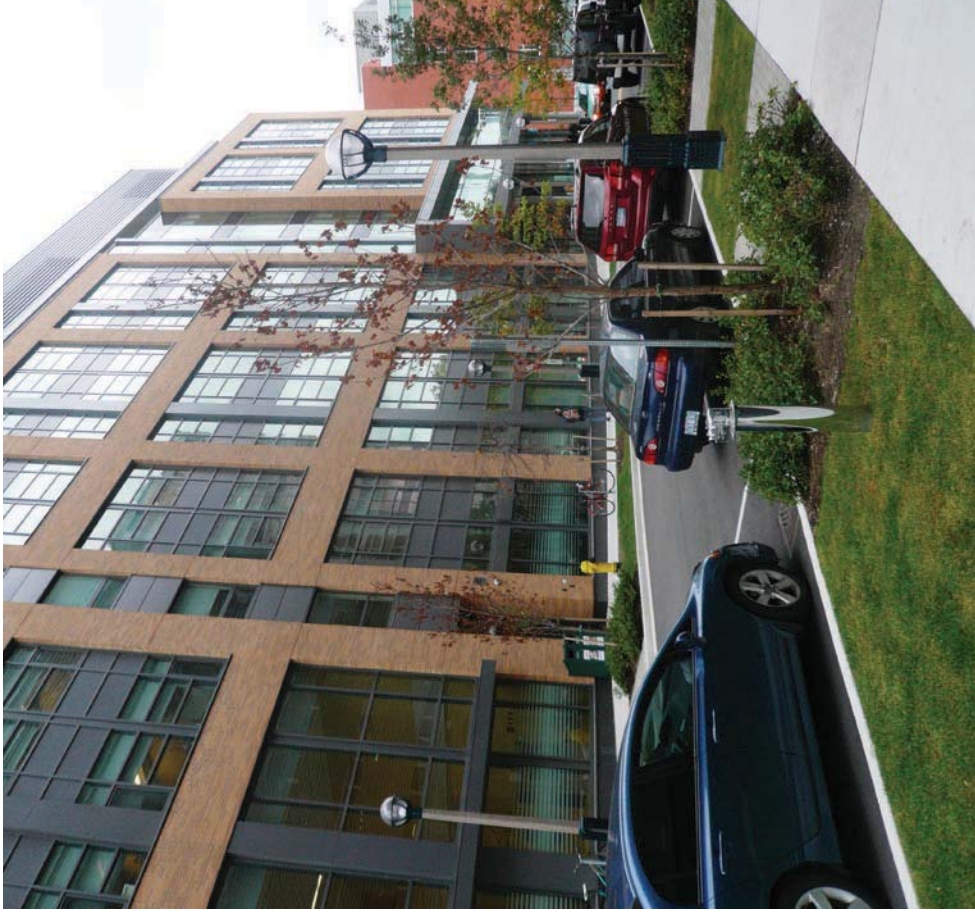
On-street parking within the Ninth Line lands should be permitted wherever possible, to animate the street, reduce vehicle speeds and serve as a protective buffer between pedestrians and moving vehicles. On-street parking may be provided through lay-bys and/or bump-outs, and should reflect all appropriate engineering design standards.

- a. Parallel on-street parking is preferred over perpendicular or angled parking to minimize the overall width of the street and optimize sight-lines.
- b. On-street parking may be situated within bump-outs and/or lay-bys, but should not compromise the minimum recommended boulevard widths (4.8-6m) on collector and arterial roads.
- c. Where bump-outs are provided, they should be landscaped with street trees or low level ground cover and be designed to accommodate snow storage.

3.2.4 NOISE IMPACT MITIGATION

Sound buffering techniques should be employed along the east side of the 407 and the proposed 407 Transitway to protect the adjacent residential, public open space and employment where noise impacts are deemed to exceed an acceptable limit. Potential mitigation techniques include:

- a. Mounting well designed, acoustical barriers where appropriate.



On-street parking is encouraged to animate the street, reduce vehicle speeds, and serve as a protective buffer between pedestrians and moving vehicles.

3.2.5 STREET FURNISHINGS

3.2.5.1 SEATING AND OTHER STREET FURNITURE

Seating, benches, and other street furniture should be provided along streets throughout the Ninth Line lands, and particularly in high activity areas such as mixed-use areas, transit stations and stops, key intersections, parks and open spaces, and employment areas. Seating should be located within well-landscaped areas to provide comfort and encourage social engagement.

- a. Street furnishings should be placed in a coordinated manner that does not obstruct pedestrian or vehicular circulation, or snow removal and other maintenance requirements.
- b. Street furnishings should reflect the City's standard palette, as appropriate, but should include elements that are unique to the Ninth Line lands. Furnishing should provide a consistent and unified streetscape appearance.
- c. In special areas (i.e. transit stations, nodes, plazas) seating and benches may vary from the City standard to reinforce the unique character of the area.
- d. Where raised planters are used in the boulevard, they should be designed to function as alternative seating along the sidewalk edge.



Street furnishings should reflect the City's standard policies as appropriate, but include elements that are unique to Ninth Line Lands.

3.2.5.2 TRANSIT SHELTERS

The design and location of transit shelters will play a significant role in encouraging transit and active transportation in the Ninth Line Neighbourhood.

- a. Transit stops should be placed near building entrances and located frequently throughout the community to ensure all residents are within walking distance (400m) of transit service.
- b. Far-side stops (after an intersection) are encouraged to enhance safety and efficiency by reducing the number of stops required before proceeding through an intersection.
- c. Transit stops should include basic amenities, including seating, waste receptacles, lighting, route information, and a shelter for weather protection.
- d. Sidewalks should connect directly to transit shelters to maximize convenience.
- e. Transit stops should have barrier-free access and be located in a way that does not interfere with pedestrian movement.
- f. Transit shelters located on the sidewalk or boulevard should be located between 1 to 3m from the street curb to facilitate snow storage and minimize potential pedestrian/vehicle conflicts.

3.2.5.3 BICYCLE PARKING

The multi-use trail proposed for the Ninth Line lands, as well as on-street cycling facilities, should establish cycling as a major mode of transportation in the community. The accommodation of convenient bicycle parking is essential to support this and ensure cycling remains a preferred long-term transportation alternative. Bike parking should be incorporated into the public open space near passive and active spaces and incorporated into the locations identified below.

- a. Bicycle parking should be provided at regular intervals in mixed-use areas, around transit stations, and in other areas of high pedestrian activity.
- b. Post-and-ring bicycle parking, constructed of aluminum or galvanized steel, is preferred as larger units can impede pedestrian movement and snow clearing.
- c. Bicycle parking should be located close to building entrances and should be sheltered where possible.
- d. Longer-term bicycle storage facilities (i.e. lockers) should be provided at transit stations, open spaces and employment areas, to encourage cycling. They should be weather-protected and conveniently located.
- e. In higher density residential buildings, and along commercial corridors, short-term visitor bicycle parking should be provided in a convenient location.

3.2.5.4 PUBLIC ART

Attractive, and well-commissioned public art will enhance the Ninth Line lands, and contribute to the culture and history of the area. Public art is encouraged throughout the Ninth Line lands, particularly at transit stations, key intersections, parks, along the multi-use trail, and in other highly visible locations.

- a. Public art pieces should be durable and easily maintained.
- b. Public art should explore opportunities to celebrate local cultural diversity, historic events and figures of local, national and international significance.
- c. Public art should be both physically and visually accessible and barrier free.
- d. Sites with public art pieces should include landscaping that complements and enhances the piece where appropriate.
- e. Sites may be reserved for groupings of complementary pieces, including temporary installations.



Public art is encouraged throughout the Ninth Line lands.

3.2.5.5 STREET LIGHTING

Downcast, pedestrian-scaled lighting enhances safety and visibility on streets. In key areas (i.e. transit stations, open spaces), lighting can be used to accent special features, such as public art, landscaping, signage, etc.

- a. The design and location of lighting should consider sustainability and the impacts of light pollution, including:
 - energy efficiency;
 - directional lighting that reduces wasted energy;
 - induction lighting;
 - solar power; and,
 - street reflectors and sensors (to help regulate brightness and when lights turn on and off).

- b. Downcast pedestrian-scale lighting should be provided in high traffic pedestrian areas.

- c. All lighting should be located within a designated area to ensure it does not impede pedestrian circulation.

- d. As appropriate, additional pedestrian-scale lighting should be provided in areas with a high volume of pedestrian activity, such as transit stations, mixed-use areas, key intersections, transit stops, trail crossings, mid-block connections.

- e. The height of lighting in active pedestrian areas should be limited to 4.6m as outlined in the Healthy Development Assessment.

3.2.5.6 SIGNAGE

A hierarchy of signage should be implemented uniformly throughout the Ninth Line lands, and should encompass street signs, directional signage and commercial signage.

- a. A comprehensive wayfinding strategy should be developed, including mapping at key locations, such as nodes, and key intersections.
- b. Street furniture should not include signage (i.e. benches with advertisements) with the exception of small, unobtrusive plaques to indicate the source of funding for the streetscape item.
- c. Signage should be unified in design, and should explore opportunities to reflect local cultural diversity and history.

3.2.5.7 WASTE RECEPTACLES

Waste receptacles should be located at key intersections and in highly active pedestrian areas and should reflect the City's standards while ensuring coordination with the overall street furniture palette. The waste receptacles chosen should include slots for recycling as well as litter.

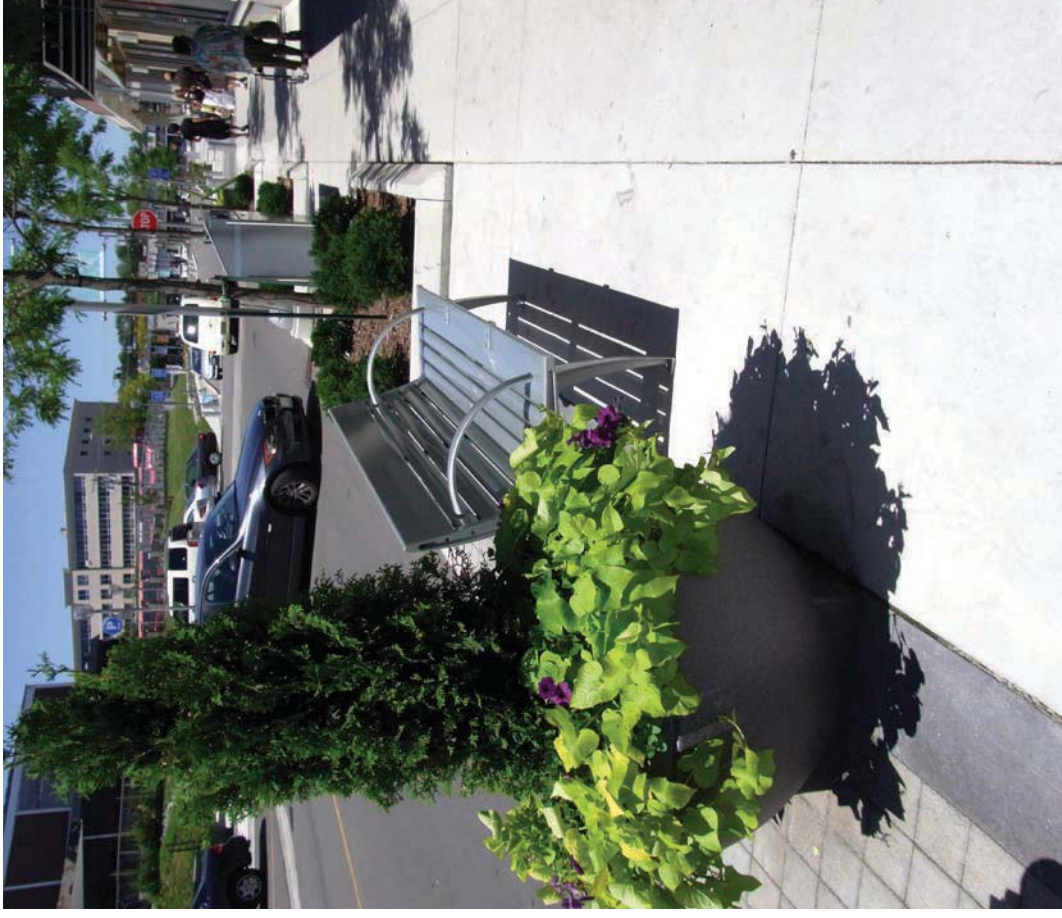
- a. Waste receptacles should be located in conjunction with street furniture, pedestrian entrances, parking areas, washrooms, key destinations and at regular intervals along major streets.
- b. Receptacle design is encouraged to complement other adjacent furnishings such as benches and transit shelters.
- c. All litter and recycling receptacles should be configured as side opening containers for convenient maintenance.

3.2.5.8 UTILITIES

The coordinated design and integration of service infrastructure and utilities will contribute to the visual quality of the Ninth Line lands. For that reason they must be considered as an integrated component in the design of streets, buildings and open spaces.

Developers should contact the City and local utilities early in the development process to coordinate the placement of above-ground utilities to reflect the guidelines below.

- a. Wherever possible, utilities should be buried below grade. The use of a joint utility trench is encouraged for access and maintenance benefits, and will free more space to accommodate street trees.
- b. Opportunities should be identified for grouping above grade utilities in single locations where feasible (i.e. the flanking yard of the public right-of-way). Such locations should be guided by the location and hierarchy of streets, storm water management facilities, parks and other components of the open space system, as well as utility access considerations.
- c. Utility cabinets, transformer vaults, hydro metres and gas metres should be incorporated into building design. Where this is not feasible, utilities should be placed in discrete locations and/or screened from public view.
- d. New and innovative solutions for integrated utility services should be explored to minimize street clutter. Products that incorporate street lighting and telecommunication facilities within the same pole are encouraged.



The coordinated design and integration of service infrastructure will contribute to the visual quality of the Ninth Line lands.

4 PRIVATE REALM DESIGN GUIDELINES

4.1 RESIDENTIAL BUILDING GUIDELINES

The developable lands identified in the Ninth Line lands are predominantly residential, providing opportunities for a range of housing types and densities within walking distance of the transit stations and mixed-use nodes. Appropriate housing types may include apartments and condominiums (up to 10-storeys adjacent to transit stations), as well as a range of townhouse forms. This mix will promote a diverse community and accommodates a wide demographic (i.e. couples, families with children, single parents, seniors, people with special needs and others).

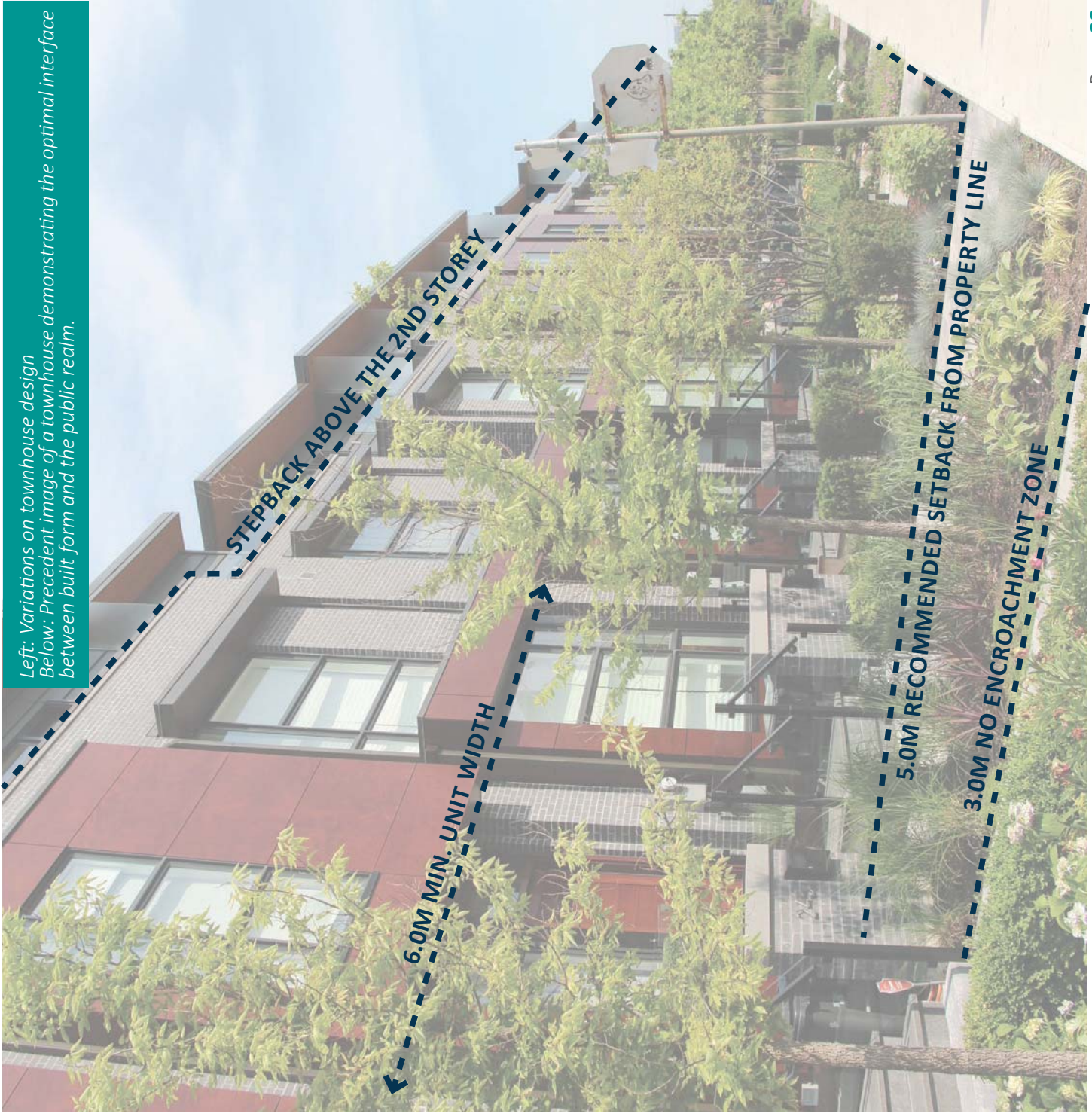
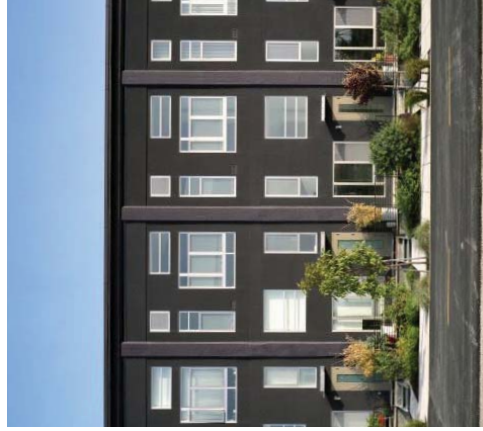
4.1.1 TOWNHOUSES

Townhouses provide more compact higher-density housing choices than single or semi-detached dwellings, and may include standard, back-to-back, stacked, or stacked back-to-back variations. Within the Ninth Line lands, townhouses will provide an appropriate transition to the stable residential neighbourhoods to the east, in a form that supports increased density near the transit stations. Townhouses may also provide variation in heights internally within comprehensive developments. Townhouses should be designed and massed to frame streets, while respecting the existing context related to height, setbacks, and built form.

In addition to the guidelines that follow, please refer to the City's Urban Design Handbook for Low-Rise Multiple Dwellings (2015) and the DRAFT Urban Design Guidelines for Back to Back and Stacked Townhouses (March 2017).

- a. Townhouses should be limited to 3 to 5 storeys. Stepbacks are generally recommended above the second storey to create terraces, and reinforce a human-scaled public realm.
- b. Townhouses should be oriented to address the street. An adequate landscaped buffer should be provided for townhouses facing onto a widened Ninth Line. Where located at a corner, the internal configuration of the building should ensure units front onto both streets.
- c. Townhouse units should be a minimum of 6m wide. Townhouse blocks should include no more than 6 units without a break.
- d. Townhouses should generally be set back 5m from the property line to accommodate usable front yard space, while providing an appropriate transition between the public and private realm. No encroachments should be proposed within the first 3m of this setback (from the property line). Beyond this, private porches and/or stairs are encouraged.
- e. Where trees are proposed within the front yard, they should have access to 30m³ of soil.
- f. Below grade units are generally discouraged. Where partial basement units are provided, the finished floor

Left: Variations on townhouse design
Below: Precedent image of a townhouse demonstrating the optimal interface between built form and the public realm.



of the ground level unit should generally be no greater than 1.8m from grade. This will accommodate a 1.2m step down to the basement entrance while maximizing visibility from the public realm. External access and windows on the front and rear of basement level units should be provided. Basement level units are not permitted in back-to-back configurations.

- g. Private front-yard amenity space should provide a soft transition to, and high visibility between, the public and private realm. Where fencing is proposed, it should be low and highly transparent.
- h. Where no windows are provided, townhouse blocks should be separated sufficiently to accommodate a 4.8m mid-block crossing. Where windows are provided, a total separation distance of 11m is recommended.
- i. A minimum separation distance of 15m is recommended between facing townhouse units to accommodate 5m



Townhouse units should be appropriately spaced to provide opportunities for mid-block connections.

front yards, and a 4.8m mid-block connection.

- j. Townhouses should be set back 7.5m from a rear property line to ensure usable rear yard amenity space.
- k. All townhouse units should have access to usable outdoor amenity space. On more intense forms (i.e. stacked and stacked back-to-back), where front yards are associated with at-grade (or basement) units, this can be accommodated through outdoor terraces. All terraces should be a minimum of 1.5m deep.

- l. Where possible, townhouse developments should provide flexible community amenity spaces for children, adults and seniors, such as community gardening plots.
- m. Front yard parking/garages are discouraged. Parking should be at the rear of the site and/or underground (as part of a comprehensive development) and accessed via a rear-lane. If parking is provided in the form of an underground garage, long term bicycle storage should be considered and incorporated into the design of the parking garage.



Flexible community amenity spaces, such as community gardens, promote greater inclusion and social togetherness within townhouse communities.

4.1.2 APARTMENT BUILDINGS

As the most intense residential uses in the Ninth Line lands, apartment buildings will provide an 'in-between' scale that accommodates significant density, while ensuring pedestrian-supportive streets. The design of these buildings should ensure appropriate transitions to adjacent uses through carefully considered massing and setbacks. Attractive interfaces with the public realm will be achieved through at-grade units and a high level of landscaping. In addition to the guidelines below, Mississauga's Standards for Shadow Study (June 2014) and Pedestrian Wind Comfort and Safety Studies (June 2014) should be consulted.

- a. Apartment buildings should be located and designed to frame and address the street. Where located at a corner, the building should frame and address both streets.
- b. The siting and location of apartment buildings should balance built form with on-site open space. Open space should be considered an integral part of the development, and should be optimally located to provide connections to adjacent open spaces, public uses, or indoor amenity areas. Consideration of privately owned public spaces (POPS) is recommended.
- c. Apartment buildings will generally range between 4 and 10-stories, subject to the heights outlined on the Secondary Plan.

- d. Depending on the width of the abutting street ROW, a setback should be applied between the 3rd and 5th-storey to create a pedestrian scaled streetwall, and to minimize the perceived height of the building at street level. Where appropriate, additional setbacks should be provided to maintain at least 5 hours of continuous sun on the opposite sidewalk throughout the day.



Precedent image of apartment demonstrating the optimal interface between built form and the public realm.

- e. All setbacks should be a minimum of 3m to ensure usable space for terraces and outdoor amenity space.
- f. Individual buildings should generally not be greater than 60m in width to encourage permeability (i.e. mid-block connections) through larger blocks.
- g. Where multiple buildings are provided on single or adjacent sites, a minimum of 11m separation distance should be provided between buildings. Above the building base, a 3m setback should be provided to increase views to the sky.
- h. The streetwall should be well-articulated through both vertical and horizontal articulation that reflects the interior units. Individual entrances for at-grade units are encouraged to reinforce a vibrant and active streetscape.
- i. Apartment buildings should generally be set back 5m from the front property line to accommodate usable front yard space, while providing an appropriate transition between the public and private realm. No encroachments should be proposed within the first 3m of this setback (from the property line).
- j. Private front-yard amenity space should provide a soft transition to, and high visibility between, the public and private realm. Where fencing is proposed, it should be low and highly transparent.
- k. Where Apartment buildings about low-rise residential forms (i.e. townhouses), an appropriate transition should be provided. At the rear of the site, a 45-degree angular plane should be applied 7.5m from the property at a height at 10.5m.
- l. All apartment buildings should have access to high-quality outdoor amenity space, including balconies, terraces, and rooftop gardens. All balconies and terraces should be a minimum of 1.5m deep.
- m. Servicing and loading should be accommodated internally, and should be located at the rear of the site. All facilities should be well screened from the public realm.
- n. Parking should be located underground, or at the rear of the site, and accessed via a rear-lane or from a side street. If parking is provided in the form of an underground garage, long term bicycle storage should be considered and incorporated into the design of the parking garage.

Precedent image of a residential building demonstrating the optimal interface between built form and the public realm.



4.2 COMMERCIAL BUILDING GUIDELINES

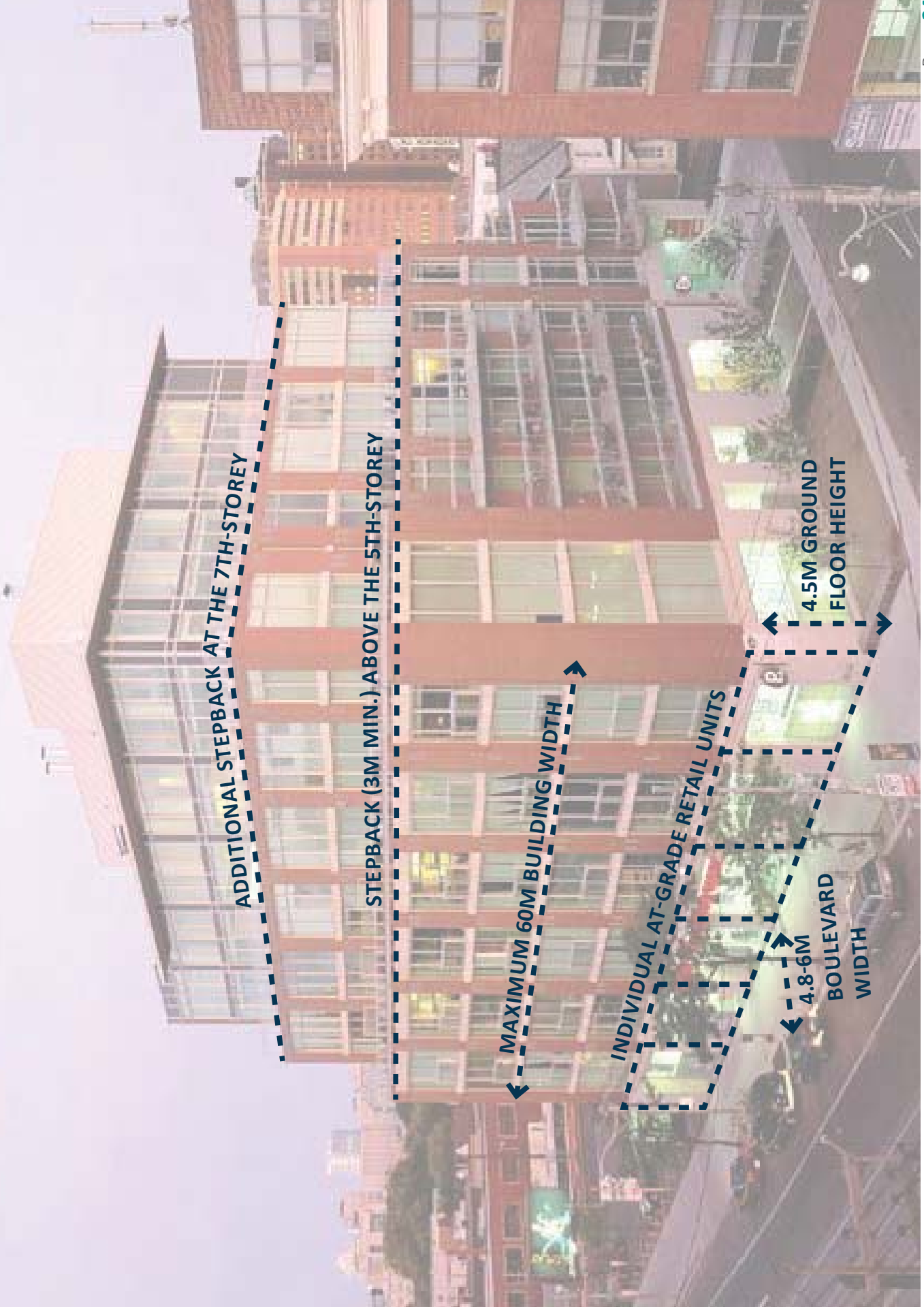
There will be a variety of opportunities for commercial development in the Ninth Line lands, including mixed-use buildings within the transit station areas, and small-scale commercial uses to serve the neighbourhoods. These uses will be integral to creating active and vibrant streetscapes, while also promoting a walkable and healthy neighbourhood. Where commercial buildings are proposed, they should have a high quality of architectural design and should provide pedestrian amenities (i.e. plazas, public art, seating, patios) wherever possible. Open spaces between buildings, at the street edge, and through parking areas should be well landscaped, to reinforce an attractive and memorable pedestrian experience.

4.2.1 MIXED-USE BUILDINGS

Within walking distance of the transit stations, mixed-use buildings are encouraged to create a strong destination and to reinforce an urban streetscape. Mixed-use buildings should have retail uses at grade with “spill-out” opportunities (i.e. café patios, retail displays) where appropriate. Residential and/or office uses are recommended above to provide “eyes on the street” and enhance safety through casual surveillance.

- a. Mixed-use buildings should be located and designed to frame and address the street. Where located at a corner, the building should frame and address both streets.

- b. Mixed-use buildings should generally be located at the property line, but should be set back where necessary to ensure wide (4.8-6m) boulevards that can accommodate seamless pedestrian movement and the growth of appropriately sized street trees.
- c. Buildings should generally be designed with a continuous streetwall, but variations are encouraged to create an interesting streetscape condition, and to incorporate opportunities for plazas, mid-block pedestrian connections, and/or the primary residential entrance.
- d. At least 1m should be provided at the front of the building to accommodate “spill-out” uses, such as signage, retail displays, seating.
- e. The siting and location of mixed-use buildings should balance built form with on-site open space. Open space should be considered an integral part of the development, and should be optimally located to provide connections to the sidewalk (i.e. plazas), adjacent open spaces, or transit stations. Privately owned public spaces (POPS) are encouraged.
- f. Mixed-use buildings will generally range between 4 and 10-stories, subject to the heights outlined on the Secondary Plan. A 4.5m floor-to-ceiling height



is recommended at grade to accommodate internal servicing and loading, and to create a strong street presence.

g. Depending on the width of the abutting street ROW, a setback should generally be applied between the 3rd and 5th-storey to create a pedestrian scaled streetwall, and to minimize the perceived height of the building at street level. Where appropriate, additional setbacks should be provided to maintain at least 5 hours of continuous sun on the opposite sidewalk throughout the day.

h. All setbacks should be a minimum of 3m to ensure usable space for terraces and outdoor amenity space.

i. Individual buildings should generally not be greater than 60m in width to encourage permeability (i.e. mid-block connections) through larger blocks.

j. At the side, the base of buildings should be designed to accommodate appropriate spacing (11m) between future building podiums. Where multiple buildings are provided on a single site, a minimum of 11m separation distance should be provided. Above the building base, a 3m setback should be provided to increase views to the sky.

k. The streetwall should be well-articulated through both vertical and horizontal articulation that reflects the interior uses. On streets which have been established as having the potential for retail uses, buildings will be

designed to provide for the option of retail uses on the ground floor. Each unit should be clearly articulated, including individual entrances and signage. At ground level, significant glazing is encouraged to provide a strong visual connection between the public/private realm.

l. Where mixed-use buildings about low-rise residential forms (i.e. townhouses), an appropriate transition should be provided. At the rear of the site, a 45-degree angular plane should generally be applied 7.5m from the property at a height at 10.5m.

m. All mixed-use buildings should have access to high-quality outdoor amenity space, including balconies, terraces, and rooftop gardens. All balconies and terraces should be a minimum of 1.5m deep.

n. Servicing and loading should be accommodated internally, and should be located at the rear of the site. All facilities should be well screened from the public realm.

o. Parking should be located underground, or at the rear of the site, and accessed via a rear-lane or from a side street. Both long-term and short-term bicycle parking should be provided. Long-term parking should be incorporated into the underground parking and short term should be provided near main entrances, in high visibility areas.

4.2.2 SMALL-FORMAT RETAIL

Smaller commercial retail units may be located at key nodes and intersections to accommodate day-to-day commercial needs in close walking distance to residential neighbourhoods. They should be designed and located to enhance the public realm and reinforce attractive streetscapes throughout the Ninth Line lands.

- a. The location of small-format Commercial Retail Units (CRUs) should be used to define street edges, courtyards, terraces and other public open spaces.
- b. Where multiple CRUs are provided, they should be located and designed to create a continuous main street shopping environment through their alignment, clear pedestrian connections, and (functional) multi-storey façades.
- c. Building entrances should be located on the street side of the building. Where this is not achievable, active uses (i.e. patios, marketing areas) should be provided with significant clear glazing on the building frontage, and direct connections to the public sidewalk.
- d. All visible building façades should reflect a high level of design quality. Blank façades are discouraged.
- e. CRUs should have continuous pedestrian sidewalks on all sides of the building where public entrances and parking areas are located.
- f. Areas between buildings should be well landscaped and programmed (i.e. outdoor seating and dining areas).

- g. Parking should be located at the rear of the site. Bicycle parking should be provided near building entrances in high visibility areas.
- h. Servicing and loading facilities should be located at the rear of the site, and appropriately screened from view.
- i. “Fake front” retail façades (without functioning front doors) should be avoided on street facing retail units.



Smaller commercial retail units may be located at key nodes and intersections to accommodate day to day commercial needs.

4.2.3 AUTO DEPENDENT USES: GAS STATIONS/CAR WASH

Where gas stations are proposed, they should be well integrated into the Ninth Line lands through high-quality site planning and architectural design, and should provide a balance between pedestrian and vehicle traffic.

- a. The frontages of a gas station should be occupied by a street oriented building (i.e. convenience store). Vehicle-oriented uses (i.e. gas bar/car wash) should be located at the rear or side of the site.
- b. Stacking lanes should be separated from sidewalks, pedestrian pathways and parking areas through the use of well landscaped islands.
- c. Stacking lanes should be located such that vehicle line-ups do not impede traffic along public streets or the movement of vehicles on site.
- d. Clear sightlines and views should be provided between site areas (i.e. pumps, convenience store and car wash) and the public street to promote public safety.
- e. Canopies should be provided over fueling areas. Any lighting provided should be downcast to minimize light pollution on adjacent residential areas.
- f. Complementary building materials should be used for the primary building and car wash facilities.

- g. Parking should be located at the side and/ or rear of the building, and should ensure pedestrians do not have to cross stacking lanes to enter the building.
- h. A landscape buffer should be located along the side and rear yard of the property to provide screening from adjacent uses.
- i. Where the site is adjacent to residential or institutional properties, a noise attenuation fence should be used.
- j. Noise-generating areas (such as auto service bays, car wash openings, vacuum stations, outdoor loading areas, garbage storage and stacking lanes) should be located away from adjacent uses.



The frontages of a gas station should be occupied by a street oriented building, and a landscape buffer should be located along the side and rear yard of the property to provide screening from adjacent uses.

4.3 INSTITUTIONAL BUILDING GUIDELINES

To create complete communities within the Ninth Line lands, a variety of institutional uses are encouraged, including community centres, cultural facilities, libraries, schools, and places of worship. These uses can create strong landmarks, and community anchors, and help to encourage healthy and walkable neighbourhoods.

4.3.1 SCHOOLS

Where required, schools should be located at the centre of a residential area, or between residential areas, to act as a civic anchor of the community. For public schools, the City recognizes that the building of schools will depend on demand and funding identified by the Peel District School Board and the Ministry of Education.

- a. School buildings should be designed to reflect their civic role through prominent, high quality architecture.
- b. Building design should promote safety and ease of access through well defined entrances and windows facing the public street and primary walkways.
- c. Multi-storey school buildings are strongly recommended to maximize the site and services as well as contribute to an urban street condition through building façade proportion that contributes to a sense of enclosure at the street.

- d. The main school entrance should be highly visible and distinguished through the building's architecture and detailing (i.e. door size, entry and windows). A recessed entry or projecting canopy can also provide weather protection and promote the prominence of the entry.
- e. School façades should maximize the use of operable windows to naturally illuminate and ventilate classrooms, offices, recreational and social spaces.
- f. Covered walkways or building edge colonnades are recommended for linking separate school buildings. They are also recommended for providing weather protected building edges fronting school open spaces including forecourts, courtyards, gardens or playing fields.
- g. School buildings should examine the possibility for LEED Certification, promote green building technologies and sustainable site design/organization (i.e. LEED Site Planning).
- h. Where possible, the site should be organized to extend the street network via internal pedestrian walkways and driveways.

- i. Site organization should be designed to maintain view corridors and sight lines in order to further enhance crime prevention opportunities.
- j. Bus stops should be incorporated as a lay-by within the public right-of-way where safe and efficient access can be provided.
- k. Surface parking areas should be minimized and where required should be developed as “greened” parking courts with landscaping, trees and porous or another permeable materials that promote on-site stormwater run-off and/or biofiltration, where feasible.
- l. Parking areas should be designed to accommodate pedestrian movement (i.e. planted edges, medians that incorporate dedicated pedestrian walkways, paving articulation).
- m. School sites should incorporate bike racks in convenient locations near building entrances.
- n. Schools should be centrally located and easily accessible by pedestrians, cyclists and transit users and from residential areas to support active transportation.



Covered walkways or building edge colonnades are recommended for linking separate school buildings.

4.3.2 COMMUNITY CENTRES / COMMUNITY FACILITIES

A community centre is anticipated in the south section of the Ninth Line lands, and additional facilities are encouraged as necessary. Community Centres support the recreational, cultural and educational needs of local residents and the broader Mississauga community, and can provide a strong link to Greenlands and the multi-use trail.

- a. Community Centres should be located to serve as focal points of the community, and may be located either in parks and/or along key streets where they will complement adjacent uses.
- b. Community Centres should be located to take into account connections to the multi-use trail network and the greater Mississauga parks system.
- c. Community Centres should employ high standards of architectural design.
- d. Community facilities, including community centres, should incorporate the highest standards in environmental sustainability, through both site and building design.
- e. Community Centres may be combined with other public building uses such as libraries.
- f. Community Centres are encouraged to be multi-storey buildings in order to minimize the need for large sites.

- g. Community Centres should be located on major transit routes and should be easily accessible by pedestrians, cyclists and transit users.
- h. Variations in setbacks should be incorporated for community facilities, where a building forecourt or garden is desirable.



Community centres should be located to serve as local points of the community.

4.4 EMPLOYMENT BUILDING GUIDELINES

The Ninth Line Neighbourhood Character Area generally locates employment uses at the north and south end of the Ninth Line lands, within the Business Employment areas, to provide a strong employment anchor with convenient access to Highway 403 and 407. In addition, there may be opportunities for stand-alone office buildings within the Mixed-Use areas adjacent to the transit stations. These buildings should have a high level of design to attract new business to the neighbourhood and to promote the Ninth Line lands as a significant employment node within Mississauga.

4.4.1 PRESTIGE OFFICE BUILDINGS

Office buildings in the Ninth Line lands should generally be concentrated along Ninth Line and other key streets, and should be designed as prestige buildings that will attract high-quality employment opportunities. Within the Business Employment areas, prestige office buildings are encouraged at the street edge to support a strong streetscape and public realm, and to provide a transition to internally-located light industrial developments.

- a. Office buildings should be located and designed to frame and address the street. Where located at a corner, the building should frame and address both streets.
- b. When located adjacent to Ninth Line or other main streets, office buildings should generally be located at the property line, but should be set back to ensure wide (4.8-6m) boulevards that can accommodate seamless

- pedestrian movement and the growth of large, mature street trees.
- c. Buildings should generally be designed with a continuous streetwall, but variations are encouraged to create an interesting streetscape condition, and to incorporate



Office buildings should be located and designed to frame and address the street.

opportunities for plazas, mid-block pedestrian connections, and/or primary entrances.

d. The siting and location of office buildings should balance built form with on-site open space. Open space should be considered an integral part of the development, and should be optimally located to provide connections to the sidewalk (i.e. plazas), adjacent open spaces, or transit stations. Privately owned public spaces (POPS) are encouraged.

e. Where office buildings are greater than 4-stories, a setback should be applied between the 3rd and 5th-storey to create a pedestrian scaled streetwall, and to minimize the perceived height of the building at street level.

f. All setbacks should be a minimum of 3m to ensure usable outdoor amenity space for employees.

g. Individual buildings should generally not be greater than 60m in width to encourage permeability (i.e. mid-block connections) through larger blocks.

h. At the side property line, the base of buildings should be set back 5.5m to accommodate appropriate spacing (11m) between future building podiums. Where multiple buildings are provided on a single site, a minimum of 11m separation distance should be provided. Above

the building base, a 3m setback should be provided to increase views to the sky.

i. The streetwall should be well-articulated through both vertical and horizontal articulation that reflects the interior uses. At ground level, significant glazing is encouraged to provide a strong visual connection between the public/private realm. Where appropriate, active internal uses (i.e. cafeteria, lobby, amenity space) should be located adjacent to the street.

j. Servicing and loading should be accommodated internally, and should be located at the rear of the site. All facilities should be well screened from the public realm.

k. Parking should be located underground, or at the rear of the site, and accessed via a rear-lane or from a side street. Both long-term and short-term bicycle parking should be provided. Long-term bicycle parking should be incorporated into the underground parking and short term bicycle parking should be provided near main entrances, in high visibility areas.

Precedent image demonstrating an active streetscape, with minimal interruption for access and parking, characterized by well-articulated facade design, active at-grade uses, a strong visual connection with the street, and a human-scaled street wall.



4.4.2 LIGHT INDUSTRIAL BUILDINGS

Within the Business Employment areas, more traditional employment uses (i.e. warehouse, light manufacturing, research and development) may be appropriate to augment prestige office uses and provide a variety of employment opportunities. These uses should generally be located in the interior of blocks and away from Ninth Line and other main streets. These uses should reflect a street-oriented character with more attractive and active uses (i.e. research and development, office, receiving) oriented toward the street, and more intense development forms pushed back to accommodate attractive landscape buffers.

- a. The siting and location of industrial buildings should be considered as part of a comprehensive site plan that reflects a more contemporary, campus-style layout. Considerations should include joint access, shared open spaces and amenity areas, and continuous connectivity between Ninth Line and the proposed multi-use trail, and other public spaces.
- b. Open space should be considered an integral part of a light-industrial campus. Privately owned public spaces (POPS) are encouraged as part of a larger open space network.
- c. Buildings should generally address the street to define a more urban street edge. More attractive indoor uses (i.e. office, research and development, receiving) are encouraged to occupy as much of the street facing frontage as possible. Where more intense forms of development are located along the street, they should be pushed back to accommodate a significant landscaped buffer.

- d. The highest quality of building design should be applied to the building façades facing public streets or open spaces.
- e. Corner buildings should address both street frontages.
- f. Parking should generally be located in the rear yard. Where side yard parking is proposed, it should be well screened from the public realm through attractive landscaping. Front yard parking is discouraged.
- g. Where large parking fields are necessary, landscape islands should be introduced to break up large asphalt areas and to delineate clear pedestrian circulation.
- h. Outdoor storage should generally not be visible from the public street or open space. Where outdoor storage is required, it should be screened with fencing and/or landscaping.



More attractive indoor uses are encouraged to occupy as much of the street facing frontage as possible.

4.5 ON SITE PARKING GUIDELINES

A variety of parking will be provided throughout the Ninth Line lands, including a mix of surface parking, on-street parking and structured (above and below-grade) parking. Where parking is provided as part of a development, it should be designed to mitigate the visual impacts on the public realm.

4.5.1 SURFACE PARKING

Within the Ninth Line lands, parking should be located underground wherever possible. Where surface parking is required, it should be located at the rear or side of buildings and screened from view. Significant effort should be made to mitigate the impacts of large surface parking lots.

- a. Large areas of uninterrupted parking should be avoided. Outside of residential areas, the total amount of parking should be minimized where possible through shared parking between adjacent properties, particularly in the evenings, weekends and other off-peak periods.
- b. Surface parking areas should be located at the rear or side of buildings. Where parking areas must be situated adjacent to the sidewalk, a landscaped buffer should be located between parked vehicles and the sidewalk. This buffer should be located within the private realm to not reduce the total sidewalk width.

- c. Planting strips, landscaped traffic islands and paving articulation should be used to clearly distinguish between pedestrian and vehicle routes, and to define smaller parking 'courts' that provide pedestrian walkways, improve edge conditions and minimize the aesthetic impact of surface parking.
- d. The amount of landscaping should be proportionate to the overall parking lot size.
- e. Landscaping, or other parking area screening devices, should not obstruct the primary building façade or total visibility of the parking area.
- f. Pedestrian-scaled lighting should be provided along pathways to enhance visibility and security.
- g. Preferential parking for bicycles, energy efficient vehicles and carpooling / car-share services are encouraged.
- h. Service and drop-off area circulation should not interfere with pedestrian or primary vehicle circulation.
- i. Where appropriate, LID technologies should be considered to mitigate the impacts of surface parking.

4.5.2 PARKING GARAGES

Parking structures should have a high level of design which is consistent with and complementary to the development and site as a whole.

- a. Parking structures fronting onto streets or open spaces should be developed where possible with an active at-grade use to provide attractive façades, animate the streetscape and enhance pedestrian safety.
- b. To help animate the street, public art, street furniture, community display cases or landscape features should be provided at grade.
- c. Vehicular access to parking structures should be located at the rear and/or side of buildings away from main building frontages and major streets.
- d. Pedestrian entrances for parking structures should be located adjacent to main building entrances, public streets or other highly visible locations.
- e. Parking within a structure should be screened from view at the sidewalk level, and the street-level wall should be enhanced through architectural detailing and landscaping.
- f. Long-term bicycle parking should be incorporated into parking garage designs.



*Top: Parking structures should have a high level of design.
Bottom: Surface parking lots should clearly distinguish between pedestrian and vehicle routes with planting strips, landscaped traffic islands and paving articulation.*

4.6 ACCESSIBILITY GUIDELINES

Principles of universal design should be applied to public streets, open spaces, site plan and building design (as per the Ontario Building Code) for new development in the Ninth Line lands. In addition to the Ontario Building Code, accessibility matters shall meet the regulations in the Accessibility for Ontarians with Disabilities Act the Integrated Accessibility Standard Regulations and the City's 2015 Facility Accessibility Design Standards.

- a. All public sidewalks should be barrier-free. The design of all buildings should result in accessibility for everyone.
- b. In high activity areas such as transit stations and key intersections, the use of multi-sensory visual and audio queues as well as textured paving should be considered to assist in orientation and the existence of potential hazards to disabled individuals. Sensory indicators may be tactile or audible.
- c. At a minimum, circulation and building access for pedestrians and vehicles should conform to barrier-free access requirements as set out by the Ontario Building Code (OBC) and the Mississauga Facility Design Standards.
- d. Access structures such as ramps should be designed to harmonize with buildings.
- e. Barrier-free accessibility should provide access to the ground level of all publicly accessible buildings.
- f. Curb ramps should provide barrier-free connections

- between the driveway and pedestrian walkways.
- g. On-site tree planting and other landscaping should not be an obstacle to the barrier free path of travel.



Principles of universal design should be applied to public streets.

4.7 SUSTAINABILITY GUIDELINES

Adjacent to a significant Greenlands system, and providing a gateway to the City of Mississauga, the Ninth Line lands should be a pillar of sustainable development. To minimize adverse impacts on natural heritage features, sustainable design should be at the forefront of all development. Where feasible, on-site stormwater management is encouraged, while other initiatives (i.e. green roofs, rooftop gardens, green walls) are recommended to reduce the urban heat island effect.

4.7.1 SITE DESIGN

- a. Site design should minimize impervious hard surfaces. The surface area of driveways and parking areas should be as small as possible within allowable standards.
- b. Porous pavement, and landscaped areas with adequate size and soil conditions, should be maximized to capture roof drainage and increase the total amount of water run-off absorbed through infiltration.
- c. Existing significant trees and vegetation should be protected and incorporated into site design.
- d. Recommended landscape materials should include native and non-invasive species, as well as species that are generally drought resistant and require minimal maintenance. Planting should abide by the Conservation Halton guidelines where applicable.

- e. Landscape design should incorporate strategies to minimize water consumption (i.e. use of mulches and compost, alternatives to grass and rainwater collection systems).
- f. In larger parking areas, vegetative swales should be incorporated on the perimeter of the site to catch stormwater. These drainage basins should be planted with native plant materials that thrive in wet conditions.
- g. Well-drained snow storage areas should be provided on site in locations that enable melting snow to enter a filtration feature prior to being released into the storm water drainage system.

4.7.2 BUILDING AND NEIGHBOURHOOD DESIGN

- a. New buildings and neighbourhoods are encouraged to seek Leadership in Energy and Environmental Design (LEED) certification, or an equivalent design standard. The design of neighbourhoods and communities should pursue high standards in neighbourhood sustainability and connectivity and seek LEED for Neighbourhood Development (LEED ND) certification.
- b. New buildings are encouraged to reduce the energy

consumption of building and site systems (HVAC, hot water, lighting) through the use of appropriate mechanical and construction technology (natural cooling, light recovery, passive solar design).

- c. Mixed-use, commercial and apartment buildings should provide flexibility in the building floor plate, envelope and façade design to accommodate a variety of uses over their lifespan.
- d. Vegetated or “green” roofs are recommended, especially in areas with minimal landscaping, to minimize water runoff, improve building insulation, and provide additional outdoor amenity areas or white roofs.
- e. Water use reduction technologies are encouraged, including water-efficient appliances, such as aerators, low-flow shower heads, dual-flush toilets, front-loading washers, waterless urinals and high-efficiency dishwashers.
- f. Waste water technologies, such as rain barrels or cisterns, are encouraged in new buildings to collect and filter rain water to be recycled for non-potable domestic uses.



Landscape design should incorporate strategies to minimize water consumption.

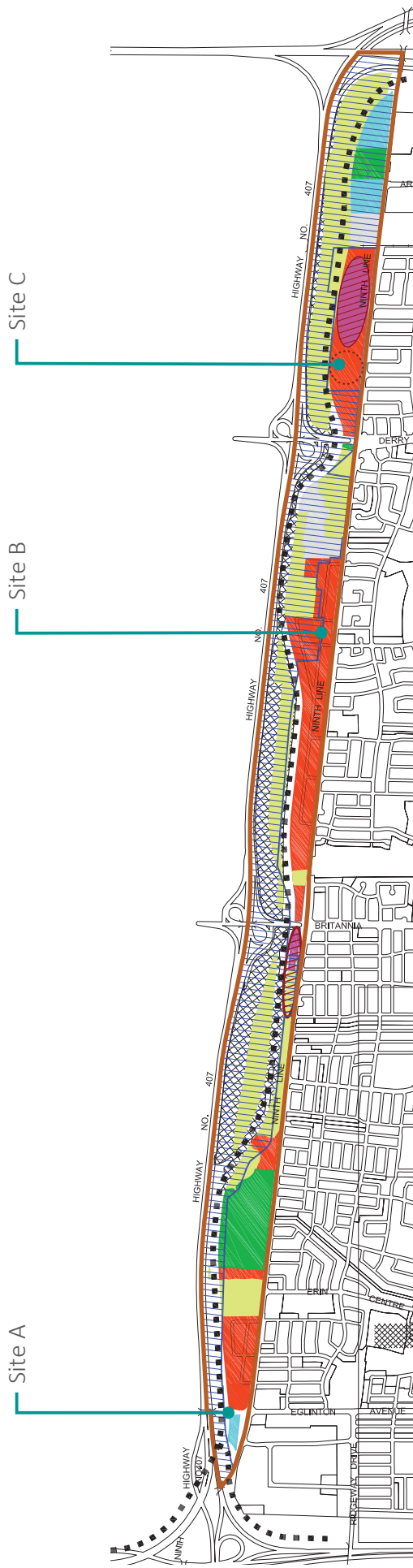
- g. All buildings should have conveniently located waste management facilities to support the separation of waste into different streams according to reuse and recycling regulation (i.e. compost, paper, plastics).
- h. Where possible, construction materials should be recycled to reduce the environmental impacts of extracting and manufacturing new materials. If there are no salvageable materials available, efforts should be made to purchase materials from demolition sales, salvage contractors and used materials dealers.
- i. New construction materials should be locally sourced to reduce the impacts of transportation. Canadian products are generally designed to withstand our climate.
- j. Construction materials should be durable and consider life cycle costing to avoid premature replacement.



Buildings in the Ninth Line Neighbourhood should reflect the highest standards of sustainable development.

APPENDIX: SHAPING NINTH LINE DEMONSTRATION PLANS

BUILT FORM AND LAND USE | DEMONSTRATION PLAN SITES

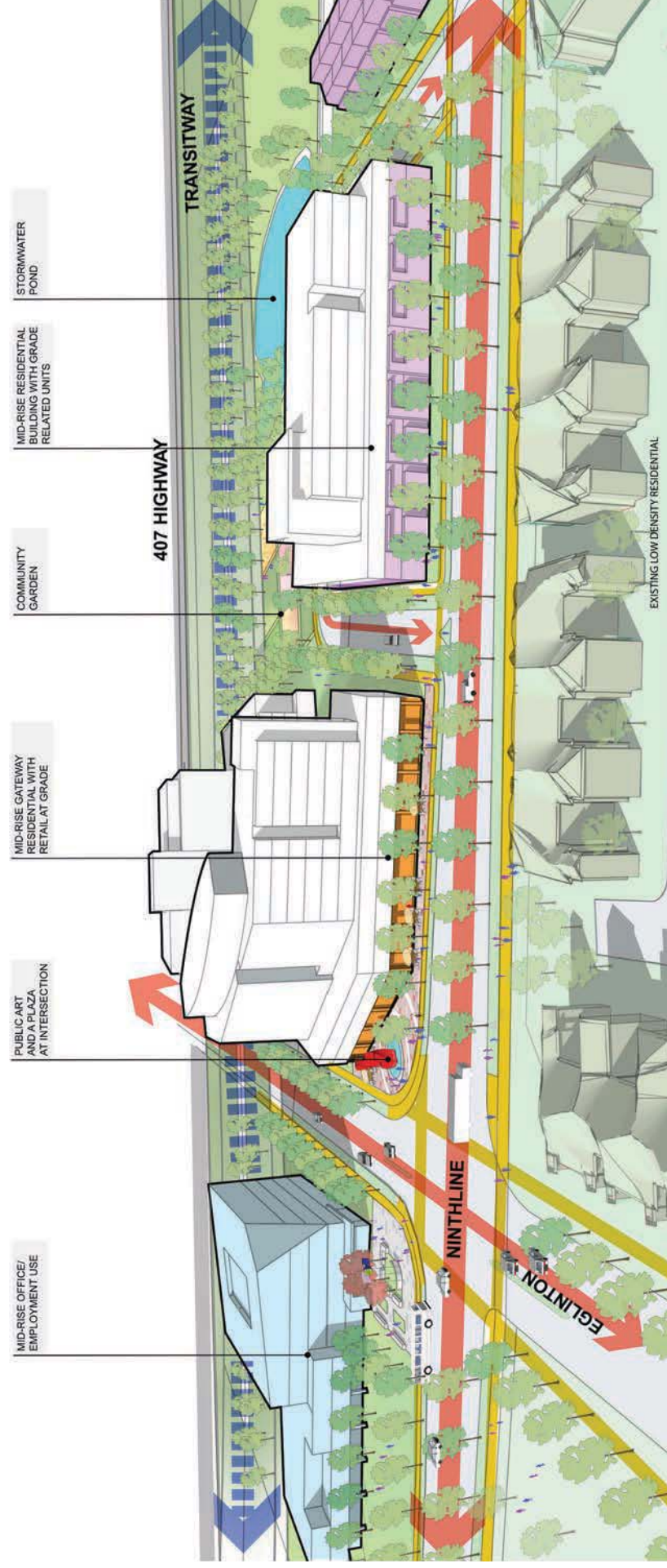


Shaping Ninth Line Proposed Land Use Concept

	GREENLANDS		SUBJECT AREA
	UTILITY		PARKWAY BELT
	NATURAL HAZARDS		RESIDENTIAL MEDIUM DENSITY
	TRANSITWAY		MIXED USE
	TRANSITWAY STATION		BUSINESS EMPLOYMENT
* Limited grade related residential with a minimum height of three storeys may be permitted.			PUBLIC OPEN SPACE
** Limited grade related residential with a minimum height of 2 storeys may be permitted.			

SITE A | MIXED USE COMMUNITY WITH EMPLOYMENT FOCUS AND GATEWAY FEATURE

- The Eglinton Gateway Focus area provides opportunity for both residential and employment uses at a key intersection
- Provides a transition of lower heights and densities further north along Ninth Line
- Uses should be integrated with community uses like community gardens and public/private connections



SITE B | COMPLETE COMMUNITIES: MISSING MIDDLE HOUSING OPTIONS

- Support a range of housing choices
- Plan for a mix of townhouse and low-rise development with public and private connections
- Provide trail and open space opportunities
- Establish key local public streets to serve the community and improve safety



SITE C | TRANSIT SUPPORTIVE COMPLETE COMMUNITIES

- Encourage a mix of uses and transit supportive development north of Derry Road
- Create a complete community with a mix of uses to live, work and shop
- Growth should support ridership for the future 407 Transitway

