

City of Mississauga

Corporate Report



Date: 2019/11/08

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 19/012 W10,
T-M 19003 W10,
OZ 19/013 W10, and
T-M 19004 W10

Meeting date:
2019/12/02

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 10)

Rezoning applications to permit between 1,039 and 2,109 residential homes consisting of a mix of detached homes, several types of townhomes, apartments, institutional uses, open space and greenland uses

6136, 0, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400, 6432, 6500 and 0 Ninth Line (Part of Lots 6, 7, 8 and 9, Concession 9, N.S)

West side of Ninth Line, south of Derry Road West and north of Britannia Road West

Owner: Derry Britannia Developments Limited (Mattamy Homes)

Files: North - OZ 19/012 W10 & T-M19003 W10 South - OZ 19/013 W10 & T-M 19004 W10

Recommendation

That the report dated November 8, 2019, from the Commissioner of Planning and Building regarding the rezoning applications by Derry Britannia Developments Limited (Mattamy Homes) to permit between 1,039 and 2,109 residential homes consisting of a mix of detached homes, several types of townhomes, apartments, institutional uses, open space and greenland uses, under Files North - OZ 19/012 W10, T-M19003 W10 and South – OZ 19/013 W10, T-M19004 W10, 6136, 0, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400, 6432, 6500 and 0 Ninth Line (Part of Lots 6, 7, 8 and 9, Concession 9, N.S), be received for information.

Background

The lands comprising the Ninth Line Neighbourhood Character Area are located on the west side of Ninth Line, east of Highway 407 ETR, between Highway 403 and Highway 401. These lands were transferred from the Region of Halton / Town of Milton to the Region of Peel / City of Mississauga on January 1, 2010, through a municipal boundary realignment. The City of Mississauga, in partnership with the Region of Peel and in part with the Ministry of Transportation (MTO) retained a consortium of consultants to prepare a series of background studies and reports for the last remaining greenfield lands in the City. These studies and reports

Originator's files: OZ 19/012 W10, T-M 19003 W10, OZ 19/013 W10 & T-M 19004 W10

culminated in the approval of the Ninth Line Neighbourhood Character Area Official Plan policies and Zoning By-law amendment.

The land use designations in the Official Plan are based on provincial and regional growth policies. The Province of Ontario allocates future growth to the Region of Peel, who in turn directs a portion of this growth to the City of Mississauga. Mississauga Official Plan sets out a growth framework to accommodate the new growth and to ensure that it is appropriately managed.

Britannia Developments Limited (Mattamy Homes) owns the majority of the lands in Precinct 3 of the Ninth Line Neighbourhood Character Area (Precinct 3 consists of the lands on the west side of Ninth Line, between Derry Road West and Britannia Road West) and has divided their holdings into North and South development applications. Rezoning and draft plan of subdivision applications have been submitted separately for the North and South lands. These applications have been deemed complete and were circulated for technical comments. Although both sets of applications are being processed simultaneously, it is anticipated that the North applications will proceed in advance of the South applications due to the undecided alignment of the 407 Transitway, which will ultimately define the development boundaries of the South lands.

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



Location Map

Originator's files: OZ 19/012 W10, T-M 19003 W10, OZ 19/013 W10 & T-M 19004 W10

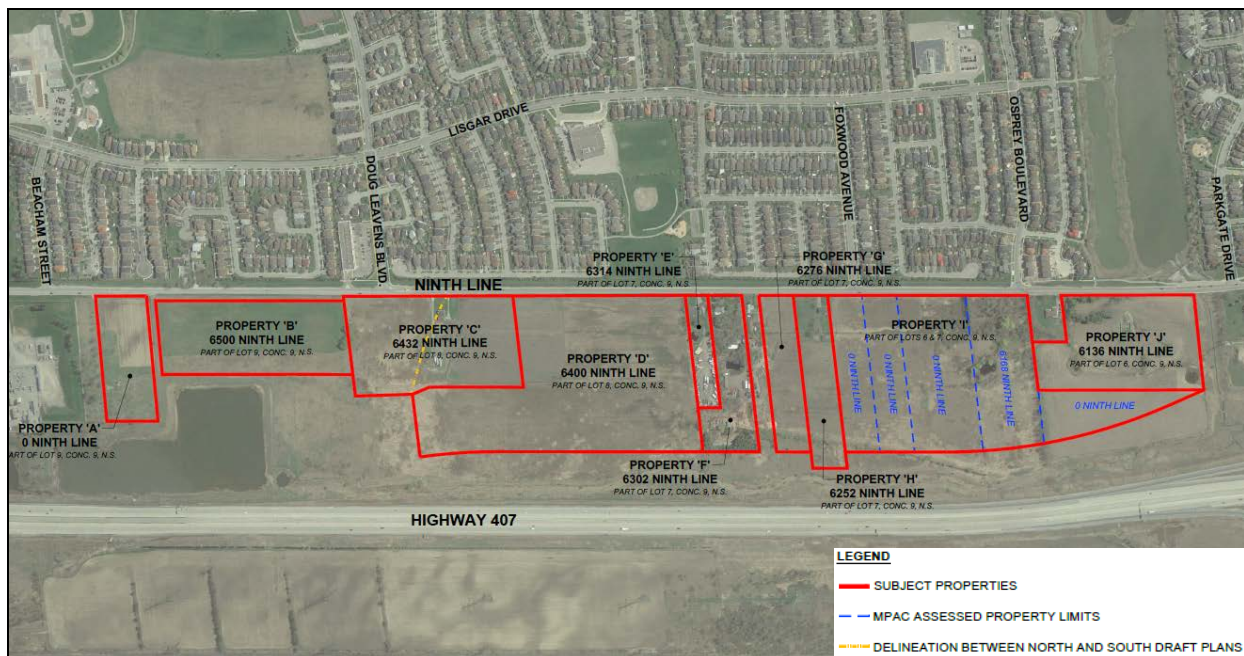
PROPOSAL

The rezoning applications are required to implement the policies of the Ninth Line Neighbourhood Character Area to permit a mix of residential, institutional, open space and greenland uses on predominantly public roads. There are also residential condominium blocks proposed as part of the applications, which will contain private condominium roads. The zoning by-law will need to be amended from **D** (Development), **PB1** (Parkway Belt) and **G1** (Greenlands) zones to the appropriate **RM** (Townhouse), **RA** (Apartment), **OS** (Open Space), **G** (Greenland) and **PB** (Parkway Belt) zones to implement this development proposal. Plans of subdivision have also been submitted to create the blocks for the proposed residential, institutional, open space, and greenland uses, public and private roads, road widenings, daylight triangles, trail blocks, transitway blocks, buffers and residential reserve blocks.

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

Comments

The property is located on the west side of Ninth Line, east of the Highway 407 ETR, between Derry Road West and Britannia Road West, within the Ninth Line Neighbourhood Character Area. The majority of the lands are currently vacant, although a few of the parcels contain existing detached homes.



Aerial image of 6136, 0, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400, 6432, 6500 and 0 Ninth Line

LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

ADDITIONAL TECHNICAL CONSIDERATIONS

Although the following studies do not form part of the development applications, they are relevant technical considerations that impact all future development on the west side of Ninth Line; and, in the case of the Ninth Line Environmental Assessment (EA), are relevant to the existing Lisgar and Churchill Meadows communities on the east side of Ninth Line.

Ninth Line Environmental Assessment

Transportation and Works staff will be commencing the Ninth Line EA Study for the corridor between Eglinton Avenue West and Derry Road West this fall. The purpose of this study is to review, evaluate and recommend multi-modal solutions for this corridor in order to accommodate future transportation needs and to complete Phases 1 through 4 of the Municipal Class EA process.

Through the EA Study there will be several opportunities for consultation with the public, stakeholders and various government and technical agencies. A study of this magnitude typically requires 18-24 months to complete, which includes Council endorsement and a minimum 30-day review period. Should a Part II Order be requested by a member of the public (formerly known as a “bump-up” request, which requires a higher level of assessment), the approval from the Minister of Conservation, Environment and Parks may be delayed. The 2019 Capital Budget provides the necessary funding to initiate the detailed engineering design with construction expected to begin in 2023.

Subwatershed Study

The City is in the process of preparing a Scoped Subwatershed Study (SWS), a technical study which reviewed existing environmental features along the Ninth Line corridor, between Eglinton Avenue West and Highway 401. The SWS is one of the numerous technical studies initiated as part of the broader Ninth Line Lands Study. Its primary objectives are to establish a better understanding of surface water and groundwater, as well as the presence and significance of natural features; including, streams, flora and fauna. The SWS is nearing completion, pending final acceptance from Conservation Halton. It is important to note that the management strategy that will result from the SWS is founded on the principle that it can have no negative impacts on adjacent and downstream lands and in fact should work towards overall improvements.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

Financial Impact

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

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on these projects after the public meeting has been held and the issues have been resolved.

Significant issues to be addressed include:

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- Provision of a concept plan with sufficient detail to allow for a fulsome review of the proposed development, including a specific number of proposed units
- Consistency with Ninth Line Neighbourhood Character Area policies of Mississauga Official Plan and Shaping Ninth Line Urban Design Guidelines
- Appropriateness of the proposed built form and the proposed zoning by-law exceptions
- Impacts resulting from the Ministry of Transportation's Environmental Assessment for the 407 Transitway
- Land use compatibility with existing Enbridge/Union Gas/TransCanada Joint Operating Facility
- Impacts resulting from holdout properties on the proposed road network and development blocks
- Assessment of the proposed road network and right-of-ways (including functionality, maintenance, servicing, and design)
- Appropriateness of proposed circulation network (i.e. multi-use trails, walkways, trails, and mid-block connections)
- Adequacy of open space and outdoor amenity areas
- Provision of two school sites (elementary school for the Peel District School Board and elementary school for the Conseil Scolaire Catholique MonAvenir)
- Provision of affordable housing
- Implementing the requirements of the final Ninth Line Scoped Subwatershed Study
- Provision of additional technical information (including Environmental Impact Study, Phase II Environmental Site Assessments, right-of-way package, Wind Study; and, updated Functional Servicing and Stormwater Management Report, engineering plans, Noise Assessment, Geotechnical Report, Traffic Impact Study, and Sun/Shadow Study)
- Acceptable Waste Management Plan (including waste collection access route and availability of storage for waste receptacles)
- Compliance with Fire Route By-law
- Acceptable noise mitigation and associated buffers

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Ashlee Rivet-Boyle, Development Planner