

LA.09.HAL
(Halton Region)

DATE: September 14, 2004

TO: Chairman and Members of the Planning and Development Committee

FROM: Edward R. Sajecki, Commissioner of Planning and Building

SUBJECT: **Addendum Report - Region of Halton "Ninth Line Corridor Protection and Land Use Study" - Draft Report**
MEETING DATE: October 4, 2004

ORIGIN: Planning and Building Department

BACKGROUND: Planning and Development Committee, on September 7, 2004 considered the report titled "Region of Halton - Ninth Line Corridor Protection and Land Use Study - Draft Report" dated August 17, 2004 from the Commissioner of Planning and Building (See Exhibit 1) and adopted the following:

"That the report dated August 17, 2004 from the Commissioner of Planning and Building with respect to the report titled "Region of Halton - Ninth Line Corridor Protection and Land Use Study - Draft Report" be deferred to the next Planning and Development Committee on September 20, 2004 to allow staff to forward the report to the two Residents Associations for comment."

Subsequently, since no comments were received prior to the September 20, 2004 Planning and Development Committee, the Region of Halton was contacted to request a further extension to allow this report to go to the October 4, 2004 Planning and Development Committee.

The purpose of this report is to summarize any issues raised by the Lisgar and Churchill Meadows Ratepayer Associations (the report was also forwarded to the Ninth Line Residents Association) for comment and address a concern raised at Planning and Development Committee.

COMMENTS:**1.0 Concern of Planning and Development Committee**

At the September 7, 2004 Planning and Development Committee a concern was raised with respect to Recommendation 2 which states:

"That the "Transitway Supportive Land Uses" designation be extended to include the non treed area of the City of Mississauga owned parcel located at the southwest corner of Derry Road and Ninth Line."

Upon further review by staff it is recommended to delete Recommendation 2 as it is premature to change the land use designation to "Transit Supportive Land Uses".

2.0 Public Comments

The report was forwarded to the Churchill Meadows, Lisgar Residents Associations and the Ninth Line Residents Association requesting comments and explaining that Recommendation 2 is proposed to be deleted.

The comments received concurred with the staff recommendation to amend the proposed land use designation in the southwest quadrant of Ninth Line and the St. Lawrence and Hudson Railway to a lower intensity land use to be consistent with the "Residential - Low Density II" designation in the Lisgar District in Mississauga (Recommendation 1).

Further, the Lisgar Residents Association raised concerns (See Exhibit 2) with respect to traffic on Terragar Boulevard and the ability to provide schooling for any additional population. These

issues will be addressed with the processing of development applications.

CONCLUSION:

Staff have concluded that Recommendation 2 of the report titled " Region of Halton "Ninth Line Corridor Protection and Land Use Study" - Draft Report" dated August 17, 2004 from the Commissioner of Planning and Building be deleted.

RECOMMENDATION:

That the report titled " Region of Halton "Ninth Line Corridor Protection and Land Use Study" - Draft Report" dated August 17, 2004 from the Commissioner of Planning and Building, be adopted by City Council and forwarded by the City Clerk to the Region on Halton subject to the deletion of Recommendation 2.

Original Signed By: _____
Edward R. Sajecki
Commissioner of Planning and Building



Corporate Report

Exhibit 1

Received by
Clerk's Dept.

Clerk's Files

Originator's
Files

LA.09.HAL
(Halton Region)

PDC

SEP 7 2004

DATE: August 17, 2004

TO: Chairman and Members of the Planning and Development Committee

FROM: Edward R. Sajecki, Commissioner of Planning and Building

SUBJECT: **Region of Halton - "Ninth Line Corridor Protection and Land Use Study" - Draft Report**
MEETING DATE: September 7, 2004

ORIGIN: Planning and Building Department

COMMENTS: This report is part of the ongoing program to update City Council on significant planning initiatives in adjacent municipalities.

On June 24, 2004, Mississauga received the Draft Report - Ninth Line Corridor Protection and Land Use Study from the Region of Halton requesting comments by July 19, 2004. Notwithstanding this timeframe, the Region of Halton is aware that Mississauga's comments will not be available until September, 2004.

The Ninth Line corridor has become increasingly important as a potential future higher order inter-regional transit corridor in Halton Region and the Greater Toronto Area (GTA) since its identification as a key corridor in the long - term transit plan in the Greater Toronto Services Board (GTSB), "Removing Roadblocks", report in June, 2000.

The "Making Progress in Removing Roadblocks" report for the

GTSB (February, 2001) reinforced the notion that this corridor is an important transit link.

In October 2002, Halton Region continued to build on previous studies by publishing the "Making Connections: Transit for Halton" report that identified inter-regional transit corridor opportunities and support elements for introducing and supporting transit in Halton and inter-regional transit connections to the rest of the GTA and Golden Horseshoe. Collectively, these studies have established the Ninth Line Corridor as a major transportation corridor in the GTA.

Study Area

The Study Area comprises approximately 395 hectares (876 acres) and is bounded by Highway 407 to the west, Highway 401 to the north, Ninth Line to the east and Highway 403 to the south. The Ninth Line Study Area is shown on Exhibit 1.

Purpose of Study

The primary purpose of the study was to identify the land requirements for the development of the Ninth Line Corridor as an inter-regional transit corridor. This includes the lands needed for the planned Highway 407 transitway, a potential transitway/Go Rail intermodal station, and any other future transit facilities, including all associated facilities (i.e. transit stations, parking, access, buffer areas). The study also identified appropriate long term uses for any remaining developable lands within the corridor not needed for transit purposes.

Floodplain Context

The study area includes a branch of the Sixteen Mile Creek which has a significant floodplain area. The mapping to identify the extent of the Regional Floodplain has recently been completed and is estimated to comprise of approximately 135 hectares (334 acres) of the total 395 hectare (976 acres) study area.

Transit Corridor Land Requirements

In order to attract future transit ridership, implementation of higher order transit solutions that will be both convenient and timely is essential. *"To ensure that future higher order transit opportunities exist in the future and that planned development can be sustained, it is necessary that long-term transit opportunities such as those identified in the Ninth Line Corridor be protected."*

Protecting for an inter-urban transitway facility in the Highway 407 corridor has been under active consideration since the late 1980s. The Province undertook the "Protection for Transit in the Highway 407/Parkway Belt West Corridor Study" in 1989 and the 1992 "Need and Justification Study for the Protection of the Highway 407/Parkway Belt West Transit Corridor" which served as a starting point for formulating the route alignment.

Location Rationale for the Transitway Corridor

In 1997, the Province initiated the Transitway Corridor Protection Study - Highway 407/Parkway Belt West Corridor from Highway 403 to Markham Road with a steering committee that included representatives from the City of Mississauga. The Ontario Realty Corporation was in the process of identifying surplus lands for potential sale and this study reviewed alignment alternatives on both the east and west side of the Highway 407 corridor to determine the ultimate property requirements that would need to be protected.

The only available lands for the inter-urban transitway on the west side of the Parkway Belt West Plan are within the hydro corridor, which was not deemed a desirable location. The preferred alignment was located on the east side of Highway 407 for the transitway and station sites to best serve the major residential development east of Ninth Line and provide station access from Ninth Line for local transit, parking and kiss-and-ride facilities.

The proposed alignment has been located as far back from Ninth Line as possible with station locations primarily at intersections and adjacent to the rail corridor for access. Furthermore, the east side alignment also facilitated direct transitway connections to the proposed Highway 403 inter-urban transitway (GO Bus Rapid Transit (BRT) alignment).

Reports with recommendations advising the Ministry of Municipal Affairs and Housing that the City of Mississauga had no objections to Amendments #91 and #147 (incorporation of the Highway 407 inter-urban transitway alignment into the Parkway Belt West Plan and the Oakville-Mississauga Mini-Belt) were adopted, by City Council on October 29, 1997 (0149-97) and October 13, 1999 (0132-1999), respectively.

City Council was subsequently notified when these amendments were approved by the Province on March 10, 1999 through the report "Amendment 91 to the Parkway Belt West Plan -Town of Milton" dated February 9, 1999 from the Commissioner of Planning and Building and the "Parkway Belt West Plan Amendment 147 Highway 407 Inter-Urban Transitway" report dated January 20, 2001 from the Commissioner of Planning and Building on February 28, 2001.

Future GO Station Location

GO Transit is planning improvements in their service on the Milton GO Rail commuter line, including all day transit service. A future GO station on the Milton line is currently being planned by GO Transit to serve the growing development in northwest Mississauga, southwest Brampton, east Halton and Milton. "A station location study for a GO station on the CPR Galt Subdivision in the vicinity of Ninth Line has been initiated by GO Transit."

At its meeting on January 21, 2004 City Council adopted Resolution (0012-2004) "That GO Transit be advised that

Council of the Corporation of the City of Mississauga supports the location of a GO Transit station on the west side of Tenth Line West, south of the proposed extension of Argentia Road consistent with Schedule 4 of Mississauga Plan."

Subsequently, Regional Council at its meeting of April 1, 2004 approved a resolution regarding "Adoption of Regional Official Plan Amendment Number 9 – Change to ROP Schedule G-High Order Transit Network, File ROPA 03-003 City of Mississauga, Ward 9" which amended the Regional Official Plan to identify a proposed GO Rail Station west of Tenth Line.

Alignment of the 407 Transitway

The alignment of the Highway 407 Transitway is still subject to a full environmental assessment (E.A.) study. This future E.A. will be required to address alternative alignments and environmental impacts.

A potential Transitway Station at Lower Base Line has been identified. The City's approved Transitway environmental assessment identifies a location at Ridgeway Drive/Highway 403 for the westerly terminus of its transitway. Based on the outcome of an environmental assessment study of the Highway 407 Transitway, the City will review the role for the Ridgeway/Hwy. 403 station.

Ninth Line Corridor Land Use Plan

The background analysis to determine the appropriate land uses, is as follows:

- (1) The area is planned to include major transportation infrastructure which will play an important role in the Greater Toronto Area (GTA) wide system;
- (2) Large parcels of land are located in the floodplain or are owned by public agencies or utilities; and,

- (3) The privately owned lands not located within the floodplain are small parcels of land that are generally isolated.

Attached as Exhibit 2 is the proposed Land Use Plan (June 2004). As a result of the limited development potential, the land uses proposed generally are consistent with development on the east side of Ninth Line in Mississauga. Attached as Exhibit 3 is the planning direction, including a list of permitted uses applicable to each land use designation.

Impacts on Mississauga

The overall philosophy of what is being proposed by the "Ninth Line Corridor Protection and Land Use Study" is consistent with the direction of Mississauga Plan. Many of the recommended changes complement efforts being made in Mississauga, on the east side of Ninth Line.

In summary, the following aspects are of interest to Mississauga:

- 1) The City of Mississauga's preferred location for a new GO station on the Milton line is on the lands adjacent to the west side of Tenth Line.
- 2) The "Transitway Supportive Land Uses" designation be extended to include the non treed area of the City of Mississauga owned parcel located at the southwest corner of Derry Road and Ninth Line. This parcel is located directly across from a potential transitway station location.
- 3) A potential impact for Mississauga is with respect to the lands designated "Transit Supportive Land Uses" in the southwest quadrant of Ninth Line and the St. Lawrence and Hudson Railway. This designation permits among other things, high density residential uses, high density office or employment uses and high density mixed use development. The range for development is a Floor Space Index of 1.0 -

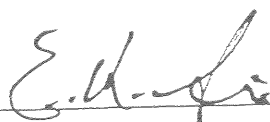
4.0. The lands on the east side of Ninth Line in Mississauga are designated "Residential - Low Density II" in the Lisgar Planning District, which permits detached, semi-detached, street townhouses and duplex dwellings, within a density range of 17 - 45 units per net residential hectare (7-18 units per net residential acre).

CONCLUSION:

The Region of Halton draft report on the "Ninth Line Corridor Protection and Land Use Study" was released to facilitate public input. As the Review moves forward, Mississauga staff will continue to monitor the proposed policies and report to City Council.

RECOMMENDATIONS:

1. That the Region of Halton consider amending the proposed land use designation in the southwest quadrant of Ninth Line and the St. Lawrence and Hudson Railway to a lower intensity land use to be consistent with the "Residential - Low Density II" designation in the Lisgar District in Mississauga.
2. That the "Transitway Supportive Land Uses" designation be extended to include the non treed area of the City of Mississauga owned parcel located at the southwest corner of Derry Road and Ninth Line.
3. That the report titled "Region of Halton - "Ninth Line Corridor Protection and Land Use Study" Draft Report" dated August 17, 2004 from the Commissioner of Planning and Building be forwarded, by the City Clerk, to the Region of Halton.



Edward R. Sajecki
Commissioner of Planning and Building

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Exhibit 1 - Study Area and Floodplain Area (June 2004)
 Ninth Line Corridor Protection and Land Use Study
 Region of Halton



23-41Arep04-06-1-456p1

(97)

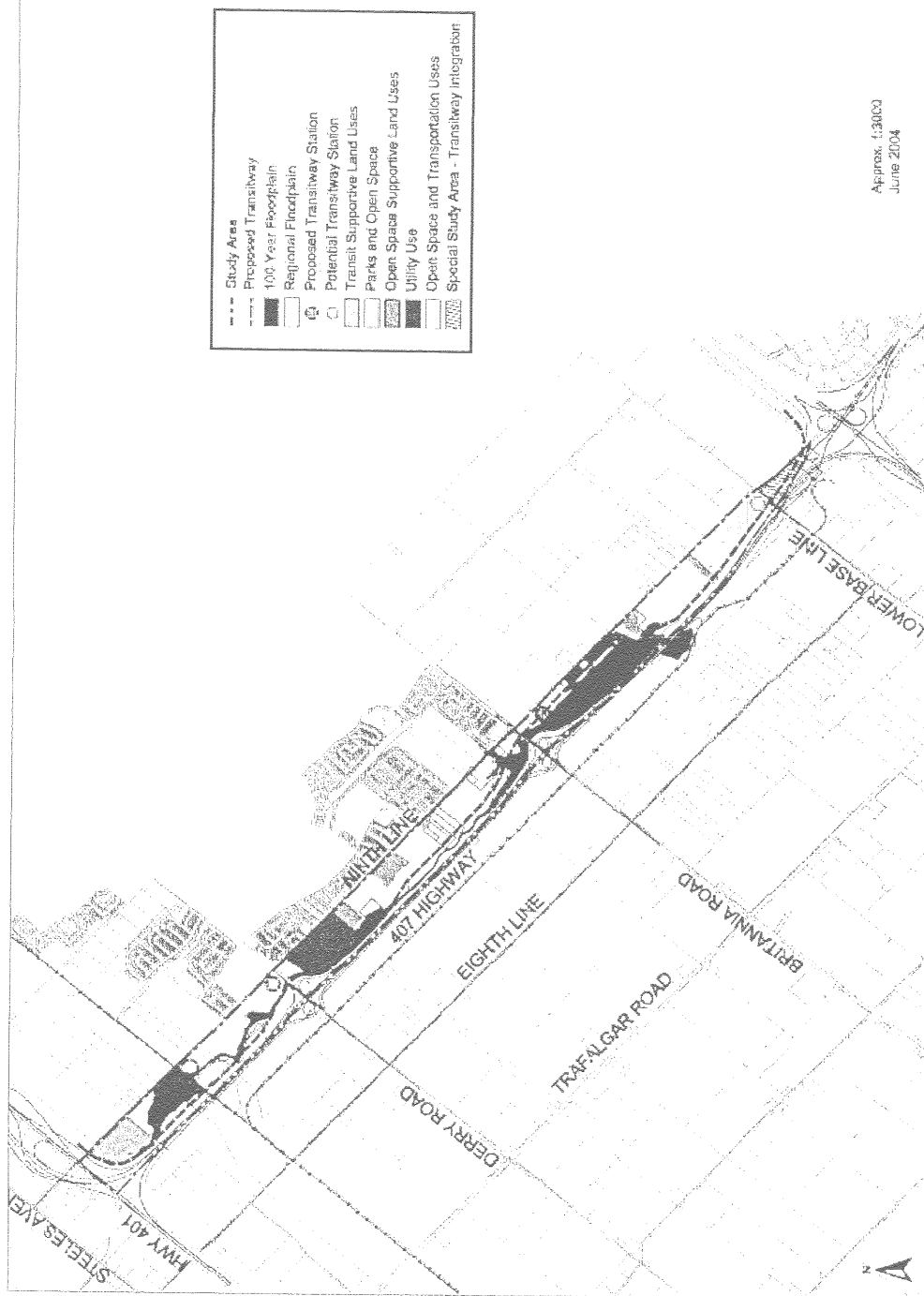


Exhibit 2 - Land Use Plan (June 2004)
Ninth Line Corridor Protection and Land Use Study
Region of Halton



Ninth Line Corridor Planning Directions

Ninth Line Corridor Plan Policy Directions

<i>Designation</i>	<i>Policy Directions</i>
<p>1. 100 Year and Regional Floodplain Areas</p>	<p>Policies in accordance with Section 4.8.3 of the Town of Milton Official Plan</p> <p>a) Permitted Uses include:</p> <ul style="list-style-type: none"> -existing agricultural operations -non-intensive recreation uses -forest, wildlife and fisheries management -archaeological activities -essential transportation and utility facilities -essential watershed management and flood and erosion control projects carried out or supervised by a public authority. <p>b) Prohibited Uses</p> <p>The erection of buildings and structures or the placing or removal of fill of any kind or any alteration to a watercourse or valley shall be prohibited except for existing agricultural operations or where specifically exempted based on consultation between the Town and the Conservation Authority.</p> <p>c) Buildings, structures or works or alterations thereto shall only be considered for approval by the Town, in consultation with the Region and the Conservation Authority, provided that the applicant has submitted required studies as set out in Section 4.8.3.3 (e.g. engineering studies, environmental impact assessment, detailed site plan and landscaping and grading plans) of the Town of Milton Official Plan and that:</p> <ul style="list-style-type: none"> -any environmental and/or physical hazards which affect the site can be mitigated in a manner consistent with accepted engineering techniques and resource management practices; and, -such buildings, structures and works will not locate in significant

<i>Designation</i>	<i>Policy Directions</i>
	<p>natural areas and are designed in a manner which satisfies the criteria established in Section 4.8.3.2 b) of the Town's Official Plan (e.g. minimizes disruption to existing landforms, with result in no change to quality and quantity of ground and surface water resources);</p> <p>-the required setbacks established in accordance with the policies of Section 4.8.1.3 of the Town's Official Plan can be met.</p>
2. Proposed Transitway	Transitway route permitted in general location as shown on Map 3 regardless of underlying land use designation
3. Proposed Transitway Station	<p>a) Permitted uses include:</p> <ul style="list-style-type: none"> -existing uses and minor extensions of same - transit station, -bus bays, -parking, - other accessory uses related to transit facilities - high density residential uses -high density office or employment uses -high density mixed use development -commercial development located in association with other permitted uses <p>b) Development subject to detailed design controls to ensure compatibility with transit uses and development on the east side of Ninth Line</p> <p>c) Floor Space Index: Minimum 1 Maximum 4</p> <p>(Note: Where lands are located in the floodplain, any development shall be subject to the policies for that designation.)</p>
4. Potential Transitway Station	<p>Permitted Uses</p> <p>~ The same as Proposed Transitway Stations, in addition, uses which are interim in nature may be permitted provided there is a policy in the Local Official Plan that allows and facilitates the transition of the interim uses to the development of the lands for a transitway station.</p>

<i>Designation</i>	<i>Policy Directions</i>
5. Transit Supportive Land Uses	<p>a) Permitted uses include:</p> <ul style="list-style-type: none"> -high density residential uses -high density office or employment uses -high density mixed use development -commercial development located in association with other permitted uses <p>b) Development subject to detailed design controls to ensure compatibility with transit uses and development on the east side of Ninth Line</p> <p>c) Floor Space Index Minimum 1 Maximum 4</p> <p>d) Where lands are located in the floodplain, any development shall be subject to the policies for that designation.</p> <p>d) Uses which are interim in nature may be permitted provided there is a policy in the Local Official Plan that allows and facilitates the transition of the interim uses to Transit Supportive Land Uses.</p>
5. Parks and Open Space	<p>Permitted uses include the full range of active and passive recreation uses in accordance with the policies of Section 3.11 of the Town of Milton Official Plan.</p>
6. Open Space Supportive Land Uses	<p>a) Permitted uses include:</p> <ul style="list-style-type: none"> -existing uses -agricultural uses such as buildings and structures accessory to the farm operation and related home occupations and home industries -institutional uses including schools and places of worship -recreational uses -public uses -lower density residential uses and related home occupations, home industries and bed and breakfast operations -office uses -group home; -garden centres and nurseries -parks and open space

<i>Designation</i>	<i>Policy Directions</i>
	<ul style="list-style-type: none"> -conservation uses; and, -expansions of existing uses, buildings and structures. b) Uses would be subject to site plan approval and would be developed in conformity with the following conditions: <ul style="list-style-type: none"> -The proposed uses of land, buildings or structures secure the open space nature of the area by a very low density development; -Natural features such as streams, tree stands, and hedgerows are preserved to the maximum degree possible -The uses enhance the open-space character by landscaping, tree planting, berms and screening; and, -The location and design of buildings and structures are such that the open space character of the area is secured by mechanisms such as low lot coverage, limited height and low mass appearance.
7. Utility Use	Lands in this designation are owned by a utility and will continue to be used for used related to that use or open space/recreation uses.
8. Open Space and Transportation Uses	Lands in this designation are publicly owned lands which would be used for a range of open space or transportation uses.
9. Special Study Area - Transitway Integration	The future of the lands in this designation is subject to further study given the uncertainty of potential transit routes in the area.

Exhibit 2

From: "Geoffrey Smith" <gsmith@rachisholm.com>
To: <childs@wpmgate.city.mississauga.on.ca>
Date: 2004/09/15 4:12:10 pm
Subject: Nineth Line Corridor Protection and Land Use Study.

This reply is on behalf of

THE LISGAR RESIDENTS"ASSOCIATION

SBBRPO Box 13557

3221 Derry Road West, Unit 3

Mississauga, Ontario, L5N 8G5

Yr ref File: LA.09.HAL

With reference to the above proposal which I only saw this Monday. A reply was requested by today, so I am therefore using my office e-mail rather than the mail.

First of all, let me say that we are totally bamboosalled by the suggestion that high density usage be designated on ANY of the lands west of 9th Line to the 407, from the 401 down to the 403.

At no time over the years that this topic has come up have we ever been made aware that such a designation was possible. On the contrary, we were led to believe that most of the land would be for recreational and related uses, and possibly small prestige office / warehouses , similar to those next to the 403 near Dundas.

As far back as when we went to the Public Meeting in Milton off Trafalgar for the train freight station, we were made to understand that there were no intentions by Milton to service the lands east of the 407, as it would be too expensive.

If this is so, how can you be designating high density usage, including residential, for land that is not and supposedly will not be serviced ??
(Unless annexation is in the plans, as we have heard may be possible, and then this will really bring up some major problems, starting with schools)

We are totally against the plans for the proposals for the south west area of the railway lines down to Derry, including the second bus station at Derry. One station next to the rail line should be enough.

The east side of 9th Line is now almost completely built, with mainly detached, semi detached and town homes, and a high density area so close to this community would have serious implications.

While we do not want any office or commercial buildings on the west side of 9th Line, we would look at the counter proposal of the City of Mississauga as a compromise, and if there be any residential usage, that schooling be a pre requisite before any building.

We say this because IF at THAT time these lands will have been annexed, based on all information that we have about the schools north of Derry (they are missing one, so those that are in place have double their original occupancy) there will be no room for any additional students.

Also, any large development in this area is going to cause noise and traffic problems, and I suspect that Terragar Blvd is going to be used as a short cut to the Dominion Shopping Centre and thus become a 'race track'.

We hope you will give these comments serious consideration.

Regards

Geoffrey Smith

President

Lisgar Residents' Association

CC; to Terry Vagninip , Halton

Geoffrey Smith

Ronald A. Chisholm Limited

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