



Corporate Report

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CD.04.NIN
(Ninth Line Corridor)

DATE: September 13, 2011

TO: Chair and Members of Planning and Development Committee
Meeting Date: October 3, 2011

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Ninth Line Corridor Lands - Wards 8, 9 and 10 -
Outline of Development Processes**

- RECOMMENDATION:**
1. That City Council provide direction to staff to undertake a site specific amendment to the Town of Milton Official Plan and Zoning By-law provisions related to the Ninth Line Corridor lands which were incorporated by reference into the City of Mississauga Official Plan and Zoning By-law, to permit a community centre with sports fields on the site identified as Park 459 in Appendix 2 of the report titled *Ninth Line Corridor Lands - Wards 8, 9 and 10 - Outline of Development Processes* dated September 13, 2011 from the Commissioner of Planning and Building.
 2. That City Council provide direction to staff to undertake an Official Plan amendment and rezoning review process, including a municipal comprehensive review in accordance with the Regional Official Plan Section 7.9.2.12, for the Ninth Line Corridor lands, as identified in Appendix 5 and 6 of the report titled *Ninth Line Corridor Lands - Wards 8, 9 and 10 - Outline of Development Processes*, dated September 13, 2011 from the Commissioner of Planning and Building, to establish a planning framework to guide future development.

3. That the Transportation and Works Department include a request for \$250,000 in the 2012 Capital Plan to undertake a subwatershed study for Sixteen Mile Creek within the Ninth Line Corridor lands.

BACKGROUND:

Incorporated into the 10 year Capital Forecast are monies for the construction of a community centre on lands known as Park 459 within the Ninth Line Corridor. The purpose of this report is to outline the relevant land use policies and the various steps involved in establishing a planning framework for the future development of the subject lands. This report also outlines an option for proceeding with a community centre with sports fields on a portion of the corridor, prior to the completion of a comprehensive land use review.

The Ninth Line Corridor lands are bounded by Highway 407 on the west, Ninth Line to the east, Highway 401 to the north and Highway 407/Ninth Line crossover (near the Highway 403 interchange) to the south (see Appendix 1).

The lands within the Ninth Line Corridor were transferred from the Region of Halton/Town of Milton to the Region of Peel/City of Mississauga on January 1, 2010. During 2009, all four upper and lower tier municipalities worked collaboratively towards a boundary agreement that was supported by all parties. The boundary realignment agreement was approved by the Ministry of Municipal Affairs and Housing in December, 2009.

In the Memorandum of Understanding that preceded the boundary agreement, one of the statements indicated *“The Parties agree that the development rights attached to the Subject Lands shall not be negatively impacted by a boundary realignment and shall be in force in the event of annexation.”*

Land Ownership, Existing Uses and Surrounding Lands

Lands within the corridor are owned and/or occupied by utilities, government agencies, and private landowners (see Appendix 2).

Table 1 below provides a summary of land area by ownership within the corridor.

Table 1: Land Area by Ownership						
	Total Area			Parkway Belt & Flood Plain		
	Ha	Ac	%	Ha	Ac	%
City of Mississauga	83	205	23.7%	48	120	17.4%
Union Gas/Hydro Corridor	20	49	5.7%	19	47	6.9%
Private Landowners	131	324	37.4%	101	249	36.6%
Other Uses ¹	116	287	33.2%	108	266	39.1%
Total	350	865	100.0%	276	681	100.0%
¹ includes land for transportation right-of-way						
NOTE: For information purposes only, numbers are approximate						

The City of Mississauga owns a number of parcels varying in size within the corridor, totalling 83 hectares (205 acres) as shown in Appendix 2. This includes two stormwater management ponds (P-472, P-473) and a heritage property north of the St. Lawrence and Hudson rail tracks, south of the Highway 401/407 interchange, known as the Bussell Farmstead (P-452). The remaining City-owned parcels are situated throughout the corridor and are vacant.

Existing uses within the corridor are predominantly comprised of single-detached houses on large lots, the majority of which are located in the southern portion of the corridor, north of Eglinton Avenue West (see Appendix 3). The remainder are scattered throughout the corridor, totalling approximately 20 residential properties.

There are also a number of other uses within the corridor, including:

- veterinary clinic;
- vehicle and trailer storage;
- landscaping/garden centre;

- place of religious assembly, St. Peter's Catholic Church; and
- Union Gas, a natural gas transmission and distribution pumping station, located south of Derry Road.

The uses surrounding the corridor are mainly residential housing (detached, semi-detached and townhouses) on the east side and transportation related on the west. Highway 407 is located on the west side of the corridor, with an interchange at Britannia Road West and Derry Road West. Highway 407 has recently been widened to six lanes from Eglinton Avenue to Highway 401. A portion of the existing development between Highway 407 and the St. Lawrence and Hudson Railway line includes the Gary Morden Fire Training Centre and vacant lands designated for Business Employment and Parkway Belt West uses.

The existing planning framework for the corridor is detailed in Section 1.0 of Appendix 4 and includes:

- Parkway Belt West Plan;
- Growth Plan for the Greater Golden Horseshoe;
- Region of Halton Official Plan;
- Town of Milton Official Plan and Zoning By-law;
- Region of Peel Official Plan; and
- City of Mississauga Official Plan.

COMMENTS:

Establishing a Planning Framework to Guide Future Development

In order to establish a planning framework to guide future development on the corridor lands, a comprehensive review is required to address the influences outlined in Section 2.0 of Appendix 4. The flowchart in Appendix 5, and table in Appendix 6, outline the major steps in establishing a draft planning framework and the interconnections between each step. Section 3.0 of Appendix 4 provides a detailed description of each step. A summary of the steps are as follows:

Step 1: Determination of Developable Land

Determine the amount of developable land based on a review of requirements for the proposed 407 Transitway (including stations, buffer area, parking etc.), the GTA Transportation Corridor,

floodplain lands, natural areas, stormwater management ponds and other future infrastructure needs.

At the conclusion of Step 1, the amount and location of developable land will be determined and inform the following steps.

Step 2: Municipal Comprehensive Review for an Urban Boundary Expansion

The Region of Peel will undertake a municipal comprehensive review (see Section 3.2 of Appendix 4 and Appendix 7), in consultation with the City of Mississauga, to bring the Ninth Line Corridor lands into the Regional Urban Boundary. The review requires input from a number of City initiated studies such as the Stormwater Management Study and Natural Areas Survey.

At the conclusion of Step 2, the Region of Peel will update the Regional Official Plan with regional designations and/or policies for the corridor lands, through an amendment, based on the results of the review.

Step 3: Land Use Options for the Corridor

Following Steps 1 and 2, land use options for the corridor can be further developed. In Step 1, preliminary land uses will be prepared as input into the subwatershed study. These land use scenarios will be further developed in consideration of the background work completed in Steps 1 and 2 and topics such as proposed open space and community/cultural uses (Bussell property), compatibility with existing development and proposed infrastructure and appropriate building forms. This will lead to the preparation of Official Plan policies.

At the conclusion of Step 3, draft Character Area policies/Local Area Plan/Zoning will be presented to Planning and Development Committee. These will be circulated to external agencies, departments and stakeholders as part of the community engagement.

A full review of the corridor lands will involve the completion of a number of studies and consultation with Provincial ministries, Regional Departments, Conservation Authorities, Utilities and City Departments. Given its scope, it is estimated, the review could take approximately three to five years to complete, considering the

number and complexity of the required studies and the number of stakeholders.

Once the new Official Plan policies come into effect, the City must also update the Zoning By-law regulations that would apply to the lands.

Proceeding with the Development of Park 459 for a Proposed Community Centre and Sports Fields

As noted previously, the 10 year Capital Forecast includes monies for the development of Park 459 for a community centre and major sports fields within the next four to five years. Community Services staff are currently investigating partnership opportunities for the building and operation of the proposed Community Centre.

Park 459 is currently designated under the Region of Halton Official Plan as “Ninth Line Corridor Policy Area”, under the Town of Milton Official Plan as “Agricultural Area” and “Parkway Belt West” and under the Town of Milton Zoning By-law as “A1 (Agricultural 1)”. The Region of Halton Official Plan would permit the proposed community centre and sports fields on Park 459, however, the Town of Milton Official Plan and Zoning By-law would not.

Park 459 falls within the lands serviced by an existing stormwater management pond (Park 473). While developing this site as a community centre and sports field should not pose any issues from an engineering standpoint, consideration for the existing natural heritage system in the site design must be given in consultation with Conservation Halton.

Given the length of time to complete the review (3 to 5 years), staff investigated the possibility of proceeding with the development of Park 459 by site specific amendment. The methodology and rationale are outlined below.

Site Specific Amendment to the Town of Milton Official Plan and Zoning By-law

Region of Peel Planning staff have indicated the proposed community centre/sports fields proposed for the Park 459 site are a

permitted use under the Region of Halton Official Plan and would not require a Region Official Plan amendment (see Appendix 8). The report “*Final Report, Ninth Line Corridor Protection and Land Use Study (May 2005)*” designated Park 459 as Parks and Open Space.

With respect the local planning regime, as indicated above the Town of Milton Official Plan and Zoning By-law does not permit the proposed use, therefore, a site specific amendment could be initiated by staff.

The proposed community centre/sports fields are compatible with the residential development on the east side of Ninth Line, with the retained Parkway Belt West lands, and with the proposed 407 Transitway. In terms of the impacts on the future development of adjacent lands, community centres and sports fields, both in form and use, are compatible with residential, commercial, employment and natural areas. In other words, a community centre will not limit the options for the surrounding lands.

Staff recognize the floodplain/natural heritage character of the lands and are investigating LEED standards for a community centre to complement the environmental significance of the adjacent lands.

STRATEGIC PLAN: Undertaking the review of the Ninth Line Corridor lands responds to the following Strategic Pillars of the City’s Strategic Plan:

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: As part of the 2011 Business Planning Process, Budget Request #212 (now Budget Request #715) asked for \$300,000: \$100,000 for land use, \$100,000 for transportation consulting studies and \$100,000 for environmental and servicing review.

To undertake the subwatershed study for Sixteen Mile Creek within the Ninth Line Corridor, a capital budget of \$250,000 is required. Also, processing fees of approximately \$80,000 and potential consulting fees as part of the application process will be required.

CONCLUSION: In order to ensure appropriate development within the Ninth Line corridor that is both compatible with existing development on the east side of Ninth Line and with Highway 407 and the proposed 407 Transitway, a number of studies need to be undertaken. This includes consultation with several ministries at the Province of Ontario, the Region of Peel, City Departments, Conservation Authorities and other external agencies. Given the scope of the review, in particular required subwatershed studies, it is estimated the review will take approximately 3 to 5 years to complete.

Notwithstanding, given that City Council has identified the corridor lands for development of a community centre and sports fields in the next four to five years, a site specific Official Plan and Zoning By-law amendment could be submitted separate of the comprehensive study.

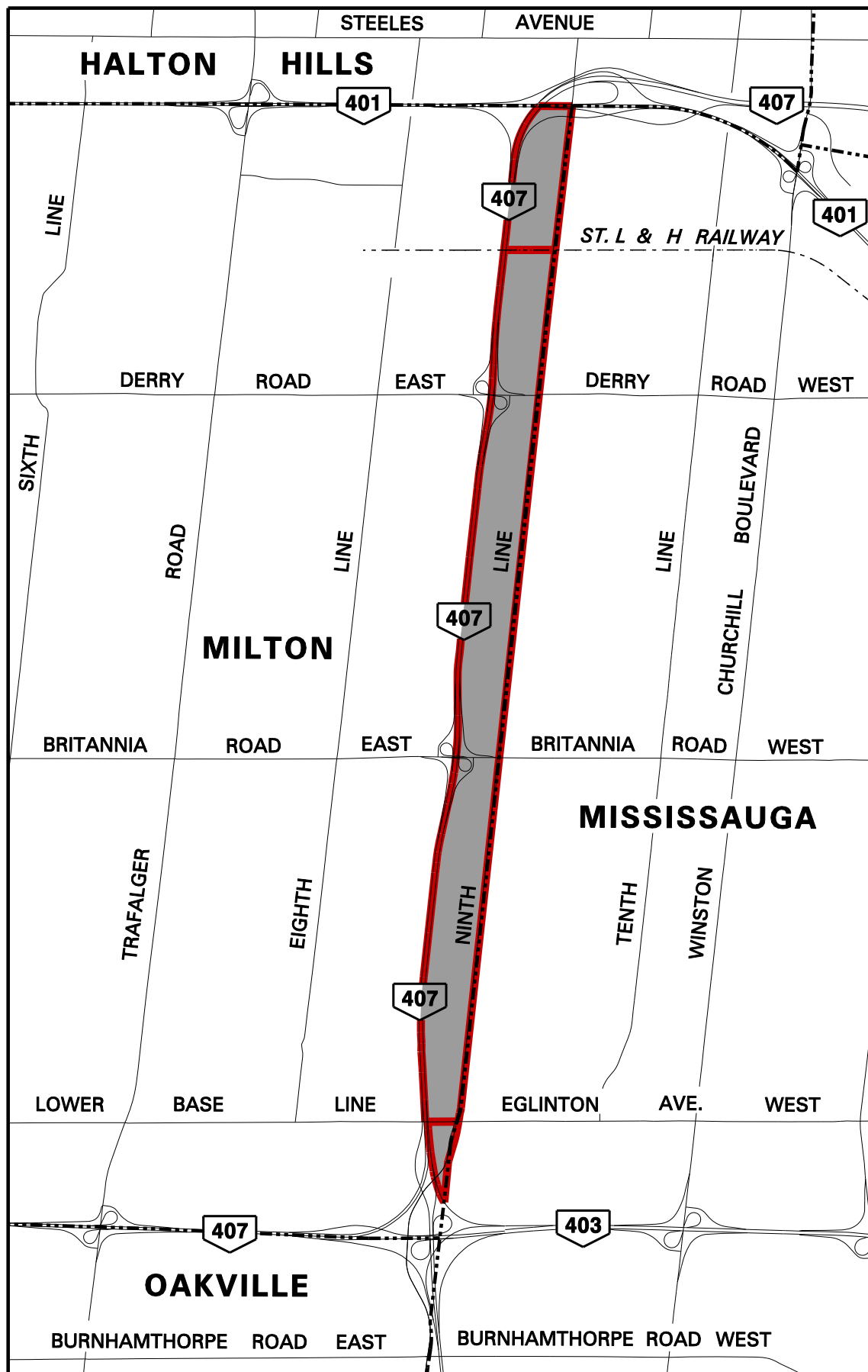
To undertake a subwatershed study for the Ninth Line Corridor lands, funding in the amount of \$250,000 will be required. Pending City Council direction, this study may be identified in the Transportation and Works 2012-2021 Capital Plan for 2012, to be considered by City Council during budget deliberations.

ATTACHMENTS:

- APPENDIX 1: Location of the Ninth Line Corridor
- APPENDIX 2: Ninth Line Corridor Land Ownership and Parkway Belt West Lands
- APPENDIX 3: Ninth Line Corridor Existing Land Uses
- APPENDIX 4: Ninth Line Corridor – Existing Planning Framework, Influences on the Corridor and Steps in Establishing a Planning Framework to Guide Future Development
- APPENDIX 5: Flowchart of Steps in Establishing a Planning Framework for the Ninth Line Corridor
- APPENDIX 6: Studies Required and Stakeholders Consulted in Establishing a Planning Framework for the Ninth Line Corridor
- APPENDIX 7: Municipal Comprehensive Review Requirements for a Region of Peel Urban Boundary Expansion – Ninth Line Corridor
- APPENDIX 8: Letter from Region of Peel, Public Works, dated August 11, 2011

Edward R. Sajecki
Commissioner of Planning and Building

*Prepared By: Susan Tanabe, Manager, Community Planning,
Planning and Building Department*



**Appendix 1: Location of the
Ninth Line Corridor**

Appendix 2: Ninth Line Corridor
Land Ownership &
Parkway Belt West Lands

PARKWAY BELT DESIGNATIONS

- ELECTRIC POWER FACILITY
PUBLIC USE AREA
- GENERAL COMPLEMENTARY USE AREA
- INTER-URBAN TRANSIT – PUBLIC USE AREA
- INTER-URBAN TRANSIT 2
- INTER-URBAN TRANSIT 3
- PUBLIC OPEN SPACE AND BUFFER AREA
- ROAD – PUBLIC USE AREA
- UTILITY – PUBLIC USE AREA

CITY-OWNED PARCELS

- 1. CITY OF MISSISSAUGA
P-452
- 2. CITY OF MISSISSAUGA
P-453
- 3. CITY OF MISSISSAUGA
P-454
- UNION GAS FACILITY
- 4. CITY OF MISSISSAUGA
P-455
- 5. CITY OF MISSISSAUGA
P-456
- 6. CITY OF MISSISSAUGA
P-457
- 7. CITY OF MISSISSAUGA
P-458
- 10. CITY OF MISSISSAUGA
P-472
- 11. CITY OF MISSISSAUGA
P-473
- 8. CITY OF MISSISSAUGA
P-459
- 9. CITY OF MISSISSAUGA
P-460

Appendix 3: Ninth Line Corridor
Existing Land Uses

LEGEND:

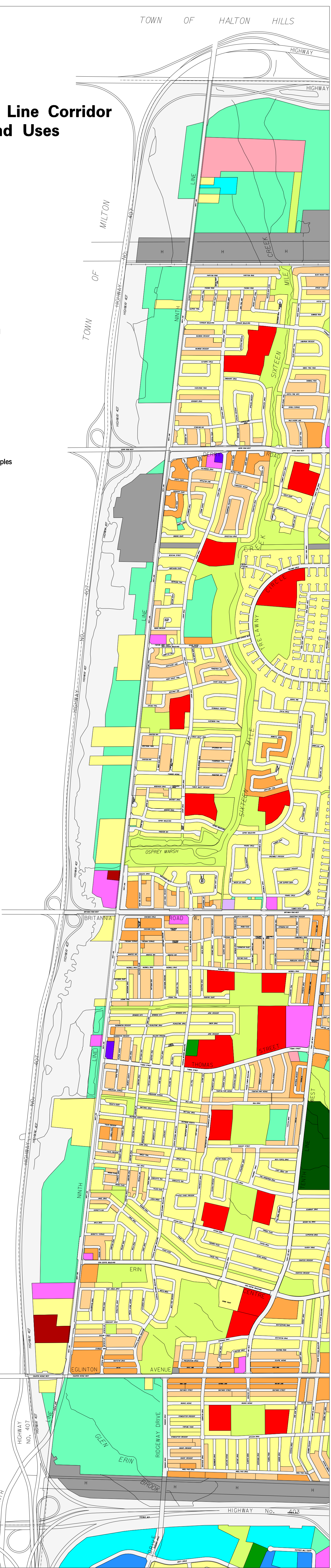
- RES1 Residential Detached
- RES2 Residential Semi-Detached
- RES3 Residential Row Dwellings
- RES4 Residential Apartments
- RES5 Residential Other Multiples
- RET1 General Retail Commercial
- RET2 Automotive Service Commercial
- RET3 Other Retail
- MIX1 Mixed Residential Commercial (5 Storeys or more)
- MIX2 Mixed Residential Commercial (less than 5 Storeys)
- OFF Office
- IND1 Industrial General
- IND2 Industrial and Commercial Multiples
- IND3 Industrial Heavy
- OS Open Space/Greenbelt
- CC Community/Cultural
- RA Places of Religious Assembly
- PUB Public/Institutional
- SCH School
- PROW Transportation Right-of-Way
- PKG Public or Municipal Parking
- UP Utilities/Public Works
- F Farm
- VAC Vacant
- Z Other
- UNK Unknown

0 100 200 300 400
metres



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Appendix 4

Ninth Line Corridor – Existing Planning Framework, Influences on the Corridor and Steps in Establishing a Planning Framework to Guide Future Development

1.0 Existing Planning Framework

The existing planning framework includes the Parkway Belt West Plan, Growth Plan for the Greater Golden Horseshoe (Growth Plan), Region of Peel Official Plan, proposed new Mississauga Official Plan, Region of Halton Official Plan and Town of Milton Official Plan and Zoning By-law. The policies and regulations are described below.

1.1 *Parkway Belt West Plan (PBWP)*

The PBWP was implemented by the Province in 1978 to define a contiguous multi-purpose corridor extending from the Town of Markham across to Hamilton with the intent of defining urban areas, providing space for the movement of people, goods, energy and information, reserve land for future transportation, communication and utility uses and a linked system of open space and recreational activities.

Within the corridor, there are approximately 230 hectares (568 acres) of land that fall under the Parkway Belt West Plan (see Appendix 2). The corridor lands are within the Oakville-Mississauga Mini-belt link of the *Parkway Belt West Plan*. In 1998, Amendment 91 to the *Parkway Belt West Plan* deleted approximately 130 hectares (320 acres) of land from this portion of the *Parkway Belt West Plan* as it was determined these lands were no longer needed for future road or transit facilities. The lands that remain within the *Parkway Belt West Plan* in this area are designated as Inter-Urban Transit-Public Use Area, General Complementary Use Area and Inter-Urban Transit Use 2.

In the 1990s, the Ministry of Transportation Ontario (MTO) conducted a property protection study for a future transitway within the Highway 407 corridor. This corridor is also identified in the Growth Plan for the Greater Golden Horseshoe as a key segment of the higher order transportation network for the Greater Golden Horseshoe area.

Parkway Belt West lands are addressed in the Region of Halton and Town of Milton Official Plans as discussed in subsequent sections.

1.2 *Growth Plan for the Greater Golden Horseshoe (Places to Grow Plan)*

The *Growth Plan* released by the Province in 2006 aims to direct the location and form of growth, protect green spaces and farm lands and address transportation issues within the Greater Golden Horseshoe. The *Growth Plan* directs growth to “built-up” areas which are defined as lands that were within the developed area as of the release of the *Growth Plan*. This area is delineated by the “built boundary” and is a fixed boundary as per the *Growth Plan*. Built-up areas are required to meet intensification targets (40% of all residential growth) by 2015 and every year thereafter.

The corridor lands are not within the “built boundary”. In order to have development on these lands, the *Growth Plan* needs to be revised to include the Ninth Line lands. Lands that are not currently urbanized but designated for future development are designated greenfield areas. The *Growth Plan* states that designated greenfield areas need to achieve a minimum density target of 50 residents and jobs combined per hectare (20 residential jobs/acre).

1.3 Region of Halton Official Plan

The Region of Halton Official Plan is the plan of record for the purposes of determining applicable official plan policies. The Region of Halton Official Plan designates the corridor lands as *Ninth Line Corridor Policy Area*. The main objective of this designation is to protect for the proposed inter-regional 407 Transitway and future transitway station locations, while also permitting limited development. Through this designation, Halton Region directed the Town of Milton to include policies in their Official Plan to guide development within the corridor including transit supportive uses complementary and compatible with abutting Greenlands, and also compatible with lands on the east side of Ninth Line with appropriate transitioning.

The *Ninth Line Corridor Policy Area* designation was based on the *Final Report, Ninth Line Corridor Protection and Land Use Study (May 2005)*. This study was undertaken in 2005 as part of the Region of Halton five-year review of its Official Plan. The main goal of the study was to protect the land base for the development of the 407 Transitway and to identify the most appropriate long terms uses for the balance of the lands, which are complementary and supportive of transit.

Under the Halton Region Official Plan, the corridor is also subject to the Greenlands System¹ policies and Greenlands designation. The main purpose of this designation is to maintain an interconnected system of natural areas and open spaces. The Greenlands designation is located throughout the corridor.

1.4 Town of Milton Official Plan and Zoning By-law

Although the Region of Halton policies for the corridor required the Town of Milton to incorporate policies considering the study undertaken in 2005, this work was not undertaken as the Town of Milton was starting an Official Plan review and decided to defer this work to the overall review.

The new Official Plan policies were not in effect on January 1, 2010 and, therefore, the old Milton Official Plan policies continue to be in effect for the lands.

¹ Halton Region Official Plan Amendment 38 revises this designation to Natural Heritage System. ROPA 38 was adopted by Halton Region Council in 2009 and is with the Ministry of Municipal Affairs and Housing for approval. The policies are similar to the Greenlands System policies in the existing Region of Halton Official Plan.

The existing Town of Milton Official Plan² designates the corridor lands for *Agricultural Area* and *Parkway Belt West*. The purpose of the Agriculture Area designation is to promote and protect the corridor lands for a diverse, innovative and economically strong agricultural industry. The designation permits agriculture as the primary activity and land use with additional compatible uses such as dwellings accessory to an agricultural operation, non-intensive recreation uses such as nature viewing and trails and transportation and utility facilities.

The *Parkway Belt West* designation in Milton's Official Plan directs major transportation, communication and utility facilities into one corridor that links urban areas. The policies and uses included under this designation are in accordance with the *Parkway Belt West Plan*.

Lands in the corridor are zoned "Agricultural" and "Greenlands" in the Town of Milton Zoning By-law. The permitted uses reflect the Milton Official Plan designation and policies.

1.5 Region of Peel Official Plan

The existing Region of Peel Official Plan in Schedule D, Regional Structure, denotes the corridor as Ninth Line Lands indicating the Region of Halton and Town of Milton Official Plans apply to these lands and a future amendment will be undertaken to incorporate the corridor lands into the Regional Official Plan.

Regional Official Plan Amendment 24 - Places to Prosper, Proposing Changes Related to Growth Management, Employment Areas and Greenbelt Policies (ROPA 24) is the substantive amendment of the Peel Regional Official Plan Review (PROPR) which includes policies on Greenbelt Conformity; Regional Forecasts; Growth Management; Employment Lands; and Strategic Infrastructure Study Area; and Implementation Policies. ROPA 24 includes a policy indicating the Region of Peel Official Plan does not apply to the corridor lands, however, (ROPA 24) includes policies requiring a Municipal Comprehensive Review and Regional Official Plan amendment to consider an expansion to the 2031 Regional Urban Boundary.

The 2031 Regional Urban Boundary in the Regional Official Plan is established to accommodate growth to 2031. The corridor lands are outside of the 2031 Regional Urban Boundary.

1.6 City of Mississauga Official Plan

Mississauga Plan, the existing Official Plan, does not include policies for the corridor lands. The proposed new Mississauga Official Plan designates the corridor lands as a "Special Study Area" indicating the lands will be subject to the Town of Milton and Region of Halton Official Plans until they are incorporated into Mississauga's Official Plan³.

² For a complete list of uses and policies related to the Ninth Line Corridor, refer to the Town of Milton Official as of January 1, 2010.

³ A non-decision applies to the Ninth Line Corridor lands until Regional Official Plan Amendment 24 (ROPA 24) is in effect.

2.0 Influences on the Ninth Line Corridor

There are a number of Provincial, Regional and Municipal policy documents, studies and projects which influence the establishment of a planning framework for the Ninth Line corridor.

2.1 Regional Urban Boundary

As previously stated, the corridor lands became part of the City of Mississauga on January 1, 2010. At this time, the Regional and Municipal Growth Plan conformity exercises were well underway. As a result, detailed land use and growth projections for these lands were not included thus the corridor lands are not within the 2031 Regional Urban Boundary. New lands to be included in the 2031 Regional Urban boundary, by way of an expansion to this boundary, would be subject to the greenfield density targets in the Growth Plan. Regional staff has stated that the 2031 Regional Urban Boundary can only be expanded through a Municipal Comprehensive Review and Region of Peel Official Plan Amendment, as per the *Growth Plan*.

The most critical matters a Municipal Comprehensive Review must address are:

- A need for these lands to accommodate population and employment allocations;
- That the City has met its intensification target (ROPA 24 includes intensification targets by municipality);
- That the Regional greenfield density target will not fall below the Growth Plan requirement of 50 residents and jobs per hectare/20 residents and jobs per acre (50ppj); and
- Environmental and resource protection and enhancement, including the identification of a natural heritage system.

Addressing the *Growth Plan* Greenfield density target was the most challenging aspect of ROPA 24. In order to comply with the *Growth Plan*, all “surplus” greenfield density (i.e. density over 50 ppj), largely from Churchill Meadows has been required to offset lower densities elsewhere in the Region (i.e. Caledon).

The Province will be updating the growth forecasts once the current round of official plan conformity reviews is complete and it is anticipated that Peel Region will be assigned additional growth. Some of this growth could be assigned to Ninth Line, however, meeting the greenfield density requirements of the Region’s Official Plan will be an on-going concern.

2.2 Regional Servicing and Infrastructure

Peel Region water and sanitary sewer services are available in several locations along the corridor. In the short term, Peel Region has service capacity and servicing infrastructure to

accommodate the existing properties in the corridor. In the longer term, if fully serviced urban development is anticipated for the corridor, a detailed review of regional infrastructure requirements will be undertaken as part of the Municipal Comprehensive Review.

2.3 Transportation Initiatives

2.3.1 Regional Transportation Plan/Proposed Highway 407 Transitway

The Regional Transportation Plan (RTP) identifies a Transitway along Highway 407 from Durham Region through to the Region of Halton. In the longer term, the Transitway, which is a Provincial project, will accommodate a dedicated rapid transit system to provide improved east-west connections, with stations, parking and access connections. The first component of the Highway 407 Transitway will provide rapid transit service through York Region as high speed bus service to the east and west, within a dedicated right-of-way. This will be undertaken during the years 16 to 25 of the RTP. In the interim, across Halton, Peel, York and Durham, high speed bus service along Highway 407 will be established with priority measures undertaken as necessary, such as bus by-pass shoulders and improved station access.

The Ministry of Transportation of Ontario (MTO) has recently completed the environmental assessment (EA) for the section of the Transitway from Highway 400 to Kennedy Road. The next section identified by Metrolinx is the section from Highway 427 to Highway 400. No date has been set for the commencement of the EA for the Ninth Line Corridor.

The *Transitway Corridor Protection Study Highway 407/Parkway Belt West Corridor* was completed in 1998 and identified property requirements for future transit facilities from Highway 403 to Markham Road. The study reflects the Inter-Urban Transit designation in the *Parkway Belt West Plan* and was the basis for the Transitway property protection activities, including those along the Ninth Line Corridor. Preliminary design has not been completed for this section and the minimal 30 m (98 ft.) right-of-way identified in the study is of concern. The study did not take into account design requirements for grade separations, drainage, noise attenuation and any additional property requirements.

The alignment of the proposed Highway 407 Transitway and stations will have implications on drainage and future development within the corridor. City staff was advised by MTO that the planning and design work (EA) for the Highway 407 Transitway through the Ninth Line Corridor would cost between \$800,000 to \$1 million of Provincial funding.

City staff are in discussions with MTO staff to determine if an agreed upon right-of-way beyond the 30 m (98 ft.) can be determined and supported by the Ministry, prior to the completion of a full EA for the Ninth Line Corridor portion of the 407 Transitway. This will allow development

to proceed while protecting for the future transitway. It should also be noted that a right-of-way of 45 m (148 ft.) to 60 m (197 ft) has been identified for other sections of the Transitway. A 14 m (46 ft.) setback is also requested by the MTO to allow for unforeseen expansion.

2.3.2 Proposed GTA West Transportation Corridor

The Province's *Growth Plan for the Greater Golden Horseshoe, 2006* sets out policies for managing growth and infrastructure, including an ambitious provincial highway network plan geared towards improving the movement of people and goods. To move forward with the transportation vision as set out in the Growth Plan, the MTO commenced the Environmental Assessment (EA) for the GTA West Corridor to examine the long-term transportation needs for moving people and goods in the Regions of York and Peel, the County of Wellington and City of Guelph.

In March 2011, MTO released a GTA West Transportation Corridor - Draft Development Strategy (TDS) report for review and comment by municipalities within the study area. The TDS represents completion of Stage 1 of the Individual EA process, and confirms the need for a new east-west provincial highway as part of a multi-modal solution to address transportation problems and opportunities within the Greater Golden Horseshoe. To date, MTO has not indicated when Stage 2 (Route Location and Preliminary Design) of the EA process will commence. City of Mississauga Transportation Planning staff has been actively involved in this study through Municipal Advisory Group meetings.

A report dated May 25, 2011 from the Commissioner of Transportation and Works entitled "GTA West Corridor – Draft Transportation Development Strategy Report" was presented to General Committee at its meeting June 15, 2011. This report recommended MTO amend the Draft Strategy Report, with the following recommendations having implications on the Ninth Line Corridor:

- construction of the north-south corridor (Halton/Peel Freeway), be included in the 0-5 year time horizon. This north-south corridor would connect into the Highway 407/401 interchange at the northern part of the Ninth Line Corridor; and
- MTO partner with the City of Mississauga, Town of Milton and Regions of Peel and Halton to examine opportunities to create and fund east-west arterial road linkages as a pre-cursor to construction of the GTA-West Transportation Corridor. An example would be the potential extension of Argentia Road into Halton Region, which would run through the Ninth Line lands, north of the Hydro corridor.

2.4 Environmental Issues

2.4.1 Subwatershed Study - Sixteen Mile Creek

The corridor lands fall within the Sixteen Mile Creek and Sawmill Creek watersheds under the jurisdiction of Halton Conservation and Credit Valley Conservation, respectively. With the watershed divide situated near Burdette Terrace just north of Erin Centre Blvd., the upper 80 percent of the corridor lands drain into Sixteen Mile Creek to the west. Of this, approximately 30 hectares (74 acres), from Burdette Terrace to Britannia Road West, is accommodated by two existing stormwater management facilities (noted as P-472 and P-473 in Appendix 2) prior to draining into the creek. City park P-459 falls within the lands serviced by the southern stormwater management facility.

The remaining 20 percent of the corridor lands south of Burdette Terrace drain into the Sawmill Creek watershed to the south-east through an existing subdivision east of Ninth Line.

Floodline mapping undertaken as part of the North Sixteen District ‘Scoped’ Subwatershed Study and Ninth Line District Floodplain Mapping, December, 2004 identified that large portions of the corridor lands are within the floodplain of Sixteen Mile Creek, particularly the lands south of Doug Leavens Boulevard. The extent of the floodplain results in small dispersed portions of developable or tablelands within the corridor.

In order to identify areas suitable for development within the corridor, a subwatershed study will be required to assess and develop a plan to manage stormwater impacts on flooding, erosion, water quality and natural heritage. In particular, this study will need to look at the possibility to cut and fill within the regulatory floodplain of Sixteen Mile Creek, as well as opportunities to realign the watercourse, and to consolidate the smaller dispersed portions of developable or tableland land into larger developable parcels.

For the lands within the Sawmill Creek watershed, the storm servicing review undertaken for the subdivisions east of Ninth Line accounted for the pre-development drainage from these lands. Stormwater quality and quantity controls will be required as part of the development of this portion of the corridor lands, however, there are currently no floodplain or watercourse alignment issues within these lands.

In order to undertake a comprehensive subwatershed study for the corridor, a clear understanding of the detailed alignment and design requirements for the future 407 Transitway, as well as the overall land use framework, will be critical. The future transitway design is expected to require a certain amount of floodplain manipulation and watercourse realignment in order to accommodate its construction, which will impact the remaining corridor lands. The proposed land uses within

the corridor will inform the determination of stormwater management targets, drainage needs and floodplain constraints of the subwatershed study.

2.4.2 Natural Heritage System

Halton's Natural Heritage System will be used, along with other information, to confirm the boundaries of lands to be designated Greenbelt in Mississauga's Official Plan to protect people and property from Natural Hazards and preserve and enhance natural features. A field inventory of terrestrial natural features is underway to provide baseline information for any future studies such as the subwatershed study, and to provide recommendations for inclusion of appropriate lands in Mississauga's Natural Areas System.

2.5 Open Space and Community Uses

2.5.1 Parks and Recreation

In 2002, the City purchased 79 hectares (196 acres) of land located in nine separate parcels from the Ontario Realty Corporation (ORC) on the west side of Ninth Line, in the Town of Milton. Seven of the parcels were acquired for future recreational purposes and two of the parcels, Park 454 and Park 460 are woodlands. Presently the lands have not been developed for recreational uses.

The City completed the Future Directions for Parks and Natural Areas and Recreation Master Plan in 2009. Recommendations specifically referencing the corridor include:

- review and assess the need for the Ninth Line parks to accommodate some of the current backlog or future forecasted major outdoor facilities needs and other desired recreation and leisure services and facilities;
- maintain the inventory of Ninth Line parks pending a comprehensive review of the capability of the existing parkland and facilities supply to accommodate the major recreation facilities identified in Future Directions, as well potential opportunities to accommodate a cemetery or any new recreation and leisure needs that the City may be willing to provide; and
- employ a "Provision by Opportunity to Partner" approach in pursuit of providing the Churchill Meadows community with necessary community space by considering the development of a community centre in the corridor in conjunction with a third party such as the YMCA and/or local soccer and tennis organizations, with resident access similar to a municipally owned and operated facility.

Community Services is assessing the City's long term recreational needs and considering the Ninth Line parcels for various park uses. The first site proposed to be developed within the next four to five years is Park 459 (opposite the terminus of Tacc Drive on the east side of Tenth

Line). Community Services is reviewing opportunities for partnerships for a Community Centre and the development of major outdoor sport fields. Planning and design for this centre and the park could take place within the next two years, therefore, the necessary planning approvals to move forward with this project would need to be in place.

2.5.2 The Bussell Property -Park 452

The Bussell property - Park 452 (7420 Ninth Line) is located south of Highway 401 and north of the hydro corridor. The property has a heritage designation under the *Ontario Heritage Act* and includes a house built around 1865 by James Bussell. City Council has allocated \$1,150,000 in Supplementary Capital Projects Reserve to consider the feasibility of using the Bussell house and property to support art and cultural endeavours. This project is on hold pending the establishment of a planning framework for the corridor.

Presently, the City of Mississauga has entered into a lease agreement with Peel Regional Police to use a portion of the Bussell property for a Police canine training centre.

3.0 Establishing a Planning Framework

In order to establish a planning framework to guide future development on the corridor lands, a full inclusive review is required to address the influences outlined in the previous section. The flowchart in Appendix 5, and table in Appendix 6, outline the major steps in establishing a draft planning framework and the interconnections between each step. The steps are described below.

3.1 Step 1: Determination of Developable Land

The first step in establishing a planning framework for the corridor lands to is to determine the amount of developable lands. The amount of developable lands will be based on a review of requirements for the proposed 407 Transitway (including stations, buffer area, parking etc.), the GTA Transportation Corridor, floodplain lands, natural areas, stormwater management facilities and other future infrastructure needs.

As indicated above, the proposed 407 Transitway is currently an unfunded project and is not scheduled to be undertaken in the near future. The next section identified by Metrolinx is from Highway 427 to Highway 400. With this in mind, City staff is consulting with MTO/Metrolinx to determine if assumptions for the transitway corridor, stations and buffers, can be agreed to prior to the required EA, to allow the review to proceed.

The conclusions of the subwatershed study will also inform the amount of developable land in the corridor. As noted previously, the detailed alignment and design of the proposed 407 Transitway are needed for the subwatershed study in order to consider floodplain manipulation

and watercourse realignment in conjunction with the proposed transitway. In addition, preliminary land use scenarios for the corridor lands are also needed as input into the subwatershed study. A consultant will be retained by the City of Mississauga to undertake the subwatershed study and is expected to take approximately 18 months to complete.

The 2011 Natural Areas Survey, currently underway, includes a review of the Ninth Line corridor lands. Prior to undertaking this component, Conservation Halton was consulted and the scope of the information to be collected on these lands was expanded in anticipation of a review.

At the conclusion of Step 1, the amount and location of developable land will be determined and inform the following steps.

3.2 Step 2: Municipal Comprehensive Review for an Urban Boundary Expansion

In accordance with the Places to Grow Plan and Regional Official Plan (amended through ROPA 24), a municipal comprehensive review (MCR) is required for an urban boundary expansion to bring the Ninth Line Corridor lands into the Regional Urban Boundary.

A MCR for the corridor lands will be undertaken by the Region of Peel, in consultation with the City of Mississauga. A MCR requires a number of matters to be addressed as outlined in Section 7.9.2.12 of the Regional Official Plan (refer to Appendix 7). Region of Peel staff have indicated the major studies/components which are needed to fulfill the requirements of the MCR, such as:

- Demonstration of conformity with the Places To Grow Plan and Regional Official Plan Growth Management Policies;
- Water and Wastewater Servicing Study;
- Update of Core Areas in the Greenland System;
- Environmental and Resource Protection Study;
- Fiscal Impact Analysis;
- Agricultural Impact Assessment; and
- Transportation Impact Study.

In addition, certain matters under the MCR require input from City initiated studies undertaken as part of Step 1. For example, in order to update the Natural Heritage System in the Region Official Plan, the Stormwater Management Study and Natural Areas Survey information is required. For those criteria in the MCR that do not require City input or information, the Region of Peel can undertake at the same time the City initiated studies are underway. The scope of the individual studies needed to fulfil the requirements of the MCR will be determined in consultation with Region of Peel staff, once the corridor review study is initiated.

At the conclusion of Step 2, the Region of Peel will update the Regional Official Plan with regional designations and/or policies for the corridor lands, through an amendment, based on the results of the MCR.

Although parts of Step 1 are required in Step 2, work in Step 2 could be initiated prior to completion of Step 1.

3.3 Step 3: Land Use Options for the Corridor

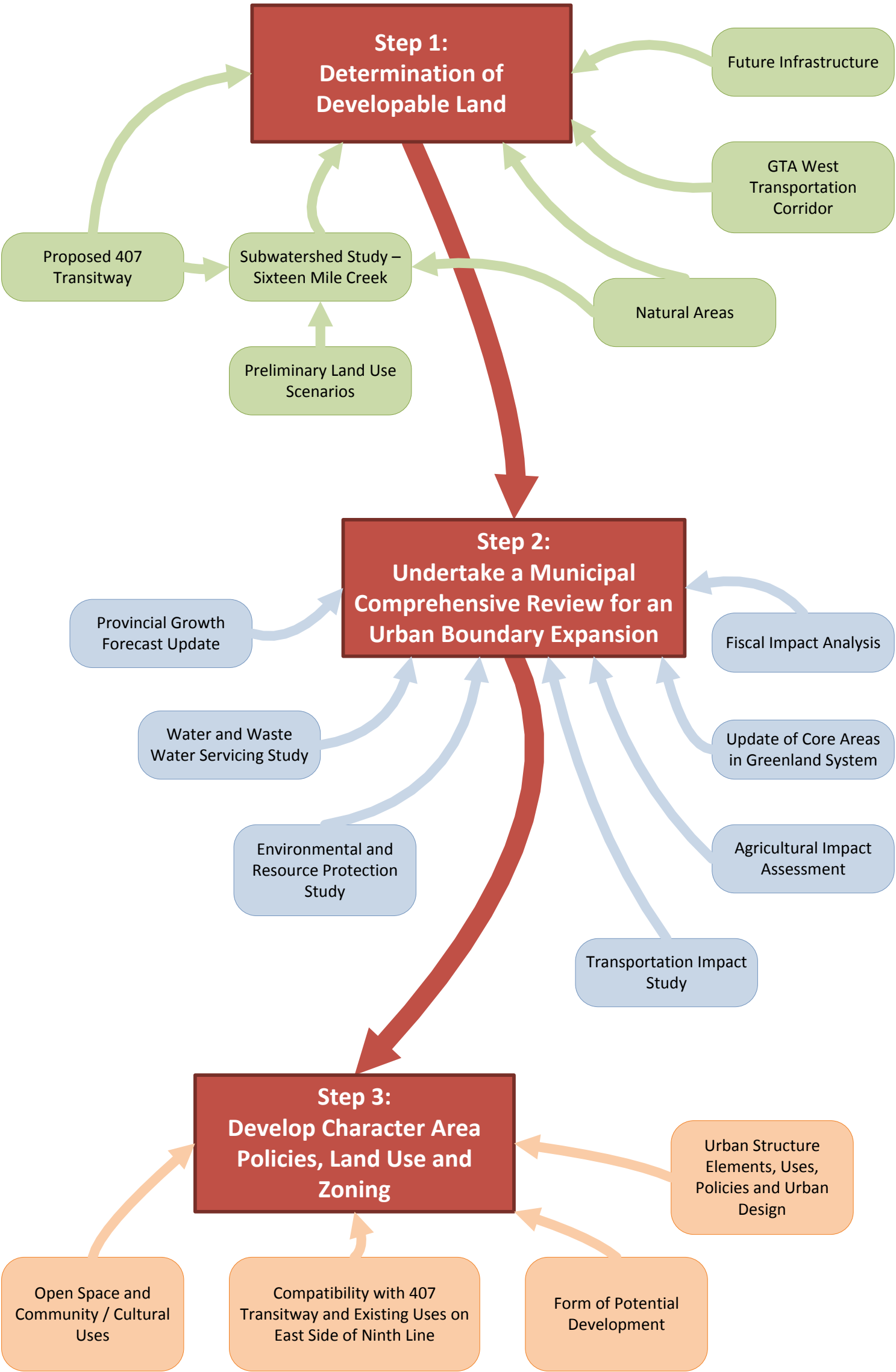
Following Steps 1 and 2, land use options for the corridor can be further developed. In Step 1, preliminary land uses were prepared as input into the subwatershed study. These land use scenarios will be further developed in consideration of the background work completed in Steps 1 and 2 and topics such as proposed open space and community/cultural uses (Bussell property), compatibility with existing development and proposed infrastructure and appropriate building forms. This will lead to the preparation of Official Plan policies related to the character of the corridor.

At the conclusion of Step 3, City staff will prepare draft Character Area policies/Local Area Plan and zoning for the corridor, which will be presented to the Planning and Development Committee. The policies will be circulated to external agencies, departments and stakeholders and community engagement will begin. Timing surrounding this step is dependent upon the amount and type of community engagement that is undertaken, which will be discussed with the ward councillors.

A full review of the corridor lands will involve the completion of a number of studies and consultation with Provincial ministries, Regional Departments, Conservation Authorities, Utilities and City Departments. It is estimated, the full review as outlined above could take approximately 3 to 5 years to complete subject to the cooperation of the stakeholders. This will be a very comprehensive exercise considering the number and cost of the required studies and the number of stakeholders.

Once the new Official Plan policies come into effect, the City must also update the Zoning By-law regulations that would apply to the lands.

Steps in Establishing a Planning Framework for the Ninth Line Corridor



Studies Required and Stakeholders Consulted in Establishing a Planning Framework for the Ninth Line Corridor

#	Major Step	Considerations	Studies Required and/or Documents Reviewed	Consultation	Outcome
1	Determination of Developable Lands	<ul style="list-style-type: none"> Land requirements of the proposed 407 Transitway and transit stations including setbacks and buffers Land requirement for the proposed GTA West Transportation corridor Lands protected as natural areas Identification of floodplain lands Lands for stormwater management, including interconnection with the 407 Transitway Future infrastructure requirements (e.g. Union Gas) 	<p><i>Reviewed:</i></p> <p>Regional Transportation Plan</p> <p>GTA West Transportation Corridor Terms of Reference</p> <p>Halton Region Conservation Floodlines</p> <p>Ninth Line Corridor Protection and Land Use May (May 2005)</p> <p><i>Required:</i></p> <p>407 Transitway Environmental Assessment</p> <p>Stormwater Management</p>	<p>Provincial Ministries (e.g. Ministry of Transportation, Infrastructure Ontario)</p> <p>Metrolinx</p> <p>Halton Region Conservation Authority (HRCA)</p> <p>Credit Valley Conservation (CVC)</p> <p>Region of Peel</p> <p>Union Gas</p> <p>Other Utilities</p> <p>City Departments</p>	Amount of developable land within the corridor for input into the Municipal Comprehensive Review

#	Major Step	Considerations	Studies Required and/or Documents Reviewed	Consultation	Outcome
			Study (City to retain Consultant) Natural Areas Survey (2011)		
2	Undertake a Municipal Comprehensive Review for an Urban Boundary Expansion	<ul style="list-style-type: none"> criteria in the Regional Official Plan for a Municipal Comprehensive Review amount of developable lands within the corridor based on step 1 preliminary land use scenarios to determine growth forecasts Conformity to the Region of Peel Official Plan 	<i>Reviewed:</i> Growth Plan Region of Peel Official Plan <i>Required:</i> Provincial Forecast Update Water and Waste Water Servicing Study Environmental Resource Protection Study Transportation Impact Study Agricultural Impact Assessment	Ministry of Municipal Affairs and Housing Region of Peel City Departments	Amendment of the Growth Plan for the Region of Peel Urban Boundary and Peel Regional Forecasts Region of Peel Official Plan Amendment (ROPA) for urban boundary and growth forecast for Mississauga

#	Major Step	Considerations	Studies Required and/or Documents Reviewed	Consultation	Outcome
			Financial Impact Analysis		
3	Develop Character Area policies, land use and zoning for the Corridor	<ul style="list-style-type: none"> consideration of the Urban Structure in Mississauga Official Plan community uses proposed for the City owned lands within the corridor potential cultural uses for the Bussel property, north of Derry Road compatibility with Highway 407, the proposed Transitway, community uses existing uses on the east side of Ninth Line support for the future transit corridor 	<p><i>Reviewed:</i></p> <p>City of Mississauga Future Directions and Cultural Plan</p> <p>Natural Areas Survey</p> <p>Green System mapping</p> <p>Ninth Line Corridor and Protection and Land Use Study (May 2005)</p>	<p>City Departments</p> <p>HRCA</p> <p>CVC</p> <p>Ministry of Transportation and Metrolinx</p> <p>Region of Peel</p>	<p>Preparation of draft Character Area policies/Local Area Plan and Zoning (Amendment to the Mississauga Official Plan)</p> <p>Present draft policies to Planning and Development Committee, circulate for comment and begin community engagement</p>

Municipal Comprehensive Review Requirements for a Region of Peel Urban Boundary Expansion - Ninth Line Corridor

Source: Regional Official Plan Amendment (ROPA) 24: *Places to Prosper Proposing Changes Related to Growth Management, Employment Lands and Greenbelt Policies*

Definition of a Municipal Comprehensive Review:

An official plan review or an official plan amendment initiated by a municipality that comprehensively applies the policies and schedules of the Growth Plan for the Greater Golden Horseshoe, 2006.

Applicable Policies in Peel Region ROPA 24:

- 7.9.2.12 Consider an expansion to the 2031 Urban Boundary, 2021 or 2031 Rural Service Centre boundary only through a Regional Official Plan Amendment which is based on a *municipal comprehensive review* which demonstrates the following:
- a) that the proposed expansion is based on the population, household and employment growth forecasts contained in Table 3;
 - b) that sufficient opportunities as determined by the Region, are not available in the area municipality to accommodate forecasted growth for the area municipality contained in Table 3, through *intensification* and in designated greenfield areas;
 - c) the timing of the expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the intensification and density targets of this Plan;
 - d) that the proposed expansion makes available sufficient lands for a time horizon not exceeding 2031;
 - e) conformity with the Regional Official Plan ;
 - f) environmental and resource protection and enhancement including the identification of a natural heritage system, in accordance with the policies of this Plan;
 - g) that there are no reasonable alternative locations which avoid the *Prime Agricultural Areas*;
 - h) within *Prime Agricultural Areas* there are no reasonable alternative locations on lower priority agricultural lands;
 - i) impacts from expanding settlement areas on agricultural operations are mitigated to the greatest extent feasible;
 - j) compliance with the *minimum distance separation formulae*;

- k) a fiscal impact analysis;
- l) the ability to provide the necessary Regional infrastructure and services, including Regional and local transportation infrastructure, water and wastewater servicing, in a financially and environmentally sustainable manner;
- m) the sustainable development imperatives in Section 1.3.5 have been addressed;
- n) other relevant Regional interests as may be confirmed through pre-consultation.
- o) proposed expansion will meet the requirements of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan and the Oak Ridges Moraine Conservation Plan; and
- p) in determining the most appropriate location for expansions to the boundaries of settlement areas the policies of Sections 2 and 3 of the *Provincial Policy Statement, 2005* are applied

August 11, 2011

Susan Tanabe, MCIP, RPP
 Manager, Community Planning
 Policy Planning Division
 Planning and Building Department
 City of Mississauga
 300 City Centre Drive
 Mississauga, ON L5B 3C1

Dear Ms. Tanabe:

Re: Proposed Community Centre – Ninth Line Corridor

I am pleased to provide the following comments on behalf of Peel Region.

The applicable Regional Official Plan designations and policies for the Ninth Line Corridor are found in the Halton Region Official Plan (HROP) as approved by the Ontario Municipal Board.

The Halton Region Official Plan objectives for the Ninth Line Corridor Policy Area are to protect the area for development of the interregional 407 transitway and accessory infrastructure and to provide for development at future transitway stations that supports their development while permitting other limited development throughout the corridor that supports the transitway.

The Halton Region Official Plan requires the Town of Milton to incorporate policies in its Official Plan to guide development and servicing in the Ninth Line Corridor to meet these objectives. Specifically, the Halton Region Official Plan requires the Town of Milton Official Plan designations and policies to implement the planning framework set out in the *Final Report, Ninth Line Corridor Protection and Land Use Study (May 2005)* as amended by [Halton] Regional Council.

The *Final Report, Ninth Line Corridor Protection and Land Use Study (May 2005)*, by *Entra Consultants*, identifies the site for the proposed community centre in a Parks and Open Space category, with the exception of a small area of Regional Floodplain. *Entra's Final Report* establishes the following Policy Direction for the Parks and Open Space lands: 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.

The Town of Milton Official Plan, Section 3.11 COMMUNITY PARK AREA, s 3.11.2 PERMITTED USES, s. 3.11.2.1 The Community Park Area states that the main permitted use of lands within this designation shall be a full range of active and passive recreation uses ranging from uses such as nature viewing and garden plots to public cultural/entertainment areas and major sports facilities such as arenas and sports fields.

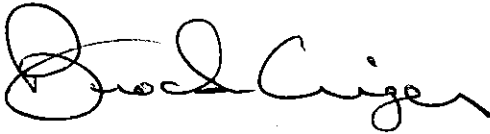
Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
 Tel: 905-791-7800 www.peelregion.ca

S. 3.11.2.2 states that limited small scale accessory retail uses may also be permitted within the Community Park Area designation, with the exception of areas in or adjacent to natural features or environmentally sensitive areas.

Development of a community centre on the subject lands as proposed by the City of Mississauga would meet the intent of the policy direction established by the Halton Region Official Plan, the *Final Report, Ninth Line Corridor Protection and Land Use Study (May 2005)*, by *Entra Consultants* and the Town of Milton Official Plan. An Amendment to the Halton Region Official Plan would not be required to permit the proposed community centre.

Please let me know if clarification or further comments are needed, and I will provide them at my earliest opportunity.

A handwritten signature in black ink, appearing to read "Brock Criger". The signature is fluid and cursive, with a large initial "B" and "C".

Brock Criger, MCIP, RPP
Manager
Development Services

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