



Corporate Report

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DATE: August 16, 2005

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 6, 2005

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

SUBJECT: **Final Report - Ninth Line Corridor Protection and
Land Use Study (May, 2005)**

- RECOMMENDATION:**
1. That the Region of Halton and Town of Milton, in preparing Official Plan Amendments to implement the recommendations of the study titled "Final Report - Ninth Line Corridor Protection and Land Use Study (May 2005)", be requested to amend the proposed land use designation at the southwest quadrant of Ninth Line and the St. Lawrence and Hudson Railway from "Transit Related and Supportive Land Uses" to "Corridor Complementary Land Uses".
 2. That GO Transit and the Ministry of Transportation be requested to undertake the functional planning study recommended by the Region of Halton, in consultation with the Towns of Milton and Oakville, the Region of Halton and the City of Mississauga.
 3. That a copy of the report titled "Final Report - Ninth Line Corridor Protection and Land Use Study (May 2005)" dated August 16, 2005 from the Commissioner of Planning and Building be forwarded by the City Clerk to GO Transit, the Ministry of Transportation, the Region of Halton, the Town of Milton and Town of Oakville.

BACKGROUND:

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

The Region of Halton, on June 22, 2005 considered the attached report (Appendix 1) titled “ Final Report- Ninth Line Corridor Protection and Land Use Study (May 2005) dated June 2, 2005 from the Halton Regional Commissioner of Planning and Public Works and adopted the following recommendations:

- “1. THAT Council endorse the recommended land use option in the “Final Report – Ninth Line Corridor Protection and Land Use Study (May 2005)”, under Separate Cover to Report PPW08-05, as the basis for future land use planning within the corridor;
2. THAT subject to the Town of Milton’s endorsement of the land use option for the Ninth Line Corridor presented in Report PPW08-05, Council direct Regional staff to prepare an Amendment to the Regional Official Plan that reflects this land use option;
3. THAT Council direct staff to initiate discussions with the Region of Peel on a framework of an agreement for the provision of water and waste water servicing for the Ninth Line Corridor and report back to Council in the Fall of 2005 on the progress of the discussions;
4. THAT Council request the Minister of Transportation to undertake a functional planning study, jointly with the Town of Milton, the Town of Oakville and the City of Mississauga, and in cooperation with the Region of Halton, to identify optimum transit interconnections for the Ninth Line Corridor; this should consider both easterly and westerly connectivity, and identify land use requirements for achieving that connectivity, including a potential transit station in the Lower Base Line area if such is required; and that staff be directed to report back on the Ministry of Transportation’s response by September 1, 2005.

5. THAT the Regional Clerk forward a copy of Report PPW08-05 to the Towns of Milton, Oakville and Halton Hills, the Ninth Line Owners' Association, the Region of Peel, the City of Mississauga, and other appropriate agencies for their information."

Subsequently, the Town of Milton Council, on June 27, 2005 considered the attached (Appendix 2) report titled "Final Report- Ninth Line Corridor Protection and Land Use Study (May 2005) - Town of Milton" dated June 20, 2005 from the Director of Planning and Development and ratified the following recommendation:

"THAT Town of Milton Council endorse the recommended land use option presented in the "Final Report – Ninth Line Corridor Protection and Land Use Study (May 2005), provided under separate cover to Report PD-056-05, as the basis for future land use planning within the corridor;

AND THAT Town of Milton Council direct staff to prepare a Local Official Plan Amendment, reflecting the recommended land use option, following the proposed Amendment to the Regional Official Plan;

AND FURTHER THAT Milton staff be directed to initiate a financial analysis with respect to the financial implications to the Town of Milton with respect to the recommended development within the Ninth Line Corridor;

AND FURTHER THAT the Town Clerk be directed to forward a copy of Report PD-056-05 to the Region of Halton, the Towns of Oakville and Halton Hills, the Ninth Line Owners' Association, the Region of Peel and the City of Mississauga, for their information;

AND FURTHER THAT an additional \$12,000, from the Development Charges Reserve Fund, be allocated towards the Ninth Line Corridor Protection and Land Use Study, in order to meet the Town's share of financial responsibilities in relation to additional consulting services, which were required to complete the study;

AND FURTHER THAT the presentation by Ms. Liz Howson of Macaulay Shiomi Howson Ltd. – consultant for the Town of Milton and Region, be received with thanks”.

This matter was previously considered by Mississauga City Council on October 13, 2004 when it considered the attached (Appendix 3) report titled “Addendum Report –Region of Halton ‘Ninth Line Corridor Protection and Land Use Study – Draft Report” dated September 14, 2004 from the Commissioner of Planning and Building and adopted the following recommendation:

- “1. 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 of Halton subject to the deletion of recommendation 2.
2. That the e-mails dated October 4, 2004 with respect to the Churchill Meadows Ratepayer’s Association and the Ninth Line Owners’ Association with respect to their comments on the above matter be received.”

Attached as Appendices 4 and 5, respectively, are the following excerpts from the study “ Region of Halton - Ninth Line Corridor Protection and Land Use Study Final Report (May 2005)” prepared by Entra Consultants: the Land Use Plan (May 2005); and Ninth Line Corridor Planning Directions, which includes a list of permitted uses applicable to each land use designation.

COMMENTS:

1. Revised Land Use Plan

The draft plan has been revised in response to comments received from landowners, residents associations, agencies, and other levels of government, to incorporate the following changes to the proposed land use designations:

- Changing the “Transit Supportive Land Uses” designation to “Transit Related and Supportive Land Uses” and expanding the permitted uses to include medium density residential uses;
- Changing the “Open Space Supportive Land Uses” designation to “Corridor Complementary Land Uses” and expanding the uses to include medium density residential; and
- Removing the proposed transitway station on the private lands south of the CPR tracks as a result of the decision to locate the future GO Station near the Tenth Line in Mississauga.

2. Impacts on Mississauga

The only outstanding impact on Mississauga, which was previously identified, is the designation of land at the southwest quadrant of Ninth Line and the St. Lawrence and Hudson Railway (Appendix 4).

In the draft plan, these lands were designated “Transit Supportive Land Uses” which permits, among other uses, high density residential uses, high density office or employment uses and high density mixed uses development at a Floor Space Index of 1.0 to 4.0. Since the “Residential Low Density II” designation of lands on the east side of Ninth Line in the Lisgar Planning District permits detached, semi-detached, street townhouses and duplex dwellings at a maximum density of 45 units per net hectare (18 units per net acre), Mississauga requested the Region of Halton to amend the designation of these lands to a lower intensity land use to be consistent with the “Residential Low Density II” designation in Mississauga.

In response to these concerns, the consultants and Regional staff changed the “Transit Supportive Land Uses” designation to “Transit Related and Supportive Land Uses” and expanded the

permitted uses to include medium density residential uses to provide an opportunity for development that is consistent with the intensity of development on the Mississauga side of Ninth Line.

This amendment, however, does not fully address Mississauga's concerns because the "Transit Related and Supportive Land Uses" designation will still permit, among other uses, high density residential uses, high density office or employment uses and high density mixed uses development at a Floor Space Index of 1.0 to 4.0.

Since a "Proposed Transitway Station" has not been identified on land at the southwest quadrant of Ninth Line and the St. Lawrence and Hudson Railway, a more appropriate designation of these lands would be "Corridor Complementary Land Uses". This designation permits, among other uses, development in accordance the "Medium Density Residential I" designation in the Town of Milton Official Plan. The "Medium Density Residential I" designation in the Town of Milton Official Plan permits townhouses, triplexes and quattroplexes at a maximum density of 35 units per net hectare (14 units per net acre). This same designation was used elsewhere on the west side of Ninth Line, on other lands not in proximity to Proposed Transitway Stations, across from low density residential development on the east side of Ninth Line in Mississauga.

3. Mississauga Departmental Comments

(a) Community Services Department

The Community Services Department has no concerns with the "Region of Halton - Ninth Line Corridor Protection and Land Use Study Final Report (May 2005)".

(b) Transportation and Works Department

Transportation and Works Department comment:

“The Region of Halton Council, when it considered the report titled “Final Report- Ninth Line Corridor Protection and Land Use Study (May 2005)” dated June 2, 2005 from the Halton Regional Commissioner of Planning and Public Works, adopted the following recommendation:

“THAT Council request the Minister of Transportation to undertake a functional planning study, jointly with the Town of Milton, the Town of Oakville and the City of Mississauga, and in cooperation with the Region of Halton, to identify optimum transit interconnections for the Ninth Line Corridor; this should consider both easterly and westerly connectivity, and identify land use requirements for achieving that connectivity, including a potential transit station in the Lower Base Line area if such is required; and that staff be directed to report back on the Ministry of Transportation’s response by September 1, 2005.”

The Ministry of Transportation, in 1998, completed their “Transitway Corridor Protection Study – Highway 407/Parkway Belt West Corridor from Highway 403 to Markham Road” which reviewed alignment alternatives on both the west and east side of the Highway 407 corridor to determine 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 were within the Hydro corridor, which was not deemed a desirable location and limited station development. The preferred alignment was located on the east side of Highway 407. This is the preferred location 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 CP Rail corridor for access. Furthermore, the east side alignment also facilitated direct transitway connections to the proposed Highway 403 inter-urban transitway (GO BRT alignment).

The Mississauga Transitway Highway 403 – Eglinton Avenue Corridor Environmental Assessment Addendum, which identified the alignment and stations for the Mississauga Bus Rapid Transit (BRT) was filed with the Ministry of Environment in October 2004, and approved in March 2005.

Both of the above studies for the Highway 407 Transitway and the Mississauga segment of the Bus Rapid Transit project have not identified a station at Lower Base Line.

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

In view of the multi-jurisdictional significance and impacts of a transitway station at the Lower Base Line in Halton, and since responsibility for the planning of the GTA Transitway/ BRT System rests primarily with the Province, GO Transit and the Ministry of Transportation should be responsible for undertaking the functional study recommended, in consultation with the Towns of Milton and Oakville, Region of Halton and City of Mississauga.”

FINANCIAL IMPACT: Not applicable

CONCLUSION: The proposals of the “Final Report - Ninth Line Corridor Protection and Land Use Study (May 2005)” are consistent with the direction of Mississauga Plan, except for the “Transit Related and Supportive Land

Uses” designation of land at the southwest quadrant of Ninth Line and the St. Lawrence and Hudson Railway. A more appropriate designation would be “Corridor Complementary Land Uses” to ensure development will be consistent with the “Residential Low Density II” designation of lands on the east side of Ninth Line in the Lisgar Planning District.

ATTACHMENTS:

Appendix 1: Final Report- Ninth Line Corridor Protection and Land Use Study (May 2005) dated June 2, 2005 from the Halton Regional Commissioner of Planning and Public Works.

Appendix 2: Final Report- Ninth Line Corridor Protection and Land Use Study (May 2005) - Town of Milton dated June 20, 2005 from the Director of Planning and Development.

Appendix 3: Addendum Report –Region of Halton Ninth Line Corridor Protection and Land Use Study – Draft Report dated September 14, 2004 from the Commissioner of Planning and Building.

Appendix 4 Land Use Plan, excerpt from the “Final Report - Ninth Line Corridor Protection and Land Use Study (May 2005)”, by Entra Consultants.

Appendix 5: Ninth Line Corridor Planning Directions excerpt from the “Final Report - Ninth Line Corridor Protection and Land Use Study (May 2005)” by Entra Consultants.

Original Signed By:

Edward R. Sajecki
Commissioner of Planning and Building



THE REGIONAL MUNICIPALITY OF HALTON

Report To: Chairman and Members of the Planning and Public Works Committee
From: Peter M. Crockett, P. Eng., Commissioner of Planning & Public Works
Date: June 2, 2005
Re: Final Report - Ninth Line Corridor Protection and Land Use Study (May 2005)
Report No.: PPW08-05

RECOMMENDATION

1. THAT Council endorse the recommended land use option in the "Final Report - Ninth Line Corridor Protection and Land Use Study (May 2005)", under Separate Cover to Report PPW08-05, as the basis for future land use planning within the corridor;
2. THAT subject to the Town of Milton's endorsement of the land use option for the Ninth Line Corridor presented in Report PPW08-05, Council direct Regional staff to prepare an Amendment to the Regional Official Plan that reflects this land use option;
3. THAT Council direct staff to initiate discussions with the Region of Peel on a framework of an agreement for the provision of water and waste water servicing for the Ninth Line Corridor and report back to Council in the Fall of 2005 on the progress of the discussions;
4. THAT Council request the Minister of Transportation and the City of Mississauga to jointly undertake a functional planning study, in cooperation with the Region of Halton and Towns of Milton and Oakville, to identify the land requirements for interconnecting the 407 Transitway and Mississauga Busway with a future transit station in the Lower Base Line area and staff be directed to report back on the progress of this initiative in the Fall of 2005;
5. THAT the Regional Clerk forward a copy of Report PPW08-05 to the Towns of Milton, Oakville and Halton Hills, the Ninth Line Owner's Association, the Region of Peel, the City of Mississauga, and other appropriate agencies for their information.

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REPORT

Purpose

The purpose of this report is to present the results of the Ninth Line Corridor Protection and Land Use Study, for Council's consideration and endorsement. Staff is also seeking Council's direction to proceed to the next stage of the planning process to prepare an amendment to the Regional Official Plan that will reflect the land use option identified in the Final Report – Ninth Line Corridor Protection and Land Use Study (May 2005).

Background

The corridor study was directed by a Steering Committee comprised of the Regional Chairman, Mayor Krantz, Regional Councillor Barry Lee, Town Councillors Brian Penman and Rick Day, the Region and Town of Milton CAOs, staff from Milton and the Region, and a member of the Ninth Line Owner's Association (NLOA). The NLOA is a group of about 20 landowners in the Ninth Line Corridor. Mr. Peter Skira represented the NLOA on the Study Steering Committee and the NLOA's planner, Mr. Norm Sibbick, also participated in the Steering Committee meetings. The Committee met over the course of the study to review the consultants' findings and provide directions and input into developing the land use option for the corridor.

The Corridor Study was one of three studies that Council had directed staff to undertake as part of the recent Official Plan Review program (Report PPW96-03). Staff was to complete the study of the Ninth Line Corridor in 2003 with Town of Milton staff and input from the City of Mississauga, Region of Peel, the NLOA and any other appropriate agencies. The study was delayed (Report PPW53-04) to await the completion of the updated floodplain mapping for the corridor by the City of Mississauga so that the new floodplain mapping could serve as a main input to the study for identifying developable lands within the corridor. The mapping was completed in April 2004. The Province's Greenbelt legislation (Bill 27) also identified these lands as part of the moratorium on development in December 2003. With the approval of the Greenbelt Plan and the expiration of the moratorium in March 2005, the lands may now be considered for additional urban type uses.

In mid-June 2004 a "Draft" Ninth Line Corridor Protection and Land Use Study was released with a recommended land use option for the corridor. A Public Information Session was held on June 17, 2004, to present the study results to the Ninth Line landowners, Mississauga residents on the east side of Ninth Line, and other members of the general public. The public was asked to provide their comments on the proposed draft report.

Through the fall (2004) and winter (2005), staff continued to hold discussions with the NLOA to address a number of outstanding land use issues. The NLOA provided further clarification on its vision for the corridor in letters to staff dated February 5, 2005, and February 28, 2005. All the comments received on the "Draft" Ninth Line Corridor Protection and Land Use Study (June 17, 2004) and the subsequent correspondence received from the NLOA were considered in the preparation of the land use option recommended in the Final Report (May 2005). A synopsis of the comments, with brief staff responses, is provided in Attachment #1 to this report.

Final Report - Ninth Line Corridor Protection and Land Use Study

As directed by Council (Report PPW96-03), the purpose of the Ninth Line Land Corridor Protection and Land Use study is to protect the land base for the development of the inter-regional transit line and accessory structures in the Ninth Line corridor:

"That the Region will undertake a study in conjunction with the Town of Milton and in consultation with the City of Mississauga, Region of Peel, appropriate agencies, and the Ninth Line Owner's Association to protect the land base for the development of the inter-regional transit line and accessory infrastructure in the Ninth Line/Highway 407 corridor in the Town of Milton and to determine the most appropriate long-term uses for the balance of the lands in the corridor that are complementary to and supportive of the transit line."

The Ninth Line Study (May 2005) reviewed the Ninth Line corridor with the intention of identifying all lands that may be required for transit-related purposes, including the potential for a future transit station in the Lower Base Line area, based on advancements in planning for inter-regional transit and updated floodplain mapping. The amount of land required for the transitway and its related facilities and the impact on the individual properties is shown on Table 1 of the Final Report. About 41 ha or 10 per cent of the total study area of 395 ha is required for transit purposes.

The following chart provides a breakdown of the land uses within the Ninth Line corridor as identified in the Final Report (May 2005).

Land Use	Total Land Area (ha)	% of Land Area
Total Study Area	395.49	100%
Floodplain	134.70	34%
Publicly Owned**	123.21	31%
Parks and Open Space*	51.48	13%
Corridor Complementary**	26.04	7%
Transit Facilities*	25.18	6%
Transit Related and Supportive**	15.32	4%
Union Gas*	10.85	3%
Special Study Area Transitway/Integration**	8.53	2%

* exclusive of floodplain

** exclusive of floodplain and transit

Final Report - Land Use Designations

The land use designations proposed in the Final Report are intended to implement Regional Council's direction (Report PPW96-03) as stated above. The recommended land use designations are shown on Map 3 of the Final Report and discussed below.

100-Year Floodplain and Regional Floodplain

Just over 1/3 (135ha of 395ha) of the corridor is within the floodplain (Regional and 100-Year Floodplain). As noted earlier, the floodplain mapping was recently updated as part of the North 16 District "Scoped" Subwatershed Study and Ninth Line District Floodplain mapping prepared for the City of Mississauga.

The 100-Year Floodplain and Regional Floodplain designations recognize those lands within the corridor that lie within the floodplain areas. Limited uses would be permitted in these areas including existing agricultural operations, non-intensive recreational uses, forest, wildlife and fisheries

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management, essential transportation and utility facilities, and essential watershed management and floodplain and erosion control projects. All development within the floodplains is strictly regulated by Conservation Halton.

Parks and Open Space

The Parks and Open Space designation coincides with the nine parcels owned by the City of Mississauga within the corridor amounting to just over 85 ha. Of the 85ha, 51.48 ha are outside of the floodplains. In keeping with the Town of Milton Official Plan, permitted uses within the designation would include passive recreational uses such as sports fields, nature viewing, garden plots etc.

Existing Utility Uses

This designation recognizes the Union Gas facility located south of Derry Road and allows for the continuation of this use or open space and recreational uses.

Existing Highway 407 and Related Uses

This designation recognizes publicly owned lands that would be used for a range of transportation and related uses.

Proposed Transitway

For the most part, the 30 metre proposed transitway corridor abuts the east side of Highway 407 as shown on Figure 2 of the Final Report.

Proposed Transitway Stations

The 1994 MTO Transitway Study identified three transit stations in the Ninth Line corridor: south of Britannia Rd., north of Derry Rd., and north of the CPR rail line. Permitted uses on the station sites would include existing uses and minor extensions of the same, transit station, bus bays, parking and other accessory uses related to transit facilities. High density residential, office, employment, and mixed-use development will also be permitted to encourage the development of the transitway stations and provide opportunities for people to live and work around the stations.

Special Study Area—Transitway Station/ Integration

The 1998 MTO study identified the property requirements for the 407 Transitway and its related facilities and the Draft 407 West Transitway Study (May 2004) identified refinements to the 407 Transitway to incorporate the potential westerly extension of the Transitway and connection to the planned Mississauga Busway. The Final Report identifies a "Special Study Area Transitway Station Integration" area located north and south of Lower Base Line (13.7 ha.). This area is to allow for:

- A potential transitway station at Lower Base Line that would serve as a logical site for east-west services in the Eglinton corridor and a convenient location for commuter and transit vehicles travelling to and from Oakville, Milton and Mississauga to connect to both the Highway 407 Transitway and Mississauga busway; and
- Potential integration of the 407 West and Central transitways and the Mississauga busway.

The special study area includes provincially owned lands and one private property south of Lower Base Line and 3 private properties north of Lower Base Line. The NLOA is of the opinion that the potential transit station north of Lower Base Line is not required and that the Province has sufficient lands south of Lower Base Line for any future transit facility. However, the property requirements for an interconnection between the 407 Transitways and Mississauga Busway and a transit station along Lower Base Line needs to be defined.

Given that the respective proponents of these inter-regional transit lines are the Ministry of Transportation and the City of Mississauga, these agencies should be requested to undertake jointly a functional planning study, in cooperation with the Region of Halton and Towns of Milton and Oakville to assess the interconnection between the 407 West and Central transitways and the Mississauga Busway and the location of the Lower Base Line station. Such a study would provide the basis for protecting the necessary land base for the development of the transit facilities and station.

Given the interest of the affected land owners, staff will endeavour to report back by the Fall (2005) on the status of the request and any necessary action by Council.

The underlying land use designation for the Special Study Area is Transit Related and Supportive Land Uses (see next section). The designation permits a wide range of uses including high and medium density residential, office/employment and mixed use development that will support the development of a station in the Lower Base Line area and encourage the use of transit by people living and working in the area.

Transit Related and Supportive Land Uses

The Transit Related and Supportive Land Uses designation provides for a number of higher intensity uses around the proposed transitway stations (north of the CPR, north of Derry Rd., south of Britannia) and potential transitway station (north and south of Lower Base Line). Permitted uses include, among other things, high and medium density residential, office/employment and mixed use development that will complement the development of the stations and encourage the use of transit by people living and working in the area.

Corridor Complementary Land Uses

The Corridor Complementary Land Uses designation would include all remaining private lands within the corridor and, for the most part, reflect the type and intensity of uses on the Mississauga side of Ninth Line. Permitted uses would include, among other things, existing uses, agricultural, institutional, recreational, public, lower density residential, office and group homes.

Public Consultation

As noted earlier, a public meeting was held on June 17, 2004, to present the "Draft" land use option for the Ninth Line Corridor. Following the public meeting, written comments were received from the Region of Peel, City of Mississauga, Town of Halton Hills, Conservation Halton, Credit Valley Conservation Authority, GO Transit, Ministry of Transportation (MTO), Ministry of Municipal Affairs and Housing, Union Gas and TransCanada Pipelines, Meadowvale United Church, the Ninth Line Owner's Association, individual land owners in the Ninth Line Corridor and the Lisgar Residents' Association. As discussed earlier, all the written comments received are contained in Attachment #1 to this report along with staff's responses.

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For the most part, the agency comments are supportive of the vision and land use principles that were put forward in the "Draft" (June 17) Ninth Line Corridor Protection and Land Use Study. Both the Region of Peel and the City of Mississauga agree that the direction to maintain the corridor for transportation and open space is appropriate and consistent with their planning efforts on the east side of Ninth Line.

Several of the agencies, including Conservation Halton and Union Gas have identified the need for future land uses to respect policies, standards and regulations pertaining the appropriate placement of future uses, minimum setback requirements, etc. where applicable.

The NLOA's "vision" for the corridor was conveyed to staff through meetings with and correspondence from the NLOA and Mr. Sibbick. The NLOA vision is based on the view that:

- The Ninth Line corridor lands should be designated urban or at least be allowed to develop in an urban fashion, reflecting the densities and land uses on the east side of Ninth Line in Mississauga;
- The Transit Related and Supportive Land Uses designation apply to all private lands within the corridor and be expanded to include all the uses under the Corridor Complementary Land Uses and Parks and Open Space designations, with distinction between a more intensive category "Transportation Supportive A" versus a less intensive category of "Transportation Supportive B";
- The 100-Year Floodplain, Regional Floodplain and Corridor Complementary land uses be designated as "Transportation Supportive B". This designation would reflect the existing medium density development on the east side of Ninth Line;
- Interim uses be permitted in the proposed Transportation Supportive A and B designations;
- Higher intensity uses should be focused at major intersections and mirror existing or proposed density and ancillary uses across Ninth Line in Mississauga. Where Mississauga roads "T-junction" at Ninth Line, consideration should be given for nodal development with increased densities for either Transportation Supportive A or Transportation Supportive B designations; and;
- The floodlines be detailed as "restrictions on use" and not as designations. Transportation Supportive B land use designation should be applied to all "Non-Parkway Belt West", lands including those within the floodplain, given that the Milton Official Plan already requires Conservation Halton's approval prior to a building permit being issued on a floodplain.

After giving careful consideration to these suggestions by the NLOA, Regional staff and our consultants made several changes to the proposed land use designations including:

- Changing the Transit Supportive Land Uses designation to Transit Related and Supportive Land Uses and expanding the permitted uses to include medium density residential uses;
- Changing the Open Space Supportive Land Uses designation to Corridor Complementary and expanding the uses to include medium density residential;
- Removing the proposed transitway station on the private lands south of the CPR tracks as a result of the Province's decision to locate the future GO Station near 10th Line in Mississauga

These changes also address the concern of the Lisgar Residents' Association that the proposed uses in the Corridor will result in uses and intensity of uses that are inappropriate adjacent to their community.

They have identified a preference for the corridor lands to be recreational and related uses and low-density prestige employment uses. By expanding the uses within the Corridor Complementary and Transit Related and Supportive designations, the opportunity now exists for medium residential development that is consistent with the intensity of development on the Mississauga side of Ninth Line.

There were a number of other suggestions put forward by the NLOA that staff do not support. Staff's position on these issues are contained in the Attachment # 1 to this report.

Staff does not agree with NLOA's suggestion that a range of uses (i.e. medium density residential, service commercial, etc) be permitted on lands identified as 100 Year Floodplain and Regional Floodplain designations in the Final Report. As these lands are within the floodplain they will become part of the Region's Greenlands A designation. Among the objectives of the Greenlands A designation is to define hazard lands for the protection of property and life. New construction and the expansion or replacement of existing uses is prohibited unless the floodplain has been redefined by the appropriate Conservation Authority thereby allowing the lands to be developed as permitted by the adjacent designation. As staff reported earlier (Report PPW53-04), Conservation Halton will be adopting the updated floodplain mapping for planning and regulatory purposes. Staff are of the opinion that non-intensive uses identified in the 100-Year Floodplain and Regional Floodplain designations are appropriate as they are consistent with the uses permitted in the Region's Greenlands A designation.

In summary, it is staff's view that while some parts of the "vision" of the NLOA can be accommodated, other parts would not be in keeping with Council's direction of preserving and supporting this corridor as a key inter-regional transit corridor and providing a limited range of urban uses compatible with the physical constraints within this corridor and established uses in the surrounding area.

Servicing

The previous land use study (Hemson 2002) had identified significant costs to servicing the area through the Halton system and that the servicing was potentially feasible from the Region of Peel.

Peel's comments on the Draft Ninth Line Corridor Protection and Land Use Study (June 2004) indicate that water and wastewater servicing are available for the Ninth Line Corridor. However, Peel Region also noted that any proposed development in the Ninth Line Corridor may require a servicing study to confirm that existing and future servicing can accommodate the servicing requirements of the Ninth Line Corridor. These studies may be undertaken by individual landowners as they proceed with a development proposal. Therefore it has been concluded that water and wastewater servicing costs would be the responsibility of the individual Ninth Line landowners as they would relate to connection cost to Peel water and waste water system. Staff recognize that subsequent agreements with Peel Region will be required as these development proposals proceed and therefore it is prudent to begin discussions with Peel Region on the requirements of servicing the Ninth Line corridor. This will allow a framework to be established between Halton and Peel Regions for the servicing agreements prior to the submission of development applications by the Ninth Line Land Owners.

Next Steps

Milton planning staff will prepare a report seeking Town Council's support for the recommended land use scenario proposed in the Final Report (May 2005). Subject to Milton Council's approval of the

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Final Report (May 2005), Regional planning staff would prepare an amendment to the Regional Official Plan that reflects the general thrust of the land use scenario identified in the Final Report. Staff will be presenting the amendment to Regional Council before the end of the year and will report further on servicing discussions with Peel at that time.

Concurrent with the preparation of the Regional amendment, the Town of Milton would prepare an amendment to its Official Plan in conformity with the Regional amendment, providing more site-specific details on permitted uses. Following the adoption of the Regional and Local Plan Amendments, Milton staff may prepare necessary changes to its zoning by-laws in conjunction with individual applications. The Region will be the approval authority for the Local Plan amendment.

FINANCIAL/PROGRAM IMPLICATIONS

There would be no Halton water and wastewater infrastructure required for the Ninth Line Corridor. Other costs relating mainly to transportation requirements would be addressed at the time the Milton Official Plan is being amended to incorporate the uses identified in the Final Report and when future development applications are submitted to the Town of Milton.

RELATIONSHIP TO THE STRATEGIC PLAN

By protecting for the Ninth Line Corridor inter-regional transitway, the Region of Halton will be working to achieve Goal Seven of the Planning and Public Works Committee Operational Plan by planning for a transportation system that is sensitive to the needs of all Halton residents and businesses and is coordinated with the surrounding regions.

Respectfully submitted,



Jane Clohecy, MCIP RPP
Director, Planning and Transportation



Peter M. Crockett, P. Eng.
Commissioner of Planning and Public Works

Approved by



for
A. Brent Marshall
Chief Administrative Officer

If you have any questions on the content of this report, please contact:

Jane Clohecy
Ho Wong
Perry Vagnini

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Tel. # 7987

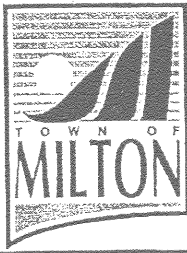
Attachment #1
to PPW08-05

Owner/Organization	Affiliation	Comments	Staff Response
Staff Report - City of Mississauga	City of Mississauga Staff reports dated August 17 and September 14 th , 2004	<p>August 17th Report - Overall philosophy of what is being proposed by the "Ninth Line Corridor Protection and Land Use Study" is consistent with the direction of the Mississauga Plan. Many of the recommended changes complement efforts being made in Mississauga on the east side of Ninth Line.</p> <p>Recommendations:</p> <ol style="list-style-type: none"> 1. That the Region of Halton consider amending the proposed land use designation in the southwestern quadrant of Ninth Line and the St. Lawrence and Hudson Railway to 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 Rd. 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. <p>September 14th Report - The report recommends the adoption of the August 17th report subject to the deletion of earlier recommendation (Recommendation No. 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".</p>	<p>Item 1. has been addressed through Report PPW08-05. The Proposed Transitway Station use south of the CPR rail line was removed. The uses within the Transit Related and Supportive Land Uses designation (including the lands south of the CPR tracks) were expanded to permit medium density uses (including medium density residential) which are consistent with the intensity of development on the Mississauga side of Ninth Line.</p> <p>2. Item 2 was deleted in Mississauga's September 14th, 2004 report.</p>
Mississauga Residents	Churchill Meadows Residents Association	Two e-mails were attached to the Mississauga staff report: one from the Ninth Line Owners Association, and the other from the Churchill Meadows Residents Association. The Ninth Line Owners Association	

#2

		<p>comments reflect their position identified in their letter dated July 19th commenting on the Draft Study- Ninth Line Corridor Protection and Land Use study.</p> <p>The second e-mail is from the President of the Churchill Meadows Residents Association (CHM). The Association does not approve of the high density designation on the non-flood plain lands in Halton Region. They feel more consultation is needed with the affected residents of the 9th Line and neighbouring community.</p>	
Mr. Geoffrey Smith e-mail sent September 16 th , 2004.	The Lisgar Residents' Association	<p>The Lisgar Residents' Association is feeling totally "bamboozled" by the suggestion that high density usage be designated on any of the lands west of 9th line to the 407, from 401 down to 403. The residents were led to believe that most of the land would be for recreational and related uses, possibly small prestige office/warehouses, similar to those next to the 403 near Dundas. They were under the impression that there were no intentions by Milton to service the lands east of the 407 as it would be too expensive. Mr. Smith questions how we (Halton) can be designating high density usage if it will not be serviced - unless annexation is in the plans and this will bring up major problems, starting with schools. The residents are totally against the plans for the proposal for the south west area of the railway lines down to Derry, including the second bus station at Derry. They feel one station should be enough. The residents believe that as the east side of 9th line is now almost completely built, a high density area so close to the community would have serious implications. While the residents do want office or commercial buildings on the west side of 9th line, they would be willing to look at a counter proposal of the City of Mississauga as a compromise. If there is any residential, schooling would be a pre-requisite before any building.</p>	<p>The Proposed Transitway Station designation on the lands south of the CPR Line was removed. The uses for the Transit Related and Supportive Land Uses were expanded to include medium density uses (including medium density residential) to allow the lands to be developed for uses consistent with the types and intensity of development on the Mississauga side of Ninth Line.</p>

		<p>information they have about schools north of Derry, indicates that there will be no room for any additional students.</p> <p>The residents also feel that any large development in this area is going to cause noise and traffic problems and he believes that Terragar Blvd. is going to be used as a short cut to the Dominion Shopping Centre and become a "race track".</p>	
<p>Norm Sibbick, Planning Consultant Letter dated July 19th, 2004.</p>	<p>Planning Consultant on behalf of the NLOA</p>	<p>Draft report is too restrictive, and is not a fair and equitable vision for all NLOA's members. NLOA of the opinion that the corridor development should mirror development on Mississauga side.</p> <p>NLOA views the floodplain as a restriction on development not a prohibition. All private lands should be shown as "Transit Supportive".</p> <p>Density of Open Space Supportive is not reflective of the development in Mississauga.</p> <p>According to NLOA, Transit Supportive Uses to include: medium density residential uses; high density uses; high density office or employment uses; high density mixed use development; commercial development located in assoc. with other permitted uses; service commercial; office uses recreational uses; Institutional uses.</p> <p>Highest residential densities and high density mixed uses should be around proposed stations and major intersections.</p> <p>NLOA does not support the need for a Lower Base Line Station. NLOA does not support freezing of lands for possible transitway integration.</p>	<p>The NLOA comments are addressed through Report PPW08-05 and the responses to Mr. Sibbick's letters of February 5th and 28th, 2005 (see below).</p>
<p>NLOA Association (Mr. Peter Skira) Letter dated July 19th, 2004.</p>	<p>NLOA</p>	<p>"Guardedly encouraged" by land use recommendations put forward in the Draft Study. Strongly objects to Proposed and Potential Additional Transitway Requirements.</p> <p>NLOA disagrees with the claim that the Ninth Line Corridor is a "Significant Open Space."</p>	<p>Mr. Skira's comments are addressed through Report PPW08-05 and the responses to Mr. Sibbick's letters of February 5th and 28th, 2005 (see below).</p>



The Corporation of the TOWN OF MILTON

Report to: Chair & Members of the Administration & Planning Standing Committee

From: E. Iovio, M.C.I.P., R.P.P., Director of Planning & Development

Date: June 20, 2005

Report No. PD-056-05

Subject: Final Report – Ninth Line Corridor Protection and
Land Use Study (May 2005)
Town of Milton

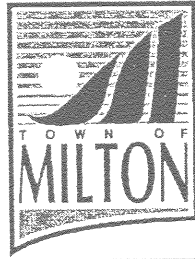
RECOMMENDATION: THAT Town of Milton Council endorse the recommended land use option presented in the “Final Report – Ninth Line Corridor Protection and Land Use Study (May 2005), provided under separate cover to Report PD-056-05, as the basis for future land use planning within the corridor;

AND THAT Town of Milton Council direct staff to prepare a Local Official Plan Amendment, reflecting the recommended land use option, following the proposed Amendment to the Regional Official Plan;

AND FURTHER THAT Milton staff be directed to initiate a financial analysis with respect to the financial implementations to the Town of Milton with respect to the recommended development within the Ninth Line Corridor;

AND FURTHER THAT the Town Clerk be directed to forward a copy of Report PD-056-05 to the Region of Halton, the Towns of Oakville and Halton Hills, the Ninth Line Owners’ Association, the Region of Peel and the City of Mississauga, for their information;

AND FURTHER THAT an additional \$12,000, from the Development Charges Reserve Fund, be allocated towards the Ninth Line Corridor Protection and Land Use Study, in order to meet the Town’s share of financial responsibilities in relation to additional consulting services, which were required to complete the study;



The Corporation of the TOWN OF MILTON

AP Report No. PD-056-05
Page No. 2

AND FURTHER THAT the presentation by Ms. Liz Howson of Macaulay Shiomi Howson Ltd. – consultant for the Town of Milton and Region, be received with thanks.

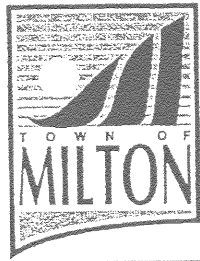
REPORT

Further to and in accordance with the Study's purpose and background outlined through Regional Report PPW08-05 (attached as Appendix A to Report PD-056-05), Town staff are now recommending that Milton Council endorse the recommended land use option presented in the "Final Report – Ninth Line Corridor Protection and Land Use Study (May 2005)", which is provided under separate cover to Report PD-056-05, as the basis for future land use planning within the corridor.

In summary, through an extensive public consultation process over the past three years, a preferred land use option was identified that presents Transit Supportive and Corridor Complimentary Land Uses in support of the Ninth Line Corridor inter-regional transitway, which is sensitive to the needs of all Halton residents and businesses and is coordinated with the surrounding Regions.

Following the endorsement of the recommended land use by both Regional and Milton Council, it is intended that Regional staff will be preparing an Amendment to the Regional Official Plan that reflects the recommended land use, in conjunction with Milton staff who will prepare an Amendment to the Milton Official Plan. Following the satisfactory outcome of this comprehensive process, it is anticipated that individual Ninth Line landowners will be presenting to the Town of Milton applications to amend the Town's Comprehensive Zoning By-law, subject to a number of considerations, including but not limited to transportation, parks, inter-regional servicing (from Peel) and various financial requirements.

Acknowledging that the Ninth Line Corridor situation is unique, in relation to its proximity to the City of Mississauga, Milton staff are recommending that they be directed to initiate a financial analysis in conjunction with the processing of the proposed Local Official Plan Amendment, with respect to Development Charges and other financial implications, in accordance with the policies of Section 5.0 of the Milton Official Plan. In this manner, a separate financial agreement between the Town and affected



The Corporation of the TOWN OF MILTON

AP Report No. PD-056-05
Page No. 3

landowners most likely will be required and will become a condition of approval of the Local Official Amendment, in addition to other conditions, which may arise through the processing of the proposed amendment.

Financial Impact

In the short term, staff are recommending that an additional \$12,000 be allocated from the Development Charges Reserve Fund to cover a shortfall in relation to the Town's share of financial responsibilities, relating to the extended completion of the Ninth Line Corridor Study. This shortfall directly relates to the extended public consultation required in order to receive full public input into the study's recommendations.

In the long term, the financial implications, whether positive or negative, to the Town of Milton in relation to the recommended land use within the Ninth Line Corridor, cannot be stated at this time, but will be determined to the satisfaction of the Milton council prior to the finalization of the proposed Local Official Plan Amendment.

Respectfully submitted,

E. Iovio, M.C.I.P., R.P.P.
Director of Planning & Development

Prepared by: William F. Mann, MCIP, RPP, OALA, RPF
Manager, Planning Policy

Attachments: Appendix A – Regional Report PPW08-05, dated May 3, 2005

Provided under separate cover - Final Report – Ninth Line Corridor
Protection and Land Use Study

CAO Approval: _____

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 intermodel 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 -

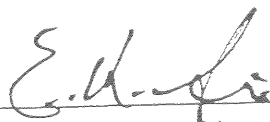
4.0. The lands on the east side of Ninth Line in Mississauga are designated "Residential - Low Density II" in the Lisgar Planning District, which permits detached, semi-detached, street townhouses and duplex dwellings, within a density range of 17 - 45 units per net residential hectare (7-18 units per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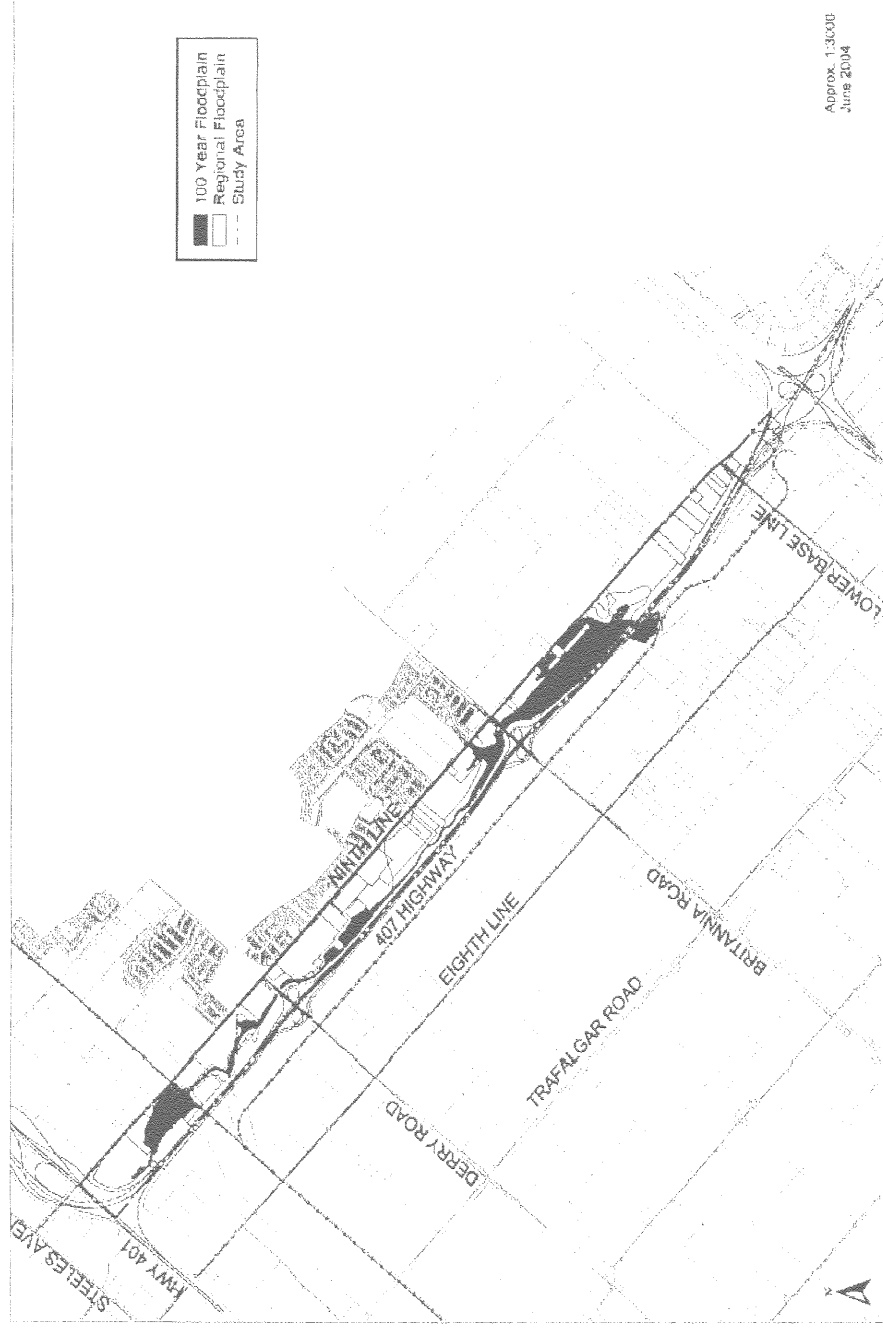


Exhibit 1 - Study Area and Floodplain Area (June 2004)
Ninth Line Corridor Protection and Land Use Study
Region of Halton



23-41Reg04-06-1-4Map1

26)

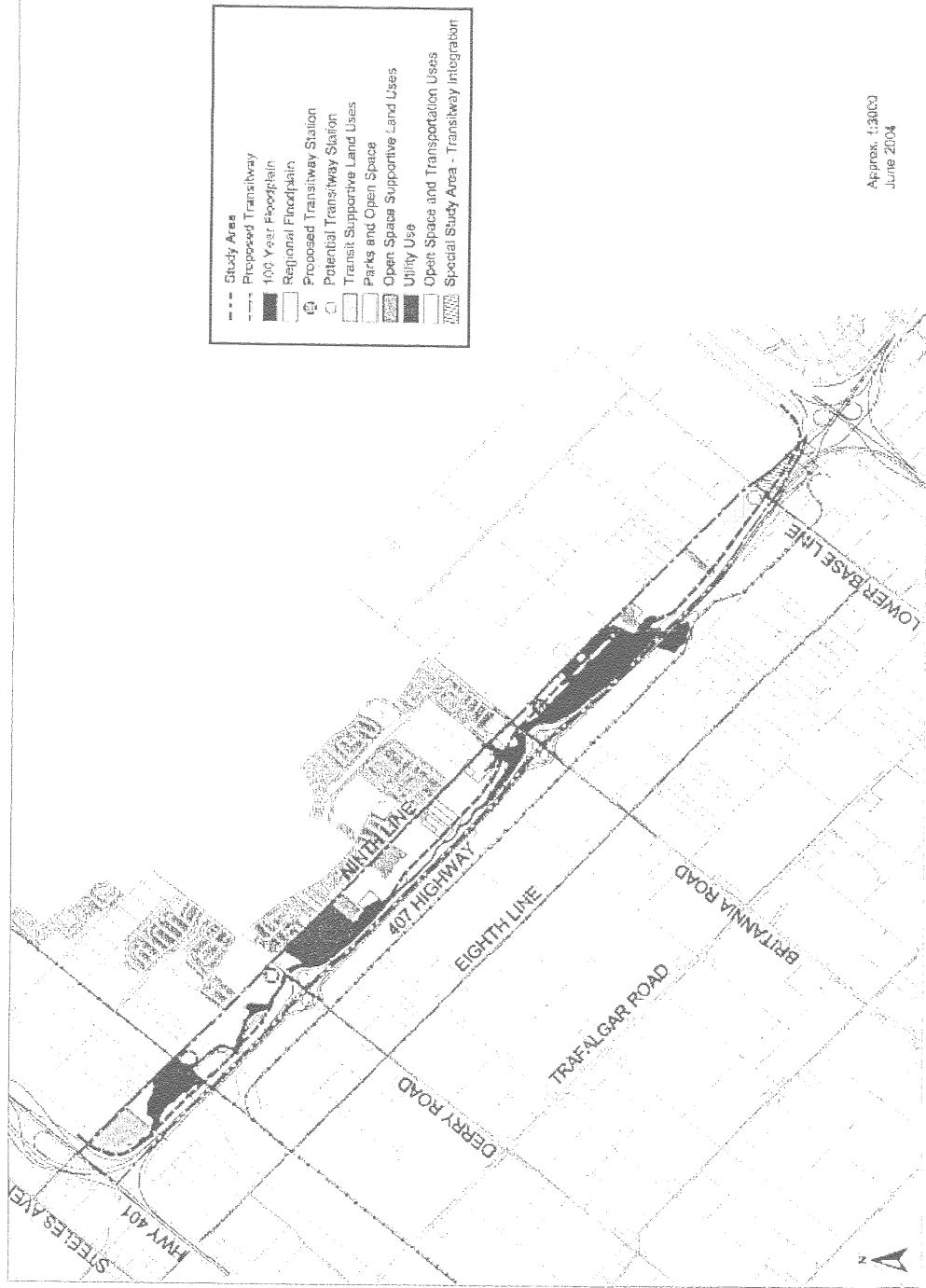


Exhibit 2 – Land Use Plan (June 2004)
Ninth Line Corridor Protection and Land Use Study
Region of Halton

Ninth Line Corridor Planning Directions

Ninth Line Corridor Plan Policy Directions

<i>Designation</i>	<i>Policy Directions</i>
1. 100 Year and Regional Floodplain Areas	<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>
	<p>-conservation uses; and,</p> <p>-expansions of existing uses, buildings and structures.</p> <p>b) Uses would be subject to site plan approval and would be developed in conformity with the following conditions:</p> <p>-The proposed uses of land, buildings or structures secure the open space nature of the area by a very low density development;</p> <p>-Natural features such as streams, tree stands, and hedgerows are preserved to the maximum degree possible</p> <p>-The uses enhance the open-space character by landscaping, tree planting, berms and screening; and,</p> <p>-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.</p>
7. Utility Use	Lands in this designation are owned by a utility and will continue to be used for use 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: Ninth 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

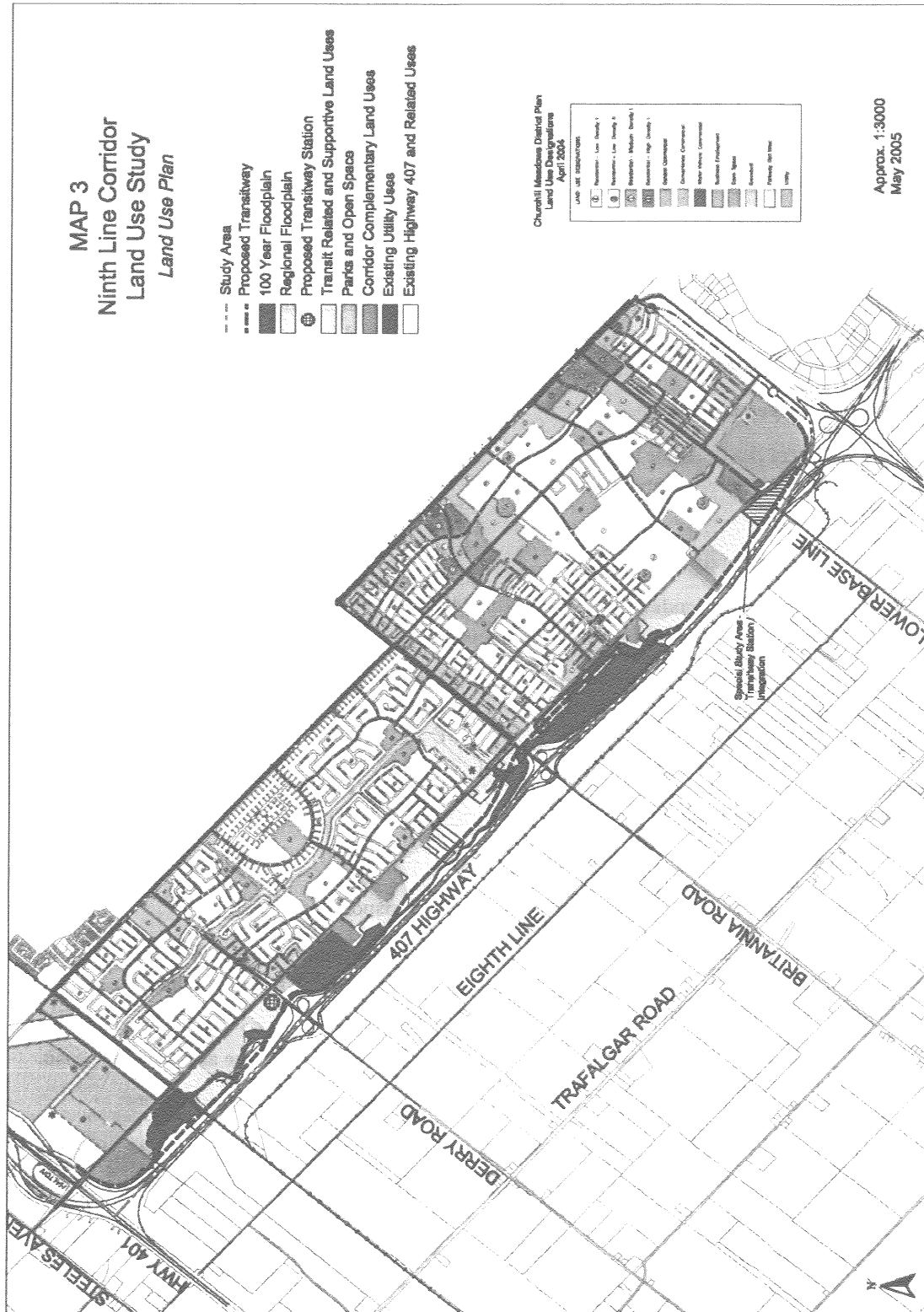
CC; to Terry Vagninip , Halton

Geoffrey Smith

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4.2 Ninth Line Corridor Planning Directions

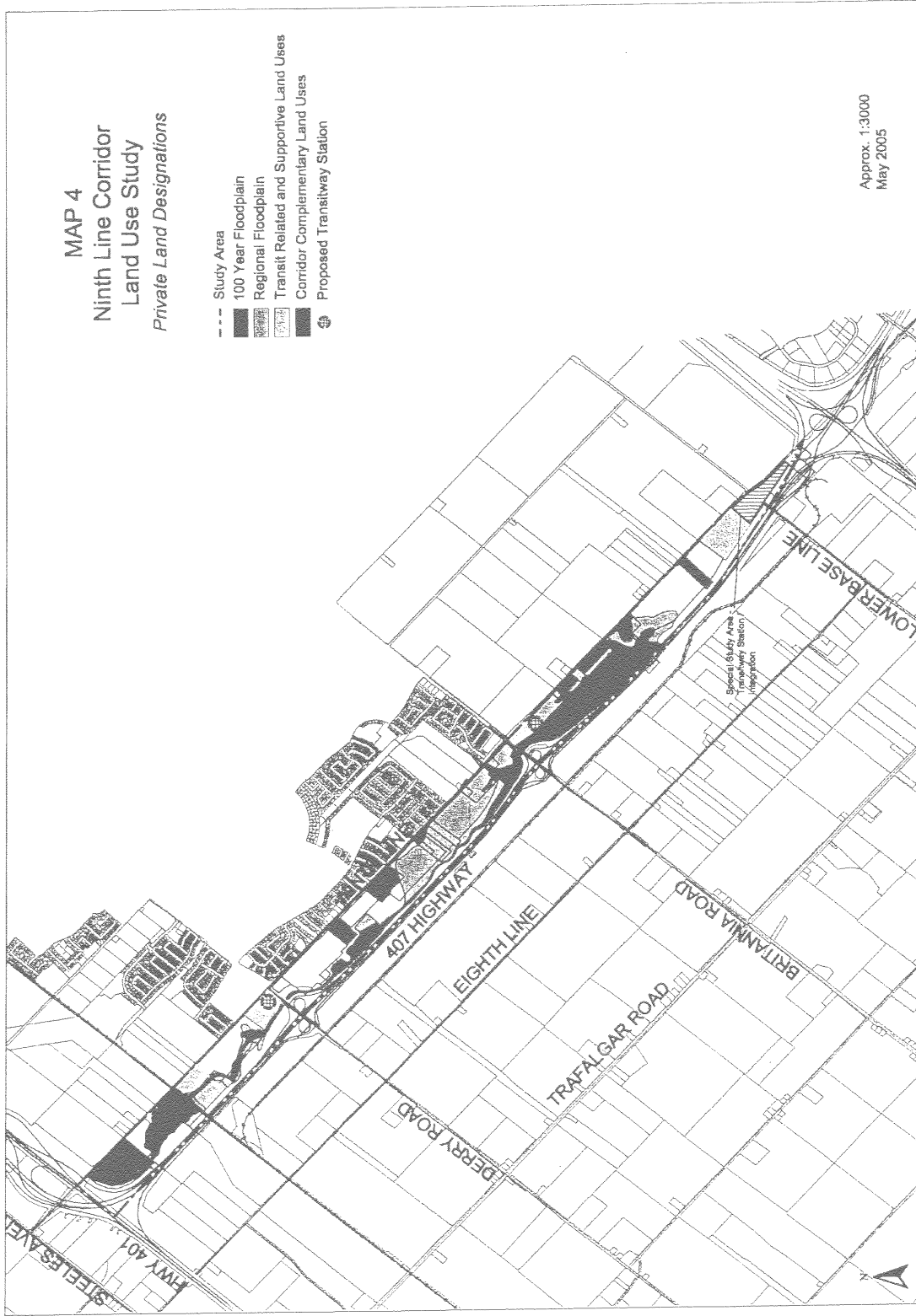
The proposed Ninth Line Corridor Land Use Plan is outlined on Map 3. The planning directions applicable to each designation on the Plan are summarized in Table 2. Table 3 identifies the designation and the land use that would be permitted for each privately owned property in accordance with the Plan, while Map 4 illustrates the applicable designations.

Table 2
Ninth Line Corridor Plan Policy Directions

<i>Designation</i>	<i>Policy Directions</i>
1. 100 Year and Regional Floodplain Areas	<p>Policies in accordance with Section 4.8.3 of the Town of Milton Official Plan</p> <p>a) Permitted Uses:</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; and - 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 or physical hazards which affect the site can be mitigated in a manner consistent with accepted engineering techniques and resource management practices; - such buildings, structures and works will not locate in

<i>Designation</i>	<i>Policy Directions</i>
	<p>significant 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); and</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:</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; and - 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 of minimum 1 to maximum 4.</p> <p>d) Where lands are located in the floodplain, any development shall be subject to the policies for that designation.</p>
4. Transit Related and Supportive Land Uses	<p>a) Permitted uses:</p> <ul style="list-style-type: none"> - high density and medium density residential uses; - high density and medium density office or employment uses; - high density and medium density mixed use development; and - 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</p>

<i>Designation</i>	<i>Policy Directions</i>
	<p>of Ninth Line.</p> <p>c) Floor Space Index of minimum 1 to maximum 4.</p> <p>d) Where lands are located in the floodplain, any development shall be subject to the policies for that designation.</p>
5. Parks and Open Space	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.
6. Corridor Complementary Land Uses	<p>a) Permitted uses:</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, including residential development with density up to those permitted in the Medium Density Residential I designation in the Town of Milton Official Plan (Section 3.2.3) and related home occupations, home industries and bed and breakfast operations; - office uses; - group home; - garden centres and nurseries; - parks and open space; - conservation uses; and - expansions of existing uses, buildings and structures. <p>b) Uses would be subject to site plan approval and would be developed in conformity with the following conditions:</p> <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



<i>Designation</i>	<i>Policy Directions</i>
	- 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. Existing Utility Uses	Lands in this designation are owned by a utility and will continue to be used for use related to that use or open space/recreation uses.
8. Existing Highway 407 and Related Uses	Lands in this designation are publicly owned lands that would be used for a range of open space or transportation uses.
9. Special Study Area - Transitway Station / Integration	<p>Permitted Uses - The same as Proposed Transitway Stations. However, these uses will not be permitted until:</p> <p>(a) the location of the potential transitway station has been clearly established, and appropriate property and access have been identified; and</p> <p>(b) the connection of the Mississauga busway to the 407 Transitway has been clearly established, its feasibility demonstrated and appropriate development access has been identified and secured.</p>

Table 3
Private Land Holdings Proposed Policy Direction

<i>Land Holdings*</i>	<i>Designation/Policy Direction</i>
1. P. G. Pal	Corridor Complementary Land Uses
2. S. Bebic/I. Grepo	a) Permitted uses:
3. M. Scapiccio	- existing uses;
4. C.M. Palo	- agricultural uses such as buildings and structures accessory to the farm operation and related home occupations and home industries;
5. J. W. Hill	- institutional uses including schools and places of worship;
6. M. Skira	- recreational uses;
7. S. Skara	- public uses;
8. N. Tumino	- lower density residential uses, including residential development with density up to those permitted in the Medium Density Residential I designation in the Town of Milton Official Plan (Section 3.2.3), and related home occupations, home industries and bed and breakfast operations;
9. Meadowvale Church	- office uses;
	- group home;
	- garden centres and nurseries;
	- parks and open space;
	- 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:
	- 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

* Note: In some cases a portion of a property is located in the floodplain. The extent of development in such areas will be determined in accordance with the policies for floodplain areas.