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(Halton Region Official Plan)

DATE: April 27, 2004

TO: Chairman and Members of the Planning and Development Committee

FROM: Edward Sajecki, Commissioner of Planning and Building

SUBJECT: **Region of Halton - "Proposed Amendment No. 25 to the Regional Plan (1995)"**
MEETING DATE: May 17, 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 March 8, 2004, Mississauga received Proposed Regional Official Plan Amendment No. 25 from the Region of Halton requesting comments. The statutory public meeting under the *Planning Act* for Proposed Amendment No. 25 is scheduled for May 19, 2004. Notwithstanding these timeframes, the Region of Halton is aware that Mississauga's comments will not be available until late May, 2004. The Region of Halton, as it relates to Mississauga and the Greater Toronto Area (GTA) is shown on Exhibit 1.

On June 25, 2003, Halton Regional Council endorsed a set of 76 amended Directions (Exhibit 2) as the basis for their Official Plan Review. They also directed staff to undertake the following three studies as part of the Official Plan Review process:

- Ninth Line Corridor Land Use Study - to investigate potential land uses that might be permitted in the area in east Milton bounded by Highway 407 to the west, Highway 401 to the north, Ninth Line to the east, and approximately Burnhamthorpe Road to the south.
- A new Tree Conservation By-law - to protect woodlands 0.5 ha or larger outside the Greenlands System as well as individual trees within the Greenlands System.
- A set of Livestock Operation Guidelines - to provide guidance to the application of Provincial minimum distance separation formulae to minimize conflict between livestock operations and non-farm residential uses.

Ninth Line Corridor Land Use Study

Representatives from the City of Mississauga's Planning and Building Department, Transportation and Works Department and Community Services Department have been involved in the Steering Committee for the *Ninth Line Corridor Land Use Study*.

The purpose of the study is to determine the appropriate land uses in the study area which has been identified as a future transit corridor. Further, a significant amount of land is located in the flood plain and, at the time of this report, the flood plain mapping had not yet been completed. Once the lands required for the transportation corridor are determined and the flood line mapping is completed, Mississauga staff will be able to evaluate the appropriate land uses for the remainder of the lands.

The Community Services Department has recommended that the City of Mississauga owned lands which are not within the

floodplain be included within the Parkway Belt West Area. This designation proposes recreational uses including golf courses where buildings and structures are minor in scale and are located in a manner that will secure an open-space character of the area.

Attached as Exhibit 3 is an "Update" report dated April 27, 2004 from the Region of Halton's Acting Commissioner of Planning and Public Works scheduled for the May 5, 2004 Region of Halton Planning and Public Works Committee.

Proposed Amendment No. 25

i) Urban Boundaries - Forecasts

The Region of Halton is not proposing any expansions to its urban boundaries at this time. The planning horizon has moved from 2016 to 2021. The Region of Halton is projected to grow from 375,000 persons in 2001 to 592,000 persons in 2021. Employment is projected to increase from 189,000 in 2001 to 308,000 in 2021. Halton Region has determined that it has an adequate supply of land for residential and employment uses until 2021.

While maintaining its current mix of urban and rural land, the Region of Halton has proposed policies to keep the agricultural areas viable for the next two decades. The review of the need for adjustments to the urban boundaries has been deferred to the next five-year review of the Official Plan. Region of Halton will continue to monitor the absorption of urban lands regularly to ensure that there is sufficient lead time to undertake the necessary studies related to adjustments to urban boundaries.

ii) Conversion Policies

The Region of Halton is also proposing policies to make it more onerous to redesignate lands from employment to other uses or to

reduce densities as follows:

Local municipalities are required to:

- a) ensure the designation of sufficient employment lands to meet the employment targets;
- b) in consultation with the Region, develop an in-fill and intensification development strategy to indicate how various densities can be accommodated within the Municipality based on the mix recommended in the Housing Statement and to meet the population growth target of the Plan;
- c) in conjunction with the Region, monitor annually the attainment of the population and employment targets by considering measures such as the current overall municipal employment-to-population ratio, amount of in-fill development, and prevailing residential and employment densities of development areas as compared with those stated in the respective Secondary Plans; and
- d) consider the re-designation of lands from employment to other uses or from higher to lower density uses only if the change will not result in:
 - (i) any significant reduction of the overall municipal employment to population ratio;
 - (ii) any significant reduction in the overall residential or employment density for that community as specified in the Secondary Plans; and
 - (iii) any adverse impact on the viability of surrounding or adjacent employment uses or

high density uses.

iii) Corridors and Nodes

The review also identified the need to address corridors with the previously identified nodes. The nodes and corridor objectives and policies address their strategic location and the presence of an intensification of a mix of land uses to complement the development of the inter-regional rapid transit network.

iv) Water Resources

To address water resources, Halton is proposing a number of additional policies:

- to introduce Wellhead Protection Zones and regulating land uses within these zones to ensure that municipal water supply is not impacted by development;
- to define and implement sustainable limits for water-taking in Halton;
- to monitor the overall health of watercourses; and
- to promote regeneration of natural areas within 100 m (330 ft.) of a watercourse.

v) Green Fund

To implement many of the environmental policies, the Region of Halton is proposing to establish a "Green Fund" which would be used to secure environmentally significant lands, to fund Green Projects and for investment in improvements in Regional

Waterfront Parks.

vi) **Transportation Planning**

The Region of Halton is proposing a designated Right of Way (R-O-W) width of 42 m (138 ft.) for Dundas Street, east of Ninth Line to Highway 403.

vii) **Healthy Communities Policies**

The Environmental Planning section of the Transportation and Works Department recommend changes to Section IV, Healthy Communities Policies, that address "Water". They recommend revisions to Section 144 (9) and a new objective (10) as follows:

- (9) "To support the undertaking of remedial action plans *and other water quality initiatives* for Lake Ontario and other existing bodies of water. [Direction 11.7]
- (10) *Encourage the Province and the Federal Government to continue to work to maintain and improve the quality of water in Lake Ontario and the other Great Lakes.*

Also, the Transportation and Works Department recommend revising Part IV, Healthy Communities Policies, that address "Land". Item 147 (1) should be revised as follows:

- (1) Require all development to have regard to policies and guidelines of the Ministry of the Environment regarding land use compatibility. *In those cases where a sensitive land use is proposed within the influence area or potential influence area of a facility, or a facility which is likely to generate contaminant*

discharges is proposed, a feasibility study will be required. The study will evaluate the impacts, both before and after any mitigation measures are applied, and identify options for mitigation both at the sources or elsewhere. If adverse effects are identified which cannot be mitigated, the proposed use will not be permitted.

Impacts on Mississauga

The overall philosophy of the proposed Official Plan Amendment is consistent with the direction of Mississauga Plan. Many of the recommended changes complement efforts being made in Mississauga.

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

- 1) The proposed policies to make it more onerous to convert lands from employment to other uses should provide more certainty for those lands in the Southdown District where encroachment from residential uses would cause compatibility concerns for existing industrial uses.
- 2) In 2002, the City purchased lands within the Town of Milton on the west side of Ninth Line. A *Ninth Line Corridor Land Use Study* is currently being undertaken as part of the Official Plan review to determine the appropriate land uses in the study area. Once the lands required for the transportation corridor is determined and the flood line mapping is completed, Mississauga staff will be able to evaluate the land uses that the Region of Halton is proposing for the remainder of the land.

- 3) The Region of Halton proposal to designate a R-O-W width of 42 m (138 ft.) for Dundas Street east of Ninth Line to Highway 403, is not consistent with Mississauga Plan, which designates this section of Dundas Street from Ninth Line to Highway 403 within Mississauga as having a R-O-W width of 35 m (115 ft.). The Transportation and Works Department agree that the 42 m (138 ft.) R-O-W is appropriate and recommend that Mississauga Plan be amended as part of the review of Mississauga Plan.

Transportation and Works staff are awaiting traffic forecasts for the Halton/Mississauga boundary that formed the basis for the transportation component of OPA 25, and may have additional comments once this has been reviewed.

CONCLUSION:

The Region of Halton Proposed Amendment No. 25 to the Regional Plan was released to facilitate public input into the five-year Official Plan Review. As the Review moves forward, Mississauga staff will continue to monitor the proposed policies and report to City Council.

The Community Services Department has recommended that the City of Mississauga owned lands within the Ninth Line Corridor area that are not located in the flood plain be included in the Parkway Belt West Area designation and the Transportation and Works Department have recommended revisions to the Healthy Communities Policies and the R-O-W width on a section of Dundas Street in Mississauga be amended through the Mississauga Plan review process.

RECOMMENDATIONS:

1. That the report titled "Region of Halton - Proposed Amendment No. 25 to the Regional Plan (1995)" dated

April 27, 2004 from the Commissioner of Planning and Building be received for information.

2. That the Region of Halton be requested to include the City of Mississauga owned lands in the *Ninth Line Corridor Land Use Study* that are not located in the flood plain, in the Parkway Belt West Area designation.
3. That the Region of Halton be requested to amend Section IV, Healthy Communities Policies, by revising Section 144 (9) and adding a new objective (10) as follows:
 - (9) "To support the undertaking of remedial action plans ***and other water quality initiatives*** for Lake Ontario and other existing bodies of water. [Direction 11.7]
 - (10) ***Encourage the Province and the Federal Government to continue to work to maintain and improve the quality of water in Lake Ontario and the other Great Lakes.***
4. That the Region of Halton be requested to amend Part IV Healthy Communities Policies, that address "Land", Item 147 (1) as follows:
 - (1) Require all development to have regard to policies and guidelines of the Ministry of the Environment regarding land use compatibility. ***In those cases where a sensitive land use is proposed within the influence area or potential influence area of a facility, or a facility which is likely to generate contaminant discharges is proposed, a feasibility study will be required. The study will evaluate the impacts, both before and***

after any mitigation measures are applied, and identify options for mitigation both at the sources or elsewhere. If adverse effects are identified which cannot be mitigated, the proposed use will not be permitted.

5. That Mississauga Plan be amended by increasing the Right of Way for the section of Dundas Street between Ninth Line and Highway 403 from 35 m (115 ft.) to 42 m (138 ft.) as part of the Mississauga Plan review.
6. That the report titled "Region of Halton - Proposed Amendment No. 25 to the Regional Plan (1995)" dated April 27, 2004 from the Commissioner of Planning and Building be forwarded, by the City Clerk, to the Region of Halton.

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

<i>Council Endorsed Directions for Change to the Regional Official Plan [1995]</i> <i>(Endorsed by Regional Council June 25, 2003)</i>	
<i>URBAN MATTERS—Urban Boundaries</i>	
1.1	Move the planning horizon year from 2016 to 2021 and adopt new population and employment targets based on the most recent Best Planning Estimates.
1.2	Make no adjustments in this Review to urban boundaries as defined by Amendment No. 8.
1.3	<ul style="list-style-type: none"> a) Defer any review of the need for adjustments to urban boundaries to the next five-year review of the Official Plan. b) Monitor the absorption of urban lands regularly to ensure that there is sufficient lead time to undertake the necessary studies related to adjustments to urban boundaries.
<i>URBAN MATTERS—Smart Growth Strategy</i>	
2.1	Develop, within a two-year timeframe and through a broad-based consultation program, a Halton Smart Growth Strategy to implement policies and programs in Halton towards achieving Smart Growth objectives. Upon receipt of the Strategy, Regional Council will consider policy changes to the Official Plan, as necessary.
<i>URBAN MATTERS—Population & Employment Targets</i>	
2.3	<p>Require the Area Municipalities to:</p> <ul style="list-style-type: none"> a) adopt a target of employment-to-population ratio for the municipality as a whole and ensure designation of sufficient employment lands to maintain this target ratio; b) adopt a target population and/or employment density where applicable, for each secondary plan consistent with the employment to population ratio in a); c) monitor and report on these targets regularly; and d) consider any re-designation of lands from employment to other uses or from higher to lower density uses only if the change would not result in any significant lowering of the target under a) or b) or any adverse impact to the viability of surrounding or adjacent employment or high density uses.
<i>URBAN MATTERS—Housing</i>	
3.1	Introduce new definitions for assisted housing and affordable housing.

Council Endorsed Directions for Change to the Regional Official Plan [1995]

(Endorsed by Regional Council June 25, 2003)

3.2	Broaden the annual housing monitoring report to Regional Council to: <ol style="list-style-type: none"> a) include an assessment of Assisted Housing, Affordable Housing and Special Housing needs, b) report on the extent of homelessness in Halton, c) set priorities among the various housing needs, and d) propose programs and actions to address such needs.
3.3	Recognize Region's new role as provider and manager of assisted housing.
3.5	Support the involvement of private sector in the provision of assisted and affordable housing by removing impediments and financial disincentives that may exist.
3.7	Introduce, as appropriate, references to universal physical access in the goal, objectives and policies of the Housing section of the Official Plan.
3.8	Recognize the role of Halton Housing Advisory Committee.
3.9	Broaden the scope of Regional and Municipal Housing Statements to include an assessment of need for Special Housing, in addition to Assisted Housing and Affordable Housing.
3.10	Remove the reference to minimum target of 25 per cent affordable housing in new developments.
3.11	Clarify the definition of Special Housing to include Emergency Housing.
3.12	Encourage the Area Municipalities to expedite planning approvals and provide financial incentives in the provision of Assisted, Affordable and Special Housing.
3.13	Seek development opportunities for Assisted and Affordable Housing in Nodes and Corridors.
3.14	Consider financial incentives such as grants and property tax reductions in the provision of Assisted, Affordable and Special Housing.
<i>AGRICULTURE/RURAL MATTERS—Promoting Agricultural Industry</i>	
4.1	Introduce policies to aggressively market farming and improve the economic viability of farming in Halton.
4.2	Provide sustained and dedicated resources in the marketing and promotion of the agricultural industry in Halton.
<i>AGRICULTURE/RURAL MATTERS—On-Farm Businesses</i>	
5.1	Introduce on-farm business as a permitted use in the Agricultural Rural Area, subject to the permission of such uses in Local Official Plan policies and zoning by-laws and in accordance with Regional guidelines. The Regional guidelines will set forth terms and conditions to ensure that the use will be secondary in scale to the farming business and that its impact such as noise, odour and traffic on surrounding land uses will be no more severe than a normal farming operation.

Council Endorsed Directions for Change to the Regional Official Plan [1995]

(Endorsed by Regional Council June 25, 2003)

5.2	Monitor the effectiveness of this policy with annual reports to Council.
<i>AGRICULTURE/RURAL MATTERS—Livestock Operations</i>	
5.3	Clarify the application of Minimum Distance Separation formulae as being a requirement in locating new livestock operations or expanding existing ones, as well as a requirement for new residences.
5.4	Develop, in conjunction with Local staff and Ontario Ministry of Agriculture and Food staff and in consultation with the agriculture/rural community, a set of guidelines that would support and provide flexibility to livestock operations in Halton while addressing their co-existence with rural residences through best management practices and other measures in addition to the application of MDS formulae.
<i>AGRICULTURE/RURAL MATTERS—Severances</i>	
6.1	Remove the provision of retirement severances, effective one year from the date of the approval of this change in the Regional Official Plan.
6.2	Remove the provision of new lot creation for minor lot line adjustment or re-creation of original lots or half-lots; instead, permit severances for the purpose of consolidating lots or re-configuring lot lines that would result in no new additional building lots.
<i>AGRICULTURE/RURAL MATTERS—Golf Courses</i>	
7.1	No new “Prime Agricultural Area” designation.
7.2	Golf courses requires an Official Plan amendment both above and below the Escarpment Brow and are subject to stringent environmental criteria, as set out in proposed Amendment No. 15.
7.3	Monitor the number and total land area of golf course developments and report to Council the effectiveness of this Direction prior to the next five-year review.
<i>GREENLANDS MATTERS—Significant Woodlands</i>	
8.1	Add a new category “Significant Woodlands” to Greenlands B.
8.1.1	Adopt a definition for Woodlands similar to that in The Forestry Act, which is based on the density and diameter of trees and does not include orchards, nurseries, certain plantations, or Christmas tree farms.
8.1.2	Provide a reference map of all Woodlands 0.5ha or larger in Halton in the Appendix of the Official Plan, to be updated from time to time without amendment to the Plan. The Region considers such Woodlands as an important resource and candidates of the natural heritage system meriting protection under the Provincial Policy Statement.
8.1.3	Adopt a new Regional Tree By-law to regulate, through a system of permit, consent and notification, all tree cutting activities in Woodlands 0.5ha or larger, with statutory exemptions and Council-approved exemptions, based on the provisions of The Forestry Act and The Municipal Act. Regional staff will work with Area Municipal staff, the agricultural/rural community and other interest groups over the next six months to prepare a draft of the new Tree By-law for Council consideration.

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(Endorsed by Regional Council June 25, 2003)

8.1.4	Implement, in conjunction with the Ministry of Natural Resources, Area Municipalities, and conservation authorities in Halton, a woodlands stewardship program to promote tree conservation, tree planting and reforestation on a voluntary basis.
8.1.5	Adopt a definition for Significant Woodlands based on four primary criteria of age, patch size, interior core size and landscape connectivity and three secondary criteria of slope, location with respect to first-order streams in headwater areas, and proximity to water courses. The selection and use of these criteria will be confirmed after consultation with Halton Ecological and Environmental Advisory Committee.
8.1.6	Require the identification and progressive refinement of the boundaries of Significant Woodlands through watershed studies, subwatershed studies and Environmental Impact Assessments (EIAs). Precise boundaries of Significant Woodlands are to be established as part of the EIA.
8.1.7	In areas where no Significant Woodlands have been previously identified through a watershed or subwatershed study, an EIA is required to identify and protect Significant Woodlands for any official plan amendment, zoning amendment, or plan of subdivision application on lands partially or wholly within 50m of Woodlands that are 0.5ha or larger.
8.1.8	Identified Significant Woodlands will be shown as Greenlands B only within the Urban System on Map I of the Regional Official Plan.
8.1.9	Broaden the scope of watershed and subwatershed studies to include the identification and boundary refinement of the Greenlands System based on a landscape level of investigation.
8.1.10	Monitor the amount and quality of Woodlands coverage in Halton Region regularly and no less frequently than the State of the Environment Reporting using a scientifically based and cost-effective system of measurement.
<i>GREENLANDS MATTERS—Other Greenlands Components</i>	
8.2	Update boundaries of Environmentally Sensitive Areas, subject to further evaluation of those proposed for deletion.
8.3	Introduce the concept of Adjacent Lands, which are areas within 120m of a Provincially Significant Wetland or 50m of any other component of the Greenlands System.
8.5	Add a reference map of Provincially Significant Wetlands in the Appendices.
<i>GREENLANDS MATTERS—Environmental Impact Assessment</i>	
8.4	Require the preparation of an Environmental Impact Assessment (EIA) for any development or site alteration partially or wholly within the Greenlands System or Adjacent Lands.

Council Endorsed Directions for Change to the Regional Official Plan [1995]
(Endorsed by Regional Council June 25, 2003)

8.6	Issue a new set of EIA Guidelines with detailed directions for each component of the Greenlands System and exemptions or simplified assessment process for farm-related development.
<i>GREENLANDS MATTERS—Environmental Stewardship</i>	
8.7	Provide sustained and dedicated resource to promote environmental stewardship and the donation of privately owned natural heritage areas to public agencies.
<i>GREENLANDS MATTERS—Regional Waterfront Parks</i>	
9.1	Only Burlington Beach, Bronte Harbour and Burloak Parks will be referred to as Regional Waterfront Parks.
9.2	These Parks will be owned by the Region or its waterfront partners and managed by the Area Municipalities and/or Conservation Halton through partnership agreements with the Region. Such agreements will include a management plan for the parks.
9.3	The Region may share the funding of capital facilities development in these Parks if they are supported by the park master plans and are of a regional scale.
<i>ENVIRONMENTAL QUALITY—Air Quality & Green Projects</i>	
10.1	Subscribe to the principles of the Kyoto Protocol to reduce greenhouse gas emissions.
10.2	Set targets to reduce overall emissions generated from the Region's corporate functions and activities, and implement appropriate measures over time to achieve these targets.
10.3	Establish a Green Projects Advisory Committee to select, fund and oversee the completion of pilot Green Projects.
10.4	Define Region's role on air quality matters based on the objective of contributing to air quality improvements through facility management, land use planning, transportation modal shifts and other complementary programs.
<i>ENVIRONMENTAL QUALITY—Water Resources</i>	
11.1	Introduce Municipal Wellhead Protection Zones on Map 1, accompanied by a schedule of prohibited land uses within these Zones in the Appendices and a set of guidelines and best management practices for land use activities.
11.2	Introduce policy and programs to define and implement sustainable limits for water-taking in Halton.
11.3	Require Local Official Plans and zoning by-laws to give effect to both the Municipal Wellhead Protection Zones and Hydrogeologically Sensitive Areas.
11.4	Adopt a cost-effective strategy for the monitoring of the overall health of watercourses in Halton.
11.5	Promote the re-generation of natural areas near watercourses.

Council Endorsed Directions for Change to the Regional Official Plan [1995]

(Endorsed by Regional Council June 25, 2003)

11.6	Require the Area Municipalities, in the creation of new lots or in the approval of private septic systems, to meet minimum criteria set forth by the Regional Medical Officer of Health.
11.7	Introduce goals, objectives and/or policies that express the value and importance of Lake Ontario as a valuable and important natural resource on which we rely on for drinking water, wastewater treatment, recreation and economic development.
<i>ENVIRONMENTAL QUALITY—Green Investments</i>	
12.1	Introduce a Land Securement Program.
12.2	Commit to the preparation of a Land Securement Strategy, including the concept of a Regional Trail System, within one year of Council approval of the subject Official Plan amendment.
12.3	Establish a Halton Green Fund to support acquisition, Green Projects and Regional Waterfront Parks development.
<i>ENVIRONMENTAL QUALITY—Waste Management</i>	
13.1	Set new targets on waste management for source reduction and resource recovery.
13.2	Investigate the feasibility and economics of a three-stream waste management system of recyclables, kitchen organics and general waste.
13.3	Achieve a 50-year life span for the Halton Waste Management Site.
<i>HEALTHY COMMUNITIES</i>	
14.1	Pursue further research and develop, based on a broad-based consultation program and in concert with the development of the Smart Growth Strategy, a Community Health Assessment process and report back to Council within a two-year timeframe.
14.3	Remove the reference of Human Services Plan.
<i>TRANSPORTATION—Public Transit</i>	
15.1	Adopt a Transit Vision that supports: <ul style="list-style-type: none"> a) a high-service level local transit system, b) continuous enhancements on the GO Transit system, and c) new GTA/Hamilton wide inter-municipal rapid transit network.
15.2	Promote public transit in Halton by advocating: <ul style="list-style-type: none"> a) standardized high level of service for local transit, b) introduction of new transit services at first occupancy of new development areas, and c) measurement of effectiveness of transit system based on ridership per capita.

Council Endorsed Directions for Change to the Regional Official Plan [1995]

(Endorsed by Regional Council June 25, 2003)

15.3	Revise, in consultation with the Area Municipalities, the Functional Plan of Major Transportation Facilities in the Official Plan to take into consideration the Inter-Regional Transit Network recommended by the “Making Connections—Transit for Halton (October 2002)” report.
15.4	Establish, in consultation with the Area Municipalities, a hierarchy of Nodes—consisting of Primary Transit Nodes, Secondary Transit Nodes, Transit Transfer Centres, and Local Nodes—and Corridors.
15.5	Expand the Nodes section of the Official Plan to include Corridors.
15.6	Require the Area Municipalities to: <ul style="list-style-type: none"> a) include a Transit Service Plan as a study component in the preparation of secondary plans to demonstrate the integration of local transit services into the transportation network; and b) adopt urban design guidelines to promote transit supportive land uses in Nodes and Corridors.
TRANSPORTATION--Roads	
15.7	Amend the Functional Plan of Major Transportation Facilities, the Rights-of-Way Plan of Major Highways and relevant policies in accordance with the Council-endorsed recommendations of the North Halton Transportation Study, corridor strategies and Environmental Assessment studies.
15.8	Adopt alternative design standards for major roads through Nodes and along Corridors to support the development and function of the Nodes and Corridors in accordance with the design guidelines adopted by the Area Municipalities per Direction 15.6(b). These guidelines will promote pedestrian oriented development and transit friendly facilities.
MISCELLANEOUS ITEMS	
16.0	Address the following matters in the Official Plan: <ul style="list-style-type: none"> a) a site specific amendment permitting the Rice & McHarg Sandstone quarry in Halton Hills; b) improved co-ordination in shared use of utility corridors and trenches; and c) light pollution.



THE REGIONAL MUNICIPALITY OF HALTON

Report To:	Chairman and Members of the Planning and Public Works Committee
From:	Jane Clohecy, Acting Commissioner of Planning & Public Works
Date:	April 27, 2004
Re:	Update on the Ninth Line Corridor Land Use Study
Report No.:	PPW53-04

RECOMMENDATION

1. THAT Report PPW53-04 "Update on the Ninth Line Corridor Land Use Study" be received for information; and
2. THAT the Regional Clerk forward copies of Report PPW53-04 to the Local Municipalities, the Ninth Line Owner's Association, Conservation Halton, the Credit Valley Conservation Authority, the Region of Peel, the City of Mississauga, and any Registered Parties.

REPORT

Background

At its meeting of June 25th, 2003, Regional Council directed:

That the Region will undertake a study in 2003 in conjunction with the Town of Milton and in consultation with the City of Mississauga, Region of Peel, appropriate agencies, and the Ninth Line Land 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.

Through Report PPW07-04, Regional staff provided Council with an update on the progress of the Official Plan Review and the status of three complementary studies to the Official Plan Review including the Ninth Line Corridor Land Use Study (Corridor Study). Staff also identified a series of meetings that would need to take place with outside agencies (i.e. City of Mississauga, Region of Peel) in January to complete the study followed by a public meeting in mid-February.

1.1

The purpose of this report is to update Council on the progress of the Corridor Study, address a number of issues that are impacting the timing for the completion of the study, and set out the next steps to completing the study.

Study Overview

As noted in Report PPW07-04, the Corridor Study is being directed by a Steering Committee comprised of the Regional Chairman, Mayor Krantz, Regional and Local Councillors, staff from Milton and the Region, and a member of the Ninth Line Owner's Association (NLOA). The Committee approved the study terms of reference at its meeting of October 3, 2003. The primary purpose of the study is 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, GO Station (if located in Milton), any other future transit facilities (i.e. Regional/Smart Growth Transit Initiatives), and all associated transit facilities (i.e. transit stations, parking areas, buffer areas, etc.). Once the transit/transit related land needs have been determined, the study will then identify any remaining developable lands within the corridor and recommend appropriate long-term uses for them.

The Ninth Line Corridor is a key part of the Greater Toronto Area's (GTA) transportation/transit system. In 1998, the Ministry of Transportation's Transitway Corridor Protection study solidified the corridor's transit role by identifying a future Highway 407 Transitway and related station and parking facility locations. More recently, the Province's Central Ontario Smart Growth Panel called for a comprehensive and integrated grid of inter-regional north-south and east-west corridors linking key nodes of higher travel demand. In its advice to the Smart Growth Panel (August 2002) "Unlocking Gridlock and Promoting Liveable Communities", the Sub-Panel called for, among other things, a commitment to inter-regional transportation that will serve daily commuter trips, tourism, and goods movement. To support this, it identified the need for a commitment from all levels of government and the private sector to protect for future transportation corridors and lay the foundation for a network that will include highways, roads, rail and air, and marine elements. To achieve this inter-regional transportation network, the Panel identified a series of immediate actions required on the part of the Province including the implementation of the proposed GO Transit bus rapid transit spine and connectors. The Ninth Line corridor is identified as a key component of this network.

To further its Smart Growth transit initiatives, the Province announced early in March of 2003 that \$67 Million would go towards the first phase of the inter-regional Bus Rapid Transit system which includes the 407 line through the Ninth Line Corridor. The Region's recent transit study "Making Connections: Transit for Halton" complements the Smart Growth Panel's work by identifying the necessary elements in support of an inter-regional intermodal transfer station in the Ninth Line corridor.

Entra Consultants Inc. (Transportation and Transit); Macaulay, Shiomi, Howson Ltd. (Land Use); and Brook and McIlroy Inc. (Urban Design) have been hired to assist Town of Milton and Regional staff in preparing the study. To date, the consultants have been focusing their efforts on identifying the lands that are required for the transitway and its related facilities and other potential transit uses within the corridor. Preliminary work has also begun on identifying potential uses for the remaining developable lands within the corridor.

Key Issues

The study's terms of reference identified a number of key issues that will impact on the amount of other developable land within the corridor not needed for transit uses. These include:

- The lands needed for future transit/transit related uses;
- Accurate floodplain mapping of the corridor;
- The City of Mississauga's proposed future uses for the nine parcels it owns within the corridor;
- Consideration of the compatibility of any future potential land uses proposed for the corridor with the uses located on the Mississauga side of Ninth Line; and
- Servicing of any future potential land uses within the corridor.

Floodplain Mapping

Accurate floodplain mapping of the corridor is essential in identifying those lands, outside of the lands that are needed for transit/transportation purposes, that may be developed within the corridor. The existing floodplain mapping for the corridor pre-dates the construction of Highway 407 and shows a large portion of the corridor within the floodplain. Early in the study process, Regional staff informed the Steering Committee that the City of Mississauga was updating the corridor floodplain mapping as part of its North 16 District Scoped Sub-Watershed Study (the area north of the CPR Line, between Ninth Line and Tenth Line) and that the mapping likely would not be finalized before the end of 2003, the date that Council had set for the completion of the Corridor Study. Both the Town of Milton and Regional staff participated in this study. The Steering Committee agreed to extend the timeframe of the study into 2004 so that the new floodplain mapping could serve as the basis for identifying developable lands within the corridor. The updated floodplain mapping has recently been completed and Conservation Halton has advised staff that it will be adopting the updated floodplain mapping for planning and regulatory purposes.

A small area of the corridor, extending just north of Lower Base Line, is within the jurisdiction of the Credit Valley Conservation Authority (CVC). The CVC has confirmed that there is no floodplain in this area of the corridor.

City of Mississauga

As the owner of nine (9) parcels (79 ha), the City of Mississauga is one of the major landowners within the corridor. Town of Milton and Regional staff have met with City of Mississauga staff to discuss the City's intentions for its parcels and to receive the City's input on the type of development it would prefer to see within the corridor given the residential development located on the Mississauga side of Ninth Line. From our meetings with Mississauga, staff have learned that the City is currently undertaking studies to look at how its city-wide recreational lands can meet the future recreational needs of its residents. The City's nine parcels within the corridor are part of these studies that are expected to be completed sometime late this Summer. As the Mississauga parcels are slated for recreational uses, staff are of the opinion that there is no need to wait for the completion of the City's recreational studies before identifying possible land uses on other developable lands within the corridor. Mississauga staff will be considering the types of uses that the City would prefer to see within the corridor and are expected to provide this to Town of Milton and Regional staff in the near future.

Technical Working Group

A Technical Working Group has been struck comprised of representatives from the Region of Peel, City of Mississauga, Town of Oakville, and Conservation Halton to address a number of issues related to potential development within the corridor including, but not limited to, servicing of potential future land uses within the corridor and the Ninth Line roadway. To date, staff have held two meetings with the Group to advise them of the study's progress and address technical issues.

Greenbelt Protection Act (Bill 27)

It should also be noted that, since the study began, the Provincial Government has introduced two Bills as part of its growth management strategy - the Strong Communities Act (Bill 26) and the Greenbelt Protection Act (Bill 27). Regional staff reported on the Bills to Regional Council in Report PPW12-04. In brief, the corridor falls within the Province's greenbelt study area and is also subject to the Minister of Municipal Affairs and Housing's recent Zoning Order which limits the uses within the corridor to those uses that are currently permitted within the existing zoning. Once Bill 27 is approved, the zoning order would be lifted. However, Bill 27 would still prohibit new urban uses in the greenbelt area until the completion of the greenbelt study which may take until December of this year. Until the completion of the greenbelt study, staff will not know if the corridor is part of the permanent greenbelt being proposed by the Province for the Golden Horseshoe Area. If the corridor does fall within the permanent greenbelt area, there may be restrictions placed on the types of uses that would be permitted within the corridor.

Regardless of the outcome of the Province's greenbelt study, staff are of the opinion that the Ninth Line Corridor's primary role as a transportation corridor must be maintained and that any future development within the corridor must be considered within the context of its role as an integral component of: the GTA west inter-regional transit network; an intra-regional transit system serving Region of Halton; and the GO Transit 10-year capital plan which includes, among other things, the Winston Churchill Gateway Station.

In spite of the uncertainty created by Bill 27, staff feel that it's still prudent to proceed with the study so that a preferred land use option is available for implementation soon after the permanent greenbelt is established.

Ninth Line Owner's Association

Town of Milton and Regional planning staff held a meeting with the Ninth Line Owner's Association (NLOA) on April 13th. The primary purpose of the meeting was to allow the Ninth Line Owners an opportunity to present and discuss their preferences for land uses within the Corridor. Staff and our consultants made a short presentation outlining the progress of the study and the number of issues that must be addressed when considering land use options within the corridor. A representative from Philips Engineering Ltd., the firm which recently updated the floodplain mapping, along with representatives from Conservation Halton, were on hand to discuss and answer questions on the floodplains and their impacts on existing and potential land uses within the corridor.

As indicated in the letter from the NLOA's planner, Mr. Norman Sibbick (see Attachment #1), the NLOA preference is for the corridor lands to be designated urban to allow for a mix of employment opportunities, such as prestige light industrial, highway commercial, service commercial, and high-density residential nodes. The letter also recognizes that the future land uses should be complementary and compatible with the land uses on the Mississauga side of Ninth Line, Mississauga's proposed recreational uses for the nine parcels it owns within the corridor, and the Highway 407 Transit Corridor.

With respect to the other comments/issues raised by the NLOA, staff are proceeding with the completion of the study as quickly as possible. There are still a number of stages of the planning process that must be completed as outlined in the following Next Steps section of this report. Staff are preparing a letter to the Province advising them that a study of the corridor is currently underway. The request for an insert statement to Regional Official Plan Amendment No. 25 (ROPA 25) indicating that the corridor lands are subject to a Special Land Use study and a future Official Plan Amendment will be addressed through the Official Plan review and the changes to ROPA 25 released in May. As the NLOA is represented on the Steering Committee, it will provide input into the preferred land use option for the corridor. Staff will arrange a meeting with all the Ninth Line Owners to discuss the preferred land use option if requested by the NLOA Steering Committee Representative. Staff have provided the NLOA with a large scale plan showing land ownership and the 100-year and Regional flood lines within the corridor as requested.

Next Steps

In the next stage of the study, our consultants will begin to formulate a number of potential land use options for the corridor. In keeping with the primary purpose of the corridor study, the consultants will focus on identifying the lands needed to maintain the corridor as an integral component of the GTA west inter-regional transit network, and the GO Transit 10-year capital plan.

The suggestions and preferences for the non-transit related lands within the corridor, based on staff's discussions with the City of Mississauga, the Technical Working Group and the Ninth Line Owner's Association, will also be considered in identifying appropriate lands uses that will complement the corridor's transportation/transit role.

The potential land use options prepared by our consultants will then be presented to the Steering Committee for its review and selection of a preferred option. Staff will then host a Public Information Session to allow any interested persons including the Ninth Line Owners, other landowners within and adjacent to the corridor, and the residents of Mississauga on the east side of Ninth Line to review and provide their comments.

Staff will be reporting back to Council on a preferred land use option for the corridor and appropriate actions following endorsement of the preferred option by the Steering Committee and the holding of a Public Information Meeting. The preferred option will also have to be evaluated within the context of the policies governing the greenbelt area should the corridor become part of the permanent greenbelt area for the Golden Horseshoe. As noted earlier, the completion of the Province's greenbelt study is expected near the end of this year.

FINANCIAL/PROGRAM IMPLICATIONS

There are no financial implications at this time.

RELATIONSHIP TO THE STRATEGIC PLAN

By undertaking a study to protect lands for the development of an inter-regional transit line within the Ninth Line Corridor and to determine the appropriate long-term use for the balance of the lands in the corridor that are complementary to and supportive of the transit line, the Region of Halton is addressing the Transportation Goal of responding to Halton Residents' issues and concerns about congestion and pursuing their resolution as a priority.

Respectfully submitted,



Jane Clohecy
Acting Commissioner, Planning & Public Works

Approved by



A. Brent Marshall
Chief Administrative Officer

If you have any questions on the content of this report, please contact:	Edward Soldo	Tel. # 7475
	Ho Wong	Tel. # 7208
	Perry Vagnini	Tel. # 7987

Attachment #1
to PPW53-04

K-9th & e

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April 16th, 2004

*REC'D
APR 21 2004
CITY OF HALTON
PLANNING DEPARTMENT*

Mr. P. Vagnini
Senior Planner
Region of Halton
1151 Bronte Road
Oakville, On. L6M 3L1

**RE: NINTH LINE CORRIDOR STUDY
O.P.A. #25 AND BILL #27**

Dear sir:

On behalf of the Ninth Line Owner's Association, I would like to thank Staff for the update presented by Staff, on April 13th, 2004, concerning the above mentioned subjects. The following is a brief summary of our comments regarding the information discussed at the meeting:

BILL #27

Staff reviewed the ramifications of Bill #27 which was introduced in the Ontario Legislature on December 16/03. The effect of Bill #27 was to place a temporary moratorium on development for lands outside the existing urban development boundaries. The final disposition of Bill #27 is expected by December/04. Although Bill #27 may freeze development of the Ninth Line Corridor at this time, the Association is of the view that these lands will be released. To this end, the Region should finalize the development proposal for the Corridor as soon as possible. Further, the Association respectfully requests the Region to communicate to the Province that a Special Study for the Ninth Line Corridor is in progress and that a subsequent O.P.A. for Urban Uses will likely result.

NINTH LINE CORRIDOR STUDY

Staff presented an update on the current status of the Ninth Line Corridor Study. Staff indicated that much work has been done to date, but considerable work was still to be completed before finalization of the Corridor Study.

NINTH LINE CORRIDOR STUDY CONT'D.

2.

At present, the flood plain mapping is in place indicating the Regional Flood Line and therefore which lands are in the flood plain and unsuitable for most development proposals. Conservation Halton Staff indicated that the flood line could be altered by means of engineering proposals within the policies and guidelines of Conservation Halton and subject to the fill, construction and alteration to watercourses policies.

Planning Staff stated that several issues were still unresolved, including: servicing agreements with Peel Region, Land Use options and Mississauga's Master Recreation Plan for the Corridor. While the Association is sympathetic to the inherent problems with joint negotiations, we respectfully urge the Staff to complete the Land Use portion of the Study as soon as possible and to prepare the necessary documents required for an O.P.A. Again, we request that Staff communicate to the Province, the intention to pursue an Official Plan amendment for the Ninth Line Corridor lands once the development moratorium is lifted.

OFFICIAL PLAN AMENDMENT #25

Staff indicated that O.P.A. #25 would be presented to the Planning and Works Committee on June 16th/04 and Council on June 23/04. The Staff stated O.P.A. #25 would not extend the urban boundaries and further, that the Ninth Line Corridor lands would be designated Parkway Belt rather than Agricultural as now indicated on Map 1, The Regional Structure.

The Association is concerned that since the Study would likely not be completed prior to final approval of O.P.A. #25, there would be no mention of the Special Status and ongoing Special Study for the Ninth Line Corridor. To this end, Mr. Ho Wong, Manager, Long Range Planning, agreed to include a statement in O.P.A. #25, which would acknowledge that the Corridor lands were the subject of a Special Study, as directed by Regional Council in the fall of 2003, and that future changes to the Official Plan were being considered for the Corridor Area. Further, Mr. Wong agreed to advise the Association of the proposed wording for the above mentioned statement prior to its inclusion in O.P.A. #25.

3.

TRANSIT CORRIDOR

The Transitway Consultant indicated that the Province had done considerable work on the needs of the Transit Corridor along Hwy. #407. Rapid Transit buses are at present utilizing the 407 and that within 10 - 20 years the transitway stations and parking areas may be required to accommodate the growing needs of the Rapid Transit system. Development of the Transit Right-of-way along 407 might be required in 20 years. From the information presented, it appears that most of the lands required for the Transitway have been acquired.

THE ASSOCIATION'S VISION

The Association was requested by Staff to present their Land Use vision for their lands in the Corridor. The Association has always been consistent in their request. The lands in question should be designated URBAN in the Halton Region Official Plan, allowing for a mix of employment opportunities such as; prestige light industrial, highway commercial, service commercial and high density residential nodes, if complimentary to and compatible with the land uses to the east in Mississauga, the proposed recreation facilities within the Corridor and Hwy. #407 Transit Corridor to the west. The Association noted Staff did not offer a Land Use proposal at the meeting on which Association members could comment. Again, as pointed out in the Hemson Report, on the Ninth Line Corridor, the inclusion of the Association's lands in the Urban area would not have any appreciable effect on the total urban supply or demand of land needs for Halton Region. In fact, the Corridor lands are isolated from the rural area to the west by Hwy. #407 and are a natural extension of the urban development to the east.

All physical services are available and in fact many properties already have connections to these services.

In summary, the Association has the following comments:

1. The Land Use Study for the Corridor be completed as soon as possible and the appropriate O.P.A. be prepared.
2. The Region of Halton advise the Province of Ontario that a Special Study is currently in progress and that an Official Plan amendment is likely forthcoming once Bill #27 is no longer in effect.

THE ASSOCIATION'S VISION CONT'D.

4.

3. The Region's Staff prepare and insert a statement in O.P.A. #25, indicating that the Corridor lands are the subject of a Special Land Use Study and subject to review and a future Official Plan Amendment.
4. The Region's Staff advise the Association of the proposed statement mentioned in 3. above, prior to insertion in Official Plan Amendment #25.
5. The Association has presented their vision of the Ninth Line Corridor land uses and would appreciate an opportunity of reviewing the Region's vision.
6. Staff kindly offered to supply the Association with a large scale plan showing land ownership and the 100 year and Regional flood lines.

We trust that this is a fair summary of our discussion at the meeting and should you have any comments or questions, please contact our office.

Yours truly



NORMAN S. SIBBICK, MCIP, RPP
NORMAN S. SIBBICK & ASSOCIATES LTD.

copy to Ninth Line Owner's Association
c/o Mr. P. Skira