

Ninth Line Lands

Growing Mississauga



Background Report

September 2015

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In association with

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MISSISSAUGA
Region of Peel



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Executive Summary

1. Introduction

The Background Report is intended to form one input to discussion by the City, the Region, residents, landowners, agencies and other stakeholders, which will lead, after further analysis and review, to the establishment of a planning framework for the Lands. It also provides an input to the detailed technical evaluations being undertaken as part of the review of the Ninth Line Lands related to factors such as transportation, stormwater management, servicing, growth management and finance.

2. Why is planning for the Ninth Line Lands important?

The lack of a current planning framework for the Ninth Line Lands in relation to the Region of Peel and the City of Mississauga, and the significance of the area from an environmental and transportation perspective, makes it essential to provide policy planning direction with respect to the future development of this area.

The Ninth Line Lands were transferred from the Region of Halton/Town of Milton to the Region of Peel/City of Mississauga on January 1, 2010 as part of a restructuring process for municipal boundary realignment. The future of this area must now be considered in this new jurisdictional context. In addition, since the most recent reviews of this area carried out by the Region of Halton in 2005 and the Town of Milton in 2007, there have been significant changes in the planning policy framework. These include updated Provincial policies: Amendment 2 to Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) and the Provincial Policy Statement 2014 (PPS 2014), as well as new Region of Peel and City of Mississauga Official Plans. Specific relevant directions include a requirement to conduct a municipal comprehensive review to determine if there is justification for inclusion of some or all of these lands within the Peel Urban Boundary, as well as policies related to healthy communities and natural heritage systems. Related to the updated policy framework, there has also been additional

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background work carried out including a review of natural features. Further work is required such as the completion of a subwatershed study.

The significance of the Ninth Line Lands as a key link in the existing and planned inter-regional transportation network must also be considered in the context of existing and planned transportation facilities. On its west boundary is Highway 407, while the 407 Transitway is planned to run parallel to the 407 to the east of the Highway.

The 407 Transitway is one of the key transportation influences on the Lands. A Property Protection Study for the 407 Transitway was prepared by the Ministry of Transportation (MTO) in 1998. It outlined basic property requirements, alignment, station locations and right-of-way conditions. This current proposed alignment and related property protection requirements have a significant impact on the type and scale of development that can occur on the Lands. As part of this current Study, the City and MTO have agreed to update the alignment, required right-of-way and hydraulic/stormwater management for the 407 Transitway.

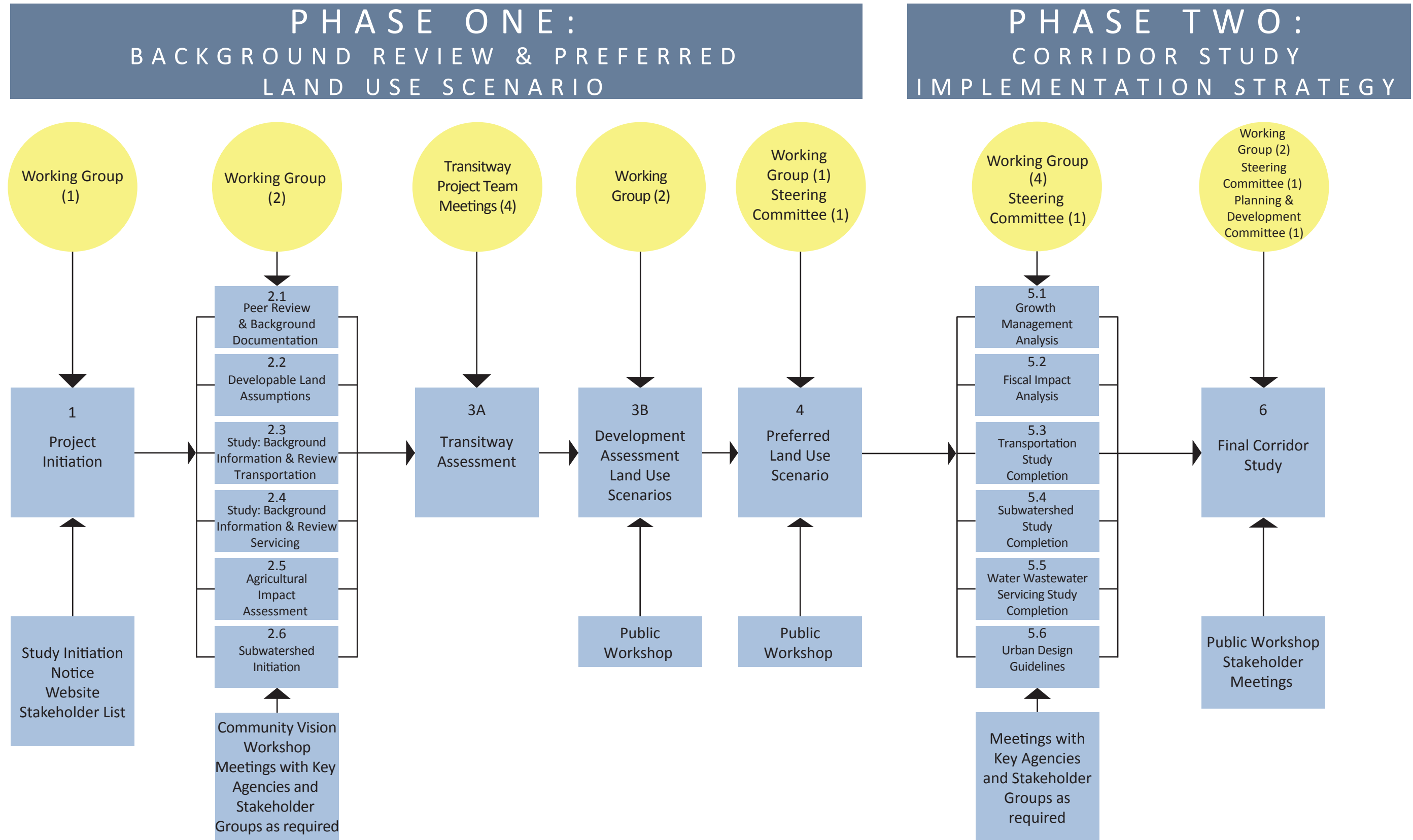
Other components of the inter-regional transportation network that must be considered include, on the north boundary, Highway 401. The area also forms part of the planned GTA West Transportation Corridor, a proposed new major east-west provincial transportation corridor connecting Highway 400 in Vaughan to Highway 401 in the vicinity of the Highway 401/407ETR interchange.

In addition, Highway 403 is located immediately to the south of the Ninth Line Lands. East/west transportation links that cross the Ninth Line Lands include the St. Lawrence & Hudson Railway (GO Milton Line) (rail corridor) at the north end which carries both freight and GO Transit traffic, as well as three arterial roads: Derry Road West, Britannia Road West and Eglinton Avenue West. The extension of Argentia Road westerly through the Study Area is also being considered.

3. What will the Study Process involve?

The Study process is summarized in Figure 1. It is being carried out in accordance with the *Planning Act* and the Municipal Class Environmental Assessment process for any future required infrastructure. The Study will form the basis for amendments to the Region of Peel and City of Mississauga Official Plans.

FIGURE 1
CITY OF MISSISSAUGA
NINTH LINE CORRIDOR STUDY
WORK PLAN OVERVIEW



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The Study will create a vision for the Ninth Line Lands and related guiding principles, policies and direction to ensure the vision’s successful implementation. It involves a two phase process:

- Phase One: Background Review & Preferred Land Use Scenario
- Phase Two: Implementation Strategy

The Study process also includes an extensive community engagement program which is designed to ensure meaningful consultation with all stakeholders.

4. Where is the Study Area?

The Study Area is located on the western boundary of the City of Mississauga.

Its boundaries are Highway 401 to the north, Ninth Line to the east, the Highway 407/Ninth Line crossover to the south and Highway 407 to the west, as illustrated on Map 1. It comprises a total of approximately 370 hectares (914 acres).

The Study Area is very long and narrow. For certain descriptive and analytical purposes through the Study process, it has been divided into three Sub-Areas as outlined in Table 1 below.

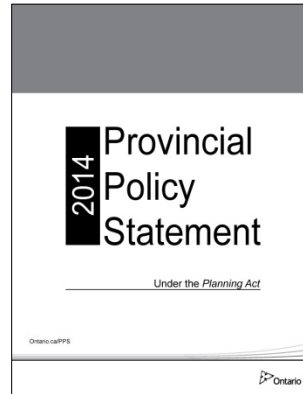
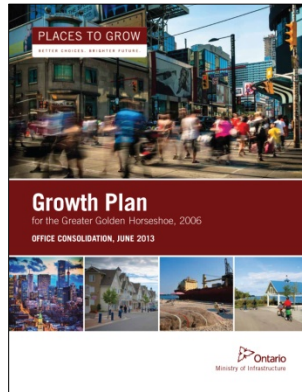
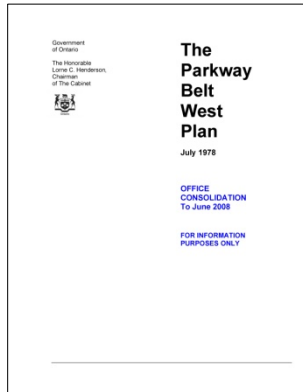
Sub-Area	Location	Area
Sub-area #1	Highway 401 to Derry Road West	+/-100 hectares/247 acres
Sub-area #2	Derry Road West to Britannia Road West	+/-130 hectares/321 acres
Sub-area #3	Britannia Road West to Highway 403/Ninth Line crossover	+/-136 hectares/336 acres

5. Planning Policy Framework

The Ninth Line Lands are subject to a number of Provincial planning policy documents which any planning framework for the Study Area must reflect. These are the Parkway Belt West Plan, the Growth Plan, and the PPS 2014.

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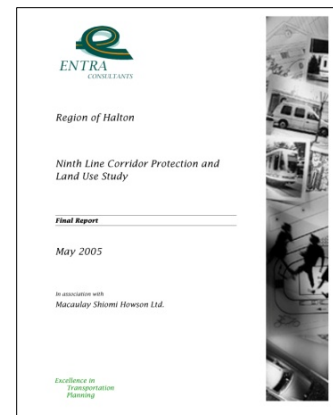


Consideration also needs to be given to the Region of Halton and Town of Milton Official Plans, both of which include policy direction for the Study Area. Through the boundary adjustment agreement, the Ninth Line Lands portion of the Halton and Milton Official Plans are still applicable until such time as the Region of Peel and City of Mississauga Official Plans are amended to incorporate the Study Area. In addition, the lands are subject to the regulations of Town of Milton Zoning By-law 144-2003.

The Region of Halton Official Plan was amended by Amendment No. 28 which relates specifically to the Ninth Line Lands. The Amendment reflects the results of a special study of the Lands which are outlined in the *Final Report, Ninth Line Corridor Protection and Land Use Study (May 2005)*.

The Amendment designates the potential developable lands in the Study Area “Ninth Line Lands Policy Area”. The remaining lands were designated “Greenlands A”, a designation designed to protect natural heritage features.

The policies, among other things, direct that designations and policies for the Area implement the planning framework set out in the *Final Report, Ninth Line Corridor Protection and Land Use Study (May 2005)* as amended by Regional Council.



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Finally, the policies of the Region of Peel and City of Mississauga Official Plans, while not providing specific policy direction for the Lands, establish general directions which are applicable. In addition to this policy framework, there are a number of Regional and City strategic planning documents which provide direction with respect to specific areas of interest. These include the Region's Long Term Transportation Plan and the Water and Wastewater Master Plan. In addition, the City's 2014 Future Directions Master Plan for Parks and Natural Areas and the Master Plan for Recreation; Living Green Master Plan, 2012; Cycling Master Plan, 2010; Natural Heritage and Urban Forest Strategy, 2014; and the proposed Transportation Master Plan should be considered. The Study process will have regard to these documents as required.



The Provincial, Region of Peel and City planning policy directions provide guidance to develop a strong and consistent framework for planning the future of the Ninth Line Lands which:

- Recognizes the existing and planned inter-regional transportation network which is a focus for the development of the Ninth Line Lands;
- Directs that future development be supportive of the function of this network particularly with respect to its transit and good-carrying functions;
- Recognizes the importance of the establishment of a natural heritage system as the first step in planning for the future of the Ninth Line Lands;
- Recognizes the need to limit any development in the natural hazard lands;
- Directs that any development on the remaining lands be designed with a compact form, a mix of uses and increased densities, as well as being supportive of transit and active transportation including walkability, and avoiding or mitigating risks to public health and safety and being sustainable; and,
- Promotes the creation of healthy, active communities.

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Since the completion of the *Final Report, Ninth Line Corridor Protection and Land Use Study*, which provided general policy direction for the future development in the study area, there has been considerable change in the planning framework of this area. This includes at the Provincial level the introduction of the Growth Plan in 2006 and an updated PPS in 2014, as well as the on-going planning for the GTA West Corridor and the proposed extension of Argentia Road. In addition, new information is available about matters such as the natural heritage system based on new studies (e.g. 2014 Natural Heritage and Urban Forest Strategy), and the City has advanced their plans for City-owned lands. All of those lands were proposed to be parkland, however in fact only two parks are planned, while the use of the other lands still has to be determined. Finally, a review of the 407 Transitway alignment is currently underway. As a consequence of all the changes that have occurred, the findings and recommendations of the *Final Report, Ninth Line Corridor Protection and Land Use Study* and the related policies of the Region of Halton Official Plan, while of interest by way of context, are not determinative in terms of the conclusions of the current study.

The Town of Milton carried out their own study of the Ninth Line Lands, *Town of Milton Official Plan Review – Background Study Ninth Line Corridor* (May 2007). The 2007 Town report builds on the 2005 Regional Study and discusses in detail proposals made for a number of specific sites and provides planning opinions on those proposals. However, again, while the conclusions of this study are of interest, significant changes have occurred since it was completed. In addition, while the Region of Halton Plan left it to the Town to refine the permitted land uses in this area, the Town did not even incorporate into their Official Plan the designations and policies identified in the Region's Study or the results of their own study or any related refinements to the permitted uses.

6. Current Influences

The Ninth Line Lands: Growing Mississauga study includes detailed technical studies related to transportation, servicing, stormwater management and natural heritage. It also involves a review of other factors which affect development including agriculture, cultural heritage and archaeology.

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Based on this information it is possible to establish current influences related to the Ninth Line Lands which have the potential to affect its ultimate development. These are summarized in Map 11 and discussed below.

The identified influences will continue to be reviewed and revised and/or expanded as more detailed information becomes available through the study process.

6.1 Scoped Subwatershed Study

A Scoped Subwatershed Study is being prepared as part of the study of the Ninth Line Lands. The Draft Phase 1: Characterization of the Scoped Subwatershed Study has been completed, which outlines key information related to natural hazards and natural heritage is outlined below. These findings will be expanded on in Phase 2 of the Scoped Subwatershed Study building upon the characterization and associated land use planning for this area.

6.1.1 Natural Hazards

Approximately 80% of the Ninth Line Lands are located within the Sixteen Mile Creek watershed which is under the jurisdiction of Conservation Halton. The remainder of the Study Area is part of the Sawmill Creek watershed which is under the jurisdiction of the Credit Valley Conservation Authority.



View of 16 Mile Creek from SWM facility. Source: Frank Marzo

Floodplain mapping was prepared in 2004 as part of the North Sixteen District 'Scoped' Subwatershed Study and Ninth Line District Floodplain Mapping. The mapping identified significant areas of the Study Area as being within the floodplain of Sixteen Mile Creek. These areas are identified on Map 10, together with the Conservation Halton (HRCA) Regulation Limit.

The establishment of the floodline makes it clear where development will be limited because of natural hazards. However, the precise boundary and limitations is being confirmed through the Ninth Line Lands Study, which has involved a fulsome update to lands with flood hazards as part of the characterization phase of the Scoped

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Subwatershed Study. This information will be further coordinated with the land use planning of the Ninth Line Lands to identify opportunities for strategic watercourse realignment to better integrate the watercourse and future stormwater management system with the future land use in the Study Area.

Within any such area, there will be some potential for the location of trails and other passive recreation uses. However, development within the floodplain is generally prohibited. Alteration of the floodplain and Regulatory Limit may be permitted, subject to addressing technical requirements of Conservation Halton and the Ministry of Natural Resources and Forestry, with approval from Conservation Halton. These opportunities are being investigated as part of the Scoped Subwatershed Study, and will build upon the characterization and associated land use planning for this area.

Concurrently, the Study Team is working with the Ministry of Transportation, the Region, and the City on the functional planning of the Transitway. Due to its proposed alignment which is to parallel Highway 407, it has a significant potential to affect drainage in the Ninth Line Lands, including watercourse alignments, floodplain geometry, and stormwater management planning. Through the integration of the assessment with the Transitway, with the Scoped Subwatershed Study and the Secondary Plan, the City and its partners will be able to better and more confidently plan future land uses and infrastructure in the Ninth Line Lands.

6.1.2 Natural Heritage System

Comprehensive field work and analysis to identify the natural features and functions present in the Study Area was carried out by North-South Environmental Inc. for the City in March 2012. Through this work, Candidate Natural Areas were identified as illustrated on Map 11. The majority of these are located within the identified floodplain. The features and floodplain lands together allow for the creation of a strong natural heritage system in the Ninth Line Lands. The 2014 Natural Heritage and Urban Forest Strategy (endorsed in principle



View of woodlot Erin Centre Blvd.
Source: MSH

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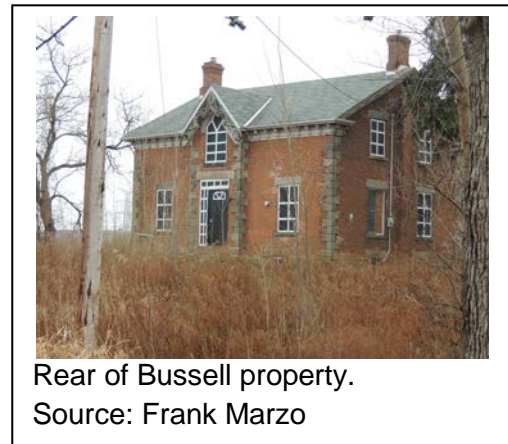


by City Council) included the candidate Natural Areas within the Ninth Line Lands as proposed areas of expansion for Mississauga's Natural Heritage System. The Natural Heritage features within the Ninth Line Lands have been further assessed as part of Phase 1: Characterization of the Scoped Subwatershed Study. From this knowledge base, complemented with input from the City, Conservation Halton, and others, a Natural Heritage System will be established and integrated with the future land use and stormwater/watercourse management system for the area.

6.2 Cultural Heritage Features

One property in the Study Area has been designated under the *Heritage Act*. This property is located north of the Hydro Corridor/Gas line. It contains a house built by James Bussell in 1865.

In addition to the Bussell property, nine other properties of interest throughout the Ninth Line Lands and in its immediate vicinity have been listed with respect to cultural heritage as identified on Map 9. However, there is insufficient heritage information to guide the overall formulation of



developable land assumptions or to recommend the best use of the Bussell property. Table 3 provides a brief summary of the listed and designated heritage sites located within or in close proximity to the Ninth Line Lands.

An initial assessment of archaeological potential has also been carried out as part of this Study. It indicates that there are very limited sections of the Ninth Line Lands that have been assessed, although there are significant areas that have a high archaeological potential. However, given the lack of assessment, there is insufficient information to guide the overall formulation of developable land assumptions within the Study Area.

6.3 Existing and Planned Transportation Infrastructure

The Ninth Line Lands include substantive existing and planned transportation infrastructure (See Map 6). As a result the area is, and will continue to be, highly

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accessible for people and goods movement. The network includes the following major existing facilities:

- Highway 407 with interchanges at 401, Derry and Britannia Roads West;

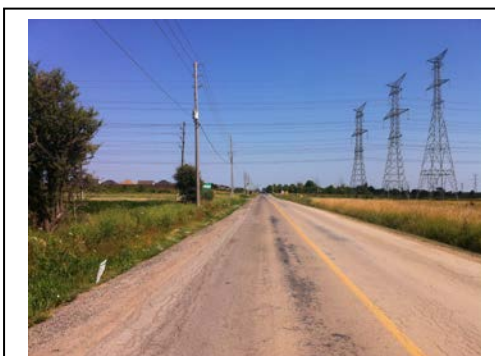


Hwy 407 from Lower Baseline / Eglinton Ave.
Source: Frank Marzo



Hwy 407 from Ninth Line.
Source: MSH

- Derry Road West and Britannia Road West which are Regional Arterial Roads, as well as Eglinton Avenue West, an arterial road, which cross the Ninth Line Lands in an east/west direction;
- Ninth Line a major north/south arterial road which includes existing on road shared use travel lanes(for both cyclists and motorists) between Britannia and Eglinton; and,



Hydro corridor from Ninth Line
Source: Frank Marzo



Ninth Line at Doug Leavens Blvd.
Source: MSH

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- The St. Lawrence & Hudson Railway (GO Milton Line) with freight and GO service, including the Lisgar GO Station to the east of Ninth Line at Argentia Road and Tenth Line.



With respect to existing bus service, seven existing routes are operated within the study area by MiWay. The majority of these are coordinated with GO Transit service. GO also operates the 27 Milton /North York GO route between Milton and the Finch GO Bus Terminal and the 48 Guelph/York University GO bus route between the University of Guelph and York University.

This existing network is planned to be significantly expanded in the future by the addition of:

- Highway 407 Transitway, a dedicated rapid transit line which will establish regional transit connections across the Greater Golden Horseshoe, which is currently proposed to consist of a corridor of 60 metres with an additional 14 metre standard setback, as well as lands for future transit stations, and associated parking facilities as shown on Map 11;
- GTA West Transportation Corridor which is proposed to connect to the existing Highway 401/407 Interchange at the north end of the Ninth Line Lands;
- The potential extension of Argentia Road from its existing terminus at Tenth Line across the Ninth Line Lands and into the Town of Milton; and,
- A Primary Boulevard Cycling Route on Ninth Line.

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With respect to Ninth Line road allowance, an Environmental Assessment was completed for Ninth Line from Derry Road to Highway 401 recommending an ultimate five-lane cross-section from Derry Road West to Highway 401. A multi-use trail is provided on the east side of Ninth Line within the study area and sidewalks are provided on the west side.

The interim design improvements for Ninth Line are a three-lane cross-section north of Derry Road to the rail crossing (construction anticipated 2016/2017). North of the rail line the rural two-lane cross-section will continue until such time the additional property is acquired to obtain the 35 metre right-of-way.

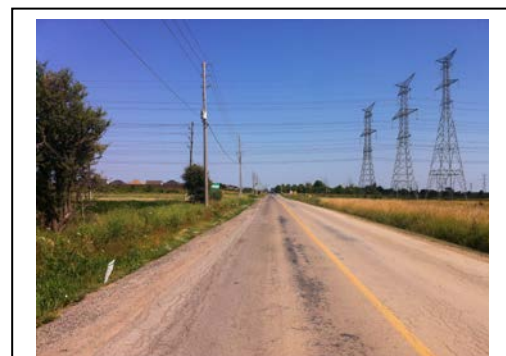
An Environmental Assessment is planned for Ninth Line from Eglinton Avenue to Derry Road, however, there is no timing associated with this Environmental Assessment.

6.4 Water and Waste Water Infrastructure

Peel Region water and wastewater services are currently available in the Ninth Line Lands. There is sufficient water and wastewater capacity and infrastructure to service existing development. The potential to service any additional development will have to be evaluated, based on a determination of proposed land use.

6.5 Other Infrastructure

The Hydro/gas line easement corridor north of the rail corridor, in conjunction with the rail corridor to the south, creates a substantial barrier to connectivity in the Sub-Area #1 of the Ninth Line Lands. In addition, uses adjacent to the gas line easement are subject to additional restrictions and setbacks.



Hydro Corridor from Ninth Line.
Source: Frank Marzo

6.6 Ownership

The majority of the lands in the Ninth Line Lands are publicly owned (See Map 7 and Table 2). This includes a substantial number of City owned properties, as well as some lands owned by the Province primarily for the 407 Transitway facility. The City owned

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properties were acquired from the Province as a landbank in 2002 while the Study Area was still in the Town of Milton. They include approximately 83 hectares (205 acres) of land distributed as follows:

- Sub-area #1 +/-23 hectares (56 acres)
- Sub-area #2 +/- 30 hectares (75 acres)
- Sub-area #3 +/- 30 hectares (75 acres)

Table E2 Land Area by Ownership						
	Total Area			Parkway Belt and Flood Plain		
	Ha.	Ac.	%	Ha.	Ac.	%
City	83	205	23.7	48	120	17.4
Union Gas/Hydro	20	49	5.7	19	47	6.9
Private Landowners	131	324	37.4	101	249	36.6
Other*	116	287	33.2	108	266	39.1
Total	350	865	100	276	681	100
*Includes land for transportation right-of-way Note: Numbers are approximate Source: City of Mississauga Report CD.04.NIN 2011 and Macaulay Shiomi Howson Ltd.						

The City owned lands include two stormwater management facilities and the heritage property known as the Bussell Farmstead. The remaining lands are vacant. As part of the Future Directions for Parks and Natural Areas and Recreation Master Plan (2009), a review of the City-owned land established the parcels most appropriate for open space and community uses. As part of this needs assessment review, Park-459, while currently vacant, is to be developed with active recreational uses and a community centre. The City is currently undertaking the preparation of detailed planning for this park. This site is located opposite the terminus of Tacc Drive.

6.7 Study Area Existing Land Use

Within the Ninth Line Lands, the majority of the lands are vacant (+/-81 hectares/ 200 acres) or are used for very low intensity uses. Many of these lands are currently proposed for consideration as part of the expansion of the Natural Heritage System, including woodlot areas. However, the area also has potential for intensification.

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The primary uses are approximately 20 single detached dwellings on large lots, the majority of which are located in the southern part of the Study Area, north of Eglinton Avenue West. In addition there are a few commercial uses (e.g animal hospital, landscaping/garden centre, trailer storage) and one place of religious assembly (St. Peter's Mission Church). The most substantive use is found south of Derry Road West, and comprises the Enbridge/Union Gas/TransCanada Joint Operating Facility which is a natural gas transmission and distribution pumping station.



St. Peter's Mission Church
Source: MSH



Enbridge/Union Gas/TransCanada
Joint Operating Facility
Source: MSH

6.8 Existing Land Use East Of Ninth Line

The lands east of Ninth Line between the Gas line/Hydro Corridor/rail corridor and Eglinton Avenue West are largely built out. These residential communities include detached, semi-detached and townhouses uses as well as a range of public service facilities (e.g. schools), parks and open space and commercial development. These facilities would be accessible to development west of Ninth Line.

To the north of the Gas Line/Hydro Corridor/rail corridor, the lands are largely vacant with the exception of the Gary W. Morden Centre. The remaining lands are planned for Parkway Belt West and Business Employment uses. Similarly, to the south of Eglinton the lands are vacant, but planned for Mixed Use and Business Employment uses.

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6.9 Influences Summary

Based on available information, current influences on future development in the Study Area are summarized in Table 3.

Table E3 Current Influences	
Planning Consideration	Current Influences
Natural Hazards	<ul style="list-style-type: none"> Floodline limits for Sixteen Mile Creek are well-documented and have been subject to a fulsome update as part of the characterization phase of the Scoped Subwatershed Study. This information will be further coordinated with the land use planning for the Ninth Line Lands, including functional planning for the 407 Transitway, to identify opportunities for strategic watercourse realignment to better integrate the watercourse and future stormwater management system with the future land use in the Study Area. This substantial area provides potential for passive recreation.
Natural Heritage System	<ul style="list-style-type: none"> Majority of candidate natural features located in floodplain and together form the basis for the creation of a strong natural heritage system. Development in any confirmed natural features (not including woodlots) and buffers generally prohibited.
Cultural Heritage Features	<ul style="list-style-type: none"> Bussell property is designated and being studied for adaptive reuse 6 other sites of interest identified

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Table E3 Current Influences	
Planning Consideration	Current Influences
	<ul style="list-style-type: none"> • Development of cultural heritage sites and adjacent lands restricted. • Development of any archaeological sites which may be identified is restricted.
Transportation Infrastructure	<ul style="list-style-type: none"> • Highly accessible for people and goods movement • New development design must minimize negative impacts • Timing and area affected by 407 Transitway uncertain • Timing and area affected by GTA West Corridor uncertain • Access to arterials restricted • Ninth Line is a barrier to connectivity to the east • Arterials, 407 ramps and rail corridor barriers to connectivity within the Ninth Line Lands • Active transportation and transit facilities require significant expansion as basis for any development
Water and Waste Water Infrastructure	<ul style="list-style-type: none"> • Capacity for existing development • Potential to service additional development unknown
Hydro/Gas Line Easement Corridor	<ul style="list-style-type: none"> • Creates a substantial barrier to connectivity within the Ninth Line Lands
Ownership	<ul style="list-style-type: none"> • City owns +/-83 ha (205 ac). • The majority of these lands are vacant and have potential for recreation and other public uses. One park already planned. • City owned lands are spread throughout the Study Area. Only Park 459 has been identified to be planned as a future park, based on Future Directions, 2009 • Private lands are interspersed throughout the land area, in between City and Provincially owned lands.
Study Area Existing Land Use	<ul style="list-style-type: none"> • Majority of lands are vacant or used for low intensity uses

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Table E3 Current Influences	
Planning Consideration	Current Influences
Existing Land Use East of Ninth Line	<ul style="list-style-type: none"> • Residential community between rail corridor and Eglinton has full range of public service facilities accessible to the Ninth Line Lands • North of the rail corridor and south of Eglinton lands planned for employment uses • Compatibility with existing residential community and planned employment uses will need to be considered, as well as integration with the community.

7. Conclusions

The Provincial, current Halton/Milton planning policies, and the general direction provided by the Region of Peel and City planning policies provide a strong and consistent framework for planning the future of the Ninth Line Lands. This framework recognizes the existing and planned transportation network, the importance of the establishment of a natural heritage system and the need to limit development in natural hazard lands, as well as providing direction related to the form of development.



1. Introduction

1.1 What is the Purpose of this Background Report?

This Background Report is intended to outline the results of the review of the current policy framework for the Ninth Line Lands: Growing Mississauga (the Lands) Study Area (See Map 1) and the results of the background technical analysis. The report will form part of the basis for the establishment of a planning framework for the Lands, to guide their future growth and development.

The report outlines:

- the study purpose and process;
- the existing planning policy framework for the Lands; and,
- current influences on development of the Lands.

The Background Report is intended to form one input to discussion by the City, the Region, residents, landowners, agencies and other stakeholders, which will lead, after further analysis and review, to the establishment of a planning framework for the Lands. It also provides an input to the detailed technical evaluations being undertaken as part of the review of the Ninth Line Lands related to factors such as transportation, stormwater management, servicing, growth management and finance.

1.2 Where is the Study Area?

The Study Area is located on the western boundary of the City of Mississauga. Its boundaries are Highway 401 to the north, Ninth Line to the east, the Highway 407/Ninth Line crossover to the south and Highway 407 to the west, as illustrated on Map 1. It comprises a total of approximately 370 hectares (914 acres).

The Study Area is very long and narrow. For certain descriptive and analytical purposes through the Study process, it has been divided into three Sub-Areas as outlined in Table 1 below.

Table 1 Ninth Line Sub-Areas		
Sub-Area	Location	Area
Sub-area #1	Highway 401 to Derry Road West	+/-100 hectares/ 247 acres

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Table 1 Ninth Line Sub-Areas		
Sub-Area	Location	Area
Sub-area #2	Derry Road West to Britannia Road West	+/-130 hectares/321 acres
Sub-area #3	Britannia Road West to Highway 403/Ninth Line crossover	+/- 136 hectares/336 acres

1.3 What will the Study Process Involve?

The Study Area is currently not subject to the Region of Peel or City of Mississauga Official Plans. A planning framework is required to be established for the Study Area to guide its future growth and development. The purpose of the Review is to establish that framework.

The Study process is summarized in Figure 1. It is being carried out in accordance with the *Planning Act* and the Municipal Class Environmental Assessment process for any future required infrastructure. The Study will form the basis for amendments to the Region of Peel and City of Mississauga Official Plans.

The Study will create a vision for the Study Area and related guiding principles, policies and direction to ensure the vision's successful implementation. It involves a two phase process:

- **Phase One: Background Review & Preferred Land Use Scenario**
 The focus of Phase One is the development of a Preferred Land Use Scenario based on the identification of opportunities and constraints to development which arise from a detailed review and analysis of background information and the existing policy framework, and the development and assessment of a number of potential land use scenarios. The assessment will include a technical evaluation of transportation, servicing and stormwater management, as well as the review of considerations such as cultural heritage, natural heritage and agriculture.
- **Phase Two: Study Implementation Strategy**
 The Preferred Land Use Scenario will be used as a basis for the preparation of a Growth Management Analysis to determine if the Lands are necessary to

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accommodate population and employment growth in the Region, and the degree to which the preferred land use scenario is appropriate and supportive of intensification and density targets within the context of a Municipal Comprehensive Review (MCR) as required by Provincial policy. Arising from the MCR, a draft Regional Official Plan amendment will be developed. In addition, Phase 2 will involve the preparation of a Fiscal Impact Analysis and the completion of the transportation, servicing and subwatershed studies, as well as the preparation of urban design guidelines. The results of this work will be reflected in a Final Ninth Line Lands Plan. The Plan will establish a Vision and Guiding Principles and specific policies on key issues such as transportation, urban design and cultural heritage. It will also include proposed amendments to the policies of the Regional Official Plan and the City's Official Plan, and to the City's zoning regulations.

The Study process also includes an extensive community engagement program which is designed to ensure meaningful consultation with all participants. Consultation outcomes will be reported back and the Study website will keep the community informed of what is happening during the process. The process is also tailored to provide opportunities for input which meet participant's individual schedules. The program includes four open house/public workshops, as well as meetings with individual stakeholders and the Landowners Group. A Study initiation notice introduced the public to the study and the process. Direct notice has also been provided to Aboriginal groups as well by the Region of Peel. Input from agencies has been invited and the Study is being guided by a Steering Committee and Core Working Group with representatives from City and Regional staff.

1.4 Why is planning for the Ninth Line Lands important?

The lack of a current planning framework for the Ninth Line Lands in relation to the Region of Peel and the City of Mississauga, and the significance of the area from an environmental and transportation perspective, makes it essential to provide policy planning direction with respect to the future development of this area.

The Ninth Line Lands were transferred from the Region of Halton/Town of Milton to the Region of Peel/City of Mississauga on January 1, 2010 as part of a restructuring process for municipal boundary realignment. The future of this area must now be considered in

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this new jurisdictional context. In addition, since the most recent reviews of this area carried out by the Region of Halton in 2005 and the Town of Milton in 2007, there have been significant changes in the planning policy framework. These include updated Provincial policies: Amendment 2 to Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) and the Provincial Policy Statement 2014 (PPS 2014), as well as new Region of Peel and City of Mississauga Official Plans. Specific relevant directions include a requirement to conduct a municipal comprehensive review to determine if there is justification for inclusion of some or all of these lands within the Peel Urban Boundary, as well as policies related to healthy communities and natural heritage systems. Related to the updated policy framework, there has also been additional background work carried out including a review of natural features. Further work is required such as the completion of a subwatershed study.

The significance of the Ninth Line Lands as a key link in the existing and planned inter-regional transportation network must also be considered in the context of existing and planned transportation facilities. On its west boundary is Highway 407, while the 407 Transitway is planned to run parallel to the 407 to the east of the Highway. In addition, Highway 403 is located immediately to the south of the Ninth Line Lands, and Highway 401 is currently on its north boundary. The northern limits of the study area also form part of the planned GTA West Transportation Corridor, a proposed new major east/west Provincial transportation corridor connecting Highway 400 in the City of Vaughan to Highway 401 in the vicinity of the Highway 401/407 ETR interchange. The 407 Transitway is one of the key transportation influences on the Lands. A Property Protection Study for the 407 Transitway was prepared by the Ministry of Transportation (MTO) in 1998. It outlined basic property requirements, alignment, station locations and right-of-way conditions. This current proposed alignment and related property protection requirements have a significant impact on the type and scale of development that can occur on the Lands. As part of this Study, the City and MTO have agreed to update the alignment, required right-of-way and hydraulic/stormwater management for the 407 Transitway.

East/west transportation links that cross the Ninth Line Lands include the St. Lawrence & Hudson Railway (GO Milton Line) (rail corridor) at the north end which carries both freight and GO Transit traffic, as well as three arterial roads: Derry Road West, Britannia Road West and Eglinton Avenue West. The extension of Argentia Road westerly through the Study Area is also being considered.

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1.5 Report Framework

The Background Report is organized as follows:

- Section 2 Policy Framework
- Section 3 Current Influences
- Section 4 Conclusions



2. Planning Policy Framework

2.1 What is the General Planning Policy Context

The Ninth Line Lands are subject to a number of Provincial planning policy documents which any planning framework for the Study Area must reflect. These include:

- The Parkway Belt West Plan;
- Provincial Policy Statement, 2014; and,
- Places to Grow, Growth Plan for the Greater Golden Horseshoe (Growth Plan)¹.

Consideration also needs to be given to the Region of Halton and Town of Milton Official Plans, both of which include policy direction for this Study Area. Finally, the policies of the Region of Peel and City of Mississauga Official Plans, while not providing specific policy direction for the Lands, establish general directions which are applicable. In addition to this policy framework, there are a number of Regional and City strategic planning documents which provide direction with respect to specific areas of interest. These include the Region's Long Term Transportation Plan and the Water and Wastewater Master Plan. In addition, the City's 2014 Future Directions Master Plan for Parks and Natural Areas and the Master Plan for Recreation; Living Green Master Plan, 2012; Cycling Master Plan, 2010; Natural Heritage and Urban Forest Strategy, 2014; and the proposed Transportation Master Plan should be considered. The Study process will have regard to these documents as required.



This section summarizes the key planning policy directions applicable to the Ninth Line Lands. A detailed review of the policy framework is found in Appendix A to the report.

¹ On February 27, 2015 the Provincial Government launched a co-ordinated review of the [Growth Plan for the Greater Golden Horseshoe](#), the [Niagara Escarpment Plan](#), the [Oak Ridges Moraine Conservation Plan](#) and the [Greenbelt Plan](#), as required under their respective legislation. However, the potential for changes to the Growth Plan is unknown at this time. Therefore, the report considers only the Growth Plan as of March 2015.

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2.2 What Provincial Policy Directions are Applicable

The Region and the City are required to exercise any authority that affects a planning matter as follows with respect to the Parkway Belt West Plan; the Provincial Policy Statement, 2014; and the Places to Grow Plan for the Greater Golden Horseshoe (Growth Plan).

2.2.1 Parkway Belt West Plan

In accordance with Section 5.1.2 of the Parkway Belt West Plan, official plans and zoning by-laws are required to conform with the Plan. At one time, all the lands in the Study Area were subject to the provisions of the Plan. Amendment 91 deleted 127 hectares (314 acres) of land in the Study Area from this portion of the Parkway Belt West Plan as the lands were no longer required for public uses. Map 2 identifies the lands which continue to be subject to the Plan and their designations.

The key directions in the Parkway Belt West Plan relevant to the Ninth Line Lands are:

- The designation of significant portions of the Study Area as “Public Use Areas” which restricts permitted uses to public facilities. These lands consist primarily of existing facilities (i.e. Highway 407, Hydro Corridor) or planned public facilities (i.e. Highway 407 Transitway).
- Recognition that the planning for the planned 407 Transitway must conform with the policies of the Plan including minimizing impacts on natural features;
- The need to consider establishment of well defined boundaries between Mississauga and Milton and Brampton;
- Direction on limiting transportation connections across the Link; and,
- Direction to protect natural features particularly tree stands, and to provide for recreational trails.

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2.2.2 Provincial Policy Statement, 2014 (PPS) and the Growth Plan

The PPS 2014² and the Growth Plan provide direction related to the creation of “efficient land use and development patterns which support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety and economic growth” (Section 1 PPS). The Growth Plan builds on the directions in the PPS providing more specific direction related to growth management (e.g. specific greenfield density targets). Planning decisions are required to be “consistent with” the PPS 2014 and conform with the Growth Plan.

Key themes in the PPS and the Growth Plan which are relevant to planning for the Ninth Line Lands include:

- a strong focus on the creation of efficient and resilient land use and development patterns, including in greenfield areas a focus on compact form, a mix of uses and increased densities, as well as development which is supportive of transit and active transportation including walkability, and which avoids or mitigates risks to public health and safety and is sustainable;
- recognition of the link between the management of growth and the provision of infrastructure and, in particular, the need to integrate servicing, transportation and land use considerations at all stages of the planning process;
- permitting expansion of settlement area boundaries only subject to a municipal comprehensive review subject to specific criteria including “sufficient opportunities are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon”;
- providing for an appropriate mix and range of employment and institutional uses to meet long term needs and providing for employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations;

² The PPS 2014 replaces the PPS 2005. The PPS 2014 came into effect on April 30, 2014.

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- providing for a range of housing types and densities to meet projected requirements including affordable housing;
- promoting healthy active communities through a number of initiatives including “planning for public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity” and “planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation”;
- promoting a “co-ordinated, efficient and cost-effective” approach to the provision of infrastructure, electricity generation facilities and transmission and distribution systems and public service facilities to accommodate projected needs while considering the impacts of climate change;
- designing transportation systems which offer a balance of transportation choices and opportunities for multi-modal use with a priority on transit, active transportation and goods movement;
- ensuring long term economic prosperity through directions such as “promoting opportunities for economic development and community investment readiness” and “minimizing negative impacts from a changing climate” and “considering the ecological benefits provided by nature”;
- protection of the natural heritage system and the protection, improvement and restoration of the quality and quantity of water;
- protection of prime agricultural areas and the provision of criteria if lands are to be excluded from such areas;
- conservation of significant built heritage resources and cultural heritage landscapes, as well as the protection of archaeological resources;
- establishing a culture of conservation including energy efficiency, water demand management and water recycling; and,

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- directing development away from natural and human-made hazards.

Specific directions in the Growth Plan which should be noted include:

- The Growth Plan identifies built-up areas, which are developed areas as of June 16, 2006. The Ninth Line Lands are not within Mississauga's built boundary, nor are they identified as a designated greenfield area within the City's Settlement Area boundary. A Settlement Area boundary expansion would be required in accordance with Section 2.2.8 of the Growth Plan through a Municipal Comprehensive Review process to allow future urban development in this area. The lands would then be part of the designated greenfield area and the designated greenfield policies of the Growth Plan would apply.
- The Growth Plan provides strong direction that in designated greenfield areas:
 - development should be compact and designed to support active transportation and transit;
 - development is required to have a minimum density target of not less than 50 residents and jobs; and,
 - where major transit stations are located such areas are to be planned to achieve "increased residential and employment densities that support and ensure the viability of existing and planned transit service levels" and " a mix of residential, office, institutional and commercial development wherever appropriate".
- The Growth Plan identifies the transit corridor along the 407 and the rail corridor as part of its strategic framework for future transit investment;
- The Growth Plan directs improvements to corridors for moving goods which includes Highways 407 and 401 and identifies an intermodal hub west of Highway 407 beside the rail corridor;
- The Plan also indicates that land use in the vicinity of major transportation facilities should be compatible with, and supportive of, the primary goods movement function; and,

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- The Plan provides direction on community infrastructure planning, including affordable housing.

2.3 What Current Official Plan Policies and Zoning Apply

Through the boundary adjustment agreement, the Ninth Line Lands portion of the Halton and Milton Official Plans are still applicable until such time as the Region of Peel and City of Mississauga Official Plans are amended to incorporate the Study Area. In addition, the lands are subject to the regulations of Town of Milton Zoning By-law 144-2003.

The Region of Halton Official Plan was amended by Amendment No. 28 which relates specifically to the Study Area. The Amendment designates the potential developable lands “Ninth Line Corridor Policy Area”. The remaining lands were designated “Greenlands A”, a designation designed to protect natural heritage features. (See Map 3)

The Amendment reflects the results of a special study of the Ninth Line Lands which are outlined in the *Final Report, Ninth Line Corridor Protection and Land Use Study (May 2005)*. Part III, Land Stewardship Policies of the Official Plan incorporates Section F, Ninth Line Corridor Policy Area, which provides policies for the designation. The objectives of the designation are:

- “F1a To protect the land base for development of the inter-regional 407 transitway and accessory infrastructure in the Ninth Line Corridor.
- F1b To provide for development at the future transitway station locations that encourage and support their development while permitting other limited development throughout the corridor that support the transitway.”

Section F2a of the policies also require the Town of Milton to incorporate in their Official Plan policies to guide development in the Ninth Line Lands such that:

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- "F2a1 uses on lands in close proximity or within walking distance of future transit stations should be transit-supportive and have prescribed minimum development densities;
- F2a2 uses on other lands within the Area should be complementary of transit-supportive uses and compatible with any abutting Greenlands;
- F2a3 development in the Area will be compatible with development on the Mississauga side of Ninth Line by providing for an appropriate transition in terms of height and scale; and,
- F2a4 designations and policies for the Area will implement the planning framework set out in the *Final Report, Ninth Line Corridor Protection and Land Use Study (May 2005)* as amended by Regional Council."

Since the completion of the *Final Report, Ninth Line Corridor Protection and Land Use Study*, which provided general policy direction for the future development in the study area, and the related amendment to the Region of Halton Official Plan, there has been considerable change in the planning framework of this area. This includes at the Provincial level the introduction of the Growth Plan in 2006 and an updated PPS in 2014, as well as the on-going planning for the GTA West Corridor and the proposed extension of Argentia Road. In addition, new information is available about matters such as the natural heritage system based on new studies (e.g. 2014 Natural Heritage and Urban Forest Strategy), and the City has advanced their plans for City-owned lands. All of those lands were proposed to be parkland, however in fact only two parks are planned, while the use of the other lands still has to be determined. Finally, a review of the 407 Transitway alignment is currently underway. As a consequence of all the changes which have occurred, the findings and recommendations of the *Final Report, Ninth Line Corridor Protection and Land Use Study* and the related policies of the Region of Halton Official Plan, while of interest by way of context, are not determinative in terms of the conclusions of the current study.

The Town of Milton carried out their own study of the Ninth Line Lands, *Town of Milton Official Plan Review – Background Study Ninth Line Corridor* (May 2007). The 2007 Town report builds on the 2005 Regional Study and discusses in detail proposals made for a number of specific sites and provides planning opinions on those proposals.

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However, again while the conclusions of this study are of interest, significant changes have occurred since it was completed. In addition, while the Region of Halton Plan left it to the Town to refine the permitted land uses in this area, the Town did not even incorporate into their Official Plan the designations and policies identified in the Region's Study or the results of their own study or any related refinements to the permitted uses. The Town instead designates the Corridor lands in their Official Plan as "Agricultural Area" and "Parkway Belt West" (See Map 4). The applicable zoning categories include "Greenlands "A" (GA) Zone" and "Agricultural 1(A1) Zone" (See Map 5).

2.4 What direction is provided by the Region of Peel Official Plan

With respect to the current status of the Ninth Line Lands, Section 5.10 of the Region of Peel (ROPA 24 OMB Approved) states that:

"On January 1, 2010 the lands between Ninth Line and Highway 407 (the Ninth Line Lands) became part of the City of Mississauga and the Region of Peel. These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and Town of Milton Official Plans apply to these lands. The policies of the Region of Peel Official Plan do not apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan. The Ninth Line Lands are shown on Schedule D, Schedule D3 and Schedule D4 for reference purposes."

In terms of future planning for the Study Area, the Ninth Line Lands: Growing Mississauga study will have to give consideration to a number of relevant directions in the Regional Official Plan. The following are key directions:

- **Municipal Comprehensive Review**

The Ninth Line Lands are not located within the 2031 Regional Urban Boundary (Schedule D Regional Structure). Therefore, if the lands are to be developed for urban uses, the Urban Boundary will have to be expanded. A Municipal Comprehensive Review is required to justify an expansion. Section 7.9.2.12 of the Official Plan establishes the criteria for a Municipal Comprehensive Review as follows:

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“Consider an expansion to the 2031 Urban Boundary, 2021 or 2031 Rural Service Centre boundary only through a Regional Official Plan Amendment which is based on a municipal comprehensive review which demonstrates the following:

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

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

Through the Review, consideration will need to be given to whether areas of the Ninth Line Lands meet the criteria for identification as part of the Regional Greenlands System, recognizing that Schedule A to the Regional Official Plan identifies several areas in the Corridor as “Core Areas outside Peel”. Regardless, the policies of Section 2.5 which encourages restoration of the natural environment must be considered with respect to natural heritage features and functions in the Study Area.
 - **Natural Hazards**

A significant portion of the Ninth Line Lands are in the floodplain. As such they are subject to the natural hazards policies of Section 2.4 of the Regional Official Plan.

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- **Healthy Communities**

Building healthy communities is a significant initiative by the Region and will be a key consideration in the evaluation of proposed land use scenarios for the Ninth Line Lands.

- **Other Policy Directions**

Other policy directions which will need to be taken into consideration include human made hazards (Section 2.4); resources (Chapter 3), transportation recognizing that Derry Road West and Britannia Road West are Regional Arterial Roads(Section 5.9); services (Chapter 6) and crime prevention through environmental design (Section 7.4). In addition, changes proposed through Regional Official Plan Amendment 27 related to Growth Management, Health, Aging and Housing may affect the planning for the Ninth Line Lands.

2.5 What direction is provided by the City of Mississauga Official Plan

The Mississauga Official Plan (MOP) Schedules identify the Ninth Line Lands as “Special Study Area”. Section 11.4 states that:

“Lands west of Ninth Line will be subject to the Town of Milton and Region of Halton Official Plans in effect as of January 1, 2010, until such time as they are incorporated into this Plan.”

The Ninth Line Lands: Growing Mississauga study will have to give consideration to a number of relevant directions in the MOP. In particular, it will have to determine the appropriate land uses to align with the MOP vision and City structure. Key directions include:

- **Mississauga Strategic Plan**

On April 22, 2009, City Council approved a new strategic plan comprised of a Vision Statement and five Strategic Pillars for Change. The Vision Statement depicts what the City will resemble in 40 years:

“Mississauga will inspire the world as a dynamic and beautiful global city for creativity and innovation, with vibrant, safe and connected communities; where

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we celebrate the rich diversity of our cultures, our historic villages, Lake Ontario, and the Credit River Valley. A place where people choose to be.”

The five Strategic Pillars for Change include:

- Developing a Transit Oriented City
- Ensuring Youth, Older Adults and New Immigrants Thrive
- Completing our Neighbourhoods
- Cultivating Creative and Innovative Businesses
- Living Green

The goals, objectives and policies of the MOP “align with the City’s Strategic Plan and focus specifically on the long term land use, growth and development plans for Mississauga.” (Section 4.4 MOP)

- **Official Plan Guiding Principles**

The MOP’s guiding principles and strategic actions provide a framework for the Ninth Line Lands: Growing Mississauga study. The MOP’s key guiding principles for land use (Section 4.4 MOP) include:

- “1. Mississauga will promote development decisions that support the sustainability of our natural heritage system and enhance the quality of life for our present and future generations;
2. Mississauga will protect, enhance and where possible restore distinct natural features, areas and linkages, including their ecological functions, particularly those associated with the Lake Ontario waterfront and the city’s river and valley corridor system;
3. Mississauga will preserve the character, cultural heritage and livability of our communities;
4. Mississauga will maintain and promote a strong and sustainable diversified economy that provides a range of employment opportunities for residents and attracts lasting investment to secure financial stability;
5. Mississauga will provide a range of mobility options (e.g. walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people

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with places through coordinated land use, urban design and transportation planning efforts;

6. Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life;
7. Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness; and,
8. Mississauga will be a city that promotes the participation and collaboration of all sectors including residents, employees, entrepreneurs, government, business, education and non-profit to achieve this vision."

The Guiding Principles are to be implemented through the following strategic actions (Section 4.5 MOP):

- Direct Growth
 - Value the Environment
 - Complete Communities
 - Create a Multi-Modal City
 - Build a Desirable Urban Form
 - Foster a Strong Economy
 - Promote Collaboration
- **Urban System**

Section 5, Direct Growth, establishes the City's Urban System which provides a framework for determining where population and employment growth should be encouraged, and those areas that will remain relatively stable. Through the study a determination will be made of how the Ninth Line Lands fit into the City's Urban System. The Urban System includes:

- Green System which ensures the health of the natural ecosystem;
- City Structure which organizes the City into functional areas including Downtown, Major Nodes, Community Nodes, Corporate Centres, Neighbourhoods, Employment Areas and Special Purpose Areas; and,

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- Corridors which connect the various elements of the city to each other.

The Plan also recognizes Intensification Areas, where the majority of growth will be directed and designated greenfield areas pursuant to the Growth Plan.

- **Value the Environment**

MOP, Section 6 provides detailed direction related to the natural environment. Key policies include those related to the Natural Heritage System and Natural Hazards.

The Natural Heritage System is composed of Significant Natural Areas, Natural Green Spaces, Special Management Areas, Residential Woodlands and Linkages. The exact limits of the System are to be determined through site specific studies and it is to be protected, enhanced, restored and expanded through a range of measures including “regulation of encroachment” into the System.

With respect to Natural Hazards, such lands are generally unsafe, the policy direction is to prohibit development and site alteration in such areas in most cases. Natural Hazard lands include valleylands and floodplains.

Other policies relevant to the Ninth Line Lands: Growing Mississauga study include ensuring sensitive land uses are not permitted adjacent to major transportation corridors unless adverse impacts can be mitigated, and promoting sustainable development practices.

- **Other Policy Directions**

Other policy directions which will need to be taken into consideration include “the creation of complete communities and the implications for public health” (Section 7.1.2); and the creation of a multi-modal transportation system that supports transit and active transportation options as a basis for creating compact, complete communities. The Plan also establishes that “transportation planning will complement environmental planning, land use planning and urban design” (Section 8.1); detailed direction in Section 9 with respect to urban design, and the policies of Section 10 which support economic development.



2.6 Conclusions

The Provincial and current Halton/Milton planning policies, and the general direction provided by the Region of Peel and City planning policies provide a strong and consistent framework for planning the future of the Ninth Line Lands. This framework:

- Recognizes the existing and planned inter-regional transportation network which is a focus for the development of the Ninth Line Lands;
- Directs that future development be supportive of the function of this network particularly with respect to its transit and good-carrying functions;
- Recognizes the importance of the establishment of a natural heritage system as the first step in planning for the future of the Study Area;
- Recognizes the need to limit any development in the natural hazard lands; and,
- Directs that any development on the remaining lands be designed with a compact form, a mix of uses and increased densities, as well as being supportive of transit and active transportation including walkability, and avoiding or mitigating risks to public health and safety and being sustainable; and,
- Promotes the creation of healthy, active communities.

It should be recognized, however, that as a consequence of all the changes that have occurred since the development of the Region of Halton Official Plan policies that the specific directions, while of interest by way of context are not determinative in terms of the conclusions of this current study.



3. Current Influences

3.1 What is this analysis based on?

The Ninth Line Lands: Growing Mississauga study includes detailed technical studies related to transportation, servicing, stormwater management and natural heritage. It also involves a review of other factors which affect development including agriculture, cultural heritage and archaeology. However, significant information is already available about the Ninth Line Lands as a result of a number of a previous studies which also must be taken into consideration including:

- Transitway Corridor Protection Study Highway 407/Parkway Belt West Corridor, December 1998;
- North Sixteen and Ninth Line District – Scoped Subwatershed Study and Ninth Line District Floodplain Mapping, 2004;
- Ninth Line Corridor Protection and Land Use Study, May 2005, Entra Consultants, Macaulay Shiomi Howson Ltd and Brook McIlroy Inc.;
- Town of Milton Official Plan Review – Background Study Ninth Line Corridor, May 2007, Meridian;
- Ninth Line Corridor Lands Compensation Recommendations, September 2009, Hemson Consulting Ltd.;
- Peel Council Report “Water and Sanitary Sewer Servicing and Future Regional Official Plan Amendment for the “Ninth Line Corridor”, May 2010; and,
- Natural Areas Survey – Ninth Line Corridor Study, March 2012, North South Environmental Inc.

Based on this information it is possible to establish current influences related to the Ninth Line Lands which have the potential to affect its ultimate development. These are outlined in Maps 6 – 10, summarized in Map 11 and discussed below.

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The identified influences will continue to be reviewed and revised and/or expanded as more detailed information becomes available through the study process.

3.2 Existing and Planned Transportation Infrastructure

The Ninth Line Lands includes substantive existing and planned transportation infrastructure (see Map 6) which makes it a key link in the Greater Golden Horseshoe's inter-regional transportation network. As a result the site is, and will continue to be, highly accessible for people and goods movement, recognizing that direct access limitations to Regional Roads such as Derry and Britannia and the limitation on connectivity for pedestrians and bicycles caused by the "barrier" effect of Ninth Line will create a constraint to accessibility. The network includes the following major existing facilities:

- Highway 407 with interchanges at 401, Derry and Britannia Roads West;
- Derry Road West and Britannia Road West which are Regional Arterial Roads, as well as Eglinton Avenue West, an arterial road, which cross the Ninth Line Lands in an east/west direction;
- Ninth Line a major north/south arterial road which includes existing on road shared use travel lanes (for both cyclists and motorists) between Britannia and Eglinton; and,
- The St. Lawrence & Hudson Railway (GO Milton Line) with freight and GO service, including the Lisgar GO Station to the east of the Ninth Line Lands at Argentia Road and Tenth Line.

With respect to existing bus service, seven existing routes are operated within the study area by MiWay. The majority of these are coordinated with GO Transit service including the 32 Lisgar GO route which operates between the Lisgar GO Station and Tenth Line West at Trelawny Circle, and the 41/41A Thomas route which operates between the intersection of Ninth Line and Eglinton Avenue West and Streetsville GO Station during rush hours. In addition, the 35 Eglinton route connects the intersection of Ninth Line and Eglinton Avenue West and the Islington TTC Station on the Toronto Bloor-Danforth Subway Line. GO also operates the 27 Milton /North York GO route between Milton and the Finch GO Bus Terminal and the 48 Guelph/York University GO bus route between the University of Guelph and York University.

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This existing transportation network is planned to be significantly expanded in the future by the addition of:

- Highway 407 Transitway, a dedicated rapid transit line which will establish regional transit connections across the Greater Golden Horseshoe, is currently proposed to consist of a corridor of 60 metres with an additional 14 metre standard setback, as well as lands for future transit stations, and associated parking facilities as shown on Map 6. The 407 Transitway is one of the key transportation influences on the Ninth Line Lands. As part of this current Study, the City, Region and MTO have agreed to update the alignment, required right-of-way and hydraulic/stormwater management for the 407 Transitway;
- GTA West Transportation Corridor which is proposed to connect to the existing Highway 401/407 Interchange at the north end of the Ninth Line Lands, recognizing that the final route has not been determined;
- The potential extension of Argentia Road from its existing terminus at Tenth Line across the Ninth Line Lands and into the Town of Milton; and,
- A Primary Boulevard Cycling Route on Ninth Line in accordance with the City's Cycling Master Plan.

With respect to Ninth Line road allowance, an Environmental Assessment was completed for Ninth Line from Derry Road to Highway 401 recommending an ultimate five-lane cross-section from Derry Road West to Highway 401. A multi-use trail is provided on the east side of Ninth Line within the study area and sidewalks are provided on the west side.

The interim design improvements for Ninth Line are a three-lane cross-section north of Derry Road to the rail crossing (construction anticipated 2016/2017). North of the rail line the rural two-lane cross-section will continue until such time the additional property is acquired to obtain the 35 metre right-of-way.

An Environmental Assessment is planned for Ninth Line from Eglinton Avenue to Derry Road, however, there is no timing associated with this Environmental Assessment.



3.3 Water and Waste Water Infrastructure

Peel Region water and wastewater services are currently available in the Ninth Line Lands. There is sufficient water and wastewater capacity and infrastructure to service existing development.

The potential to service any additional development with water and wastewater will have to be evaluated, based on a determination of proposed land use.

3.4 Other Infrastructure

The Hydro/gas line easement corridor north of the rail corridor (see Map 8) is a block of land which may be able to be used for secondary uses in support of adjacent development including uses such as recreation or parking.

However this corridor, in conjunction with the rail corridor to the south, creates a substantial barrier to connectivity in the Ninth Line Lands. In addition, uses adjacent to the gas line easement are subject to additional restrictions and setbacks.

3.5 Ownership

The majority of the lands in the Ninth Line Lands are publicly owned (See Map 7 and Table 2). This includes a substantial number of City owned properties, as well as some lands owned by the Province primarily for the 407 Transitway facility. The City owned properties were acquired from the Province as a landbank in 2002 while the Corridor was still in the Town of Milton. They include approximately 83 hectares (205 acres) of land distributed as follows:

- Sub-area #1 +/-23 hectares (56 acres)
- Sub-area #2 +/- 30 hectares (75 acres)
- Sub-area #3 +/- 30 hectares (75 acres)

The City owned lands include two stormwater management facilities and a heritage property known as the Bussell Farmstead. The remaining lands are vacant. As part of the Future Directions for Parks and Natural Areas and Recreation Master Plan (2009), a review of the City-owned land established the parcels most appropriate for open space and community uses. As part of this needs assessment review, Park-459, while

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currently vacant, is to be developed with active recreational uses and a community centre. Development is planned to proceed under the current Town of Milton Official Plan and Zoning By-law framework. This site is located opposite the terminus of Tacc Drive. (See Map 7)

In addition to recreation uses, the City owned lands may have the potential to accommodate other public or quasi-public uses, including works, fire, education or health facilities.

	Total Area			Parkway Belt and Flood Plain		
	Ha.	Ac.	%	Ha.	Ac.	%
City	83	205	23.7	48	120	17.4
Union Gas/Hydro	20	49	5.7	19	47	6.9
Private Landowners	131	324	37.4	101	249	36.6
Other*	116	287	33.2	108	266	39.1
Total	350	865	100	276	681	100
*Includes land for transportation right-of-way						
Note: Numbers are approximate Source: City of Mississauga Report CD.04.NIN 2011						

While the City owns substantial lands in the Study Area, they are spread throughout the Ninth Line Lands, and separated by Provincially and privately owned properties. As a result, depending on the City's ultimate objectives for their use, the lands may not be ideally located or configured. In addition, they are not central to the City's population and accessibility may be constrained - both direct access from individual sites onto Ninth Line or the east/west arterials, and access to the site by transit or active transportation modes.

Similarly the privately owned lands are also located in relatively small parcels, separated by publicly owned lands. As a result, they also may not be ideally located or configured to allow for development. In addition, they may also have access issues.

3.6 Study Area Existing Land Use

Within the Ninth Line Lands, the majority of the lands are vacant (+/-81 hectares/200 acres) or are used for very low intensity uses. Many of these lands are currently

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proposed for consideration as part of the expansion of the Natural Heritage System, including woodlot areas. However, the area also has potential for intensification.

The primary uses are approximately 20 single detached dwellings on large lots, the majority of which are located in the southern part of the Study Area, north of Eglinton Avenue West. In addition there are a few commercial uses (e.g. animal hospital, landscaping/garden centre, trailer storage) and one place of religious assembly (St. Peter's Mission Church). The most substantive use is found south of Derry Road West, and comprises the Enbridge/Union Gas/TransCanada Joint Operating Facility which is a natural gas transmission and distribution pumping station (See Map 8).

Consideration will have to be given to matters such as compatibility and connectivity with respect to existing uses where the owners choose not to redevelop. In particular, where any agricultural uses remain, and with respect to the Joint Operating Facility, the need for separation distances will be a consideration.

3.7 Existing Land Use East and West Of Ninth Line Lands

3.7.1 Land Use East of Ninth Line

The lands east of Ninth Line between the Gas line/Hydro Corridor/rail corridor and Eglinton Avenue West are largely built out. These residential communities include low and medium density residential uses as well as a range of public service facilities (e.g. schools), parks and open space and commercial development. These facilities would be accessible to development west of Ninth Line (See Map 8).

To the north of the Gas Line/Hydro Corridor/rail corridor, the lands are largely vacant with the exception of the Gary Morden Fire Training Facility. The remaining lands are planned for Parkway Belt West and Business Employment uses. Similarly, to the south of Eglinton the lands are vacant, but planned for Mixed Use and Business Employment uses (See Map 8).

For the area between the Gas Line/Hydro Corridor/rail corridor and Eglinton Avenue West, the Ninth Line as a major arterial road creates somewhat of a buffer. However, consideration must still be given with respect to any development in the Study Area to the relationship with the residential community to the east of Ninth Line. Factors that must be considered are compatibility with respect to possible impacts (e.g. shadows).

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In addition, consideration must be given to the integration of any new development in the Ninth Line Lands with the existing residential community.

To the north and south, where employment uses are proposed to the east, the potential for such development will need to be considered with respect to the options for development in the Ninth Line Lands.

3.7.2 Land Use West of Highway 407

The lands to the west of Highway 407 are in the Town of Milton. Currently this area is rural, including agricultural uses.

3.8 Cultural Heritage Features

One property in the study area has been designated under the *Heritage Act*. This property is located north of the Hydro Corridor/Gas line. It contains a house built by James Bussell in 1865.

In addition to the Bussell property, nine other properties of interest throughout the Ninth Line Lands and in its immediate vicinity have been listed with respect to cultural heritage as identified on Map 9. However, there is insufficient heritage information to guide the overall formulation of developable land assumptions or to recommend the best use of the Bussell property. Table 3 provides a brief summary of the listed and designated heritage sites located within or in close proximity to the Ninth Line Lands.

Street No.	Legal Description	Name	Description	Listed or Registered
5104	Con 9 NS Pt Lt 1	O'Hara House	1848 red brick 1 ½ storey Georgian House with medium gable roof. An extension was built on the rear.	Listed
5768	Con 9 NS Pt Lt 5		No information.	Listed

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Table 3: Listed and Designated Heritage Resources on Ninth Line				
Street No.	Legal Description	Name	Description	Listed or Registered
6056	Con 9 NS Pt Lt 6	St. Peters Church	Circa 1850 Catholic Church was called Holy Rosary. Red brick Gothic Revival with little ornamentation. Land was purchased in 1840.	Listed
6136	Con 9 NS Pt Lt 6		Circa 1900 barn made of vertical wooden planks with a stone foundation. The roof is a medium gable. The barn was partially demolished in September 2011. The stone foundation walls remain.	Listed
6432	Con 9 NS PT Lt 8		Gothic Revival style house	Listed
6588	Con 9 NS Pt Lt 9	Hamilton House	Demolished (Edwardian style farmhouse)	Listed
6671	L 6 Plan M-1929	Cordingley House	1884 Gothic Revival 1 ½ storey clapboard is T-shaped in plan with an accretion to the south rear believed by the owners to be the original building of board and batten. The gabled roof is covered with corrugated metal. The cornice is plain boxed, with end gable cornice returns. Two chimneys, stone foundation. Front facade has two, two-over-two paned, double-hung sash windows. The sash is segmental. In the centre-front west gable there is a round headed window which opens out	Protected by publication of a notice of intent to designate

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Table 3: Listed and Designated Heritage Resources on Ninth Line				
Street No.	Legal Description	Name	Description	Listed or Registered
			onto a small balcony with turned balusters. The centre gable is trimmed with vergeboard on apex. The front entrance has a double leafed wooden door with textured glazing in the top half. The door is trimmed with gingerbread. The rear extension has an open verandah with a heavy pierced trelliage with brackets. A bell tower and bell is centrally located on top of the roof.	
7020	Con 9 NS Pt Lt 11	School House	Demolished	Listed
7044	Con 9 NS Pt Lt 11		Gothic Revival house	Listed
7430	Con 9 NS Pt Lt 13	Bussell House	1865 Historically and architecturally significant. Good surviving representative example of a grand early settlement residence. Constructed by one of the earliest settler families to Trafalgar who played an active and prominent role in agriculture in the community	Designated

An initial assessment of archaeological potential has also been carried out as part of this Study. It indicates that there are very limited sections of the Ninth Line Lands which have been assessed in detail, although there are significant areas which have high

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archaeological potential. Given the lack of assessment there is insufficient information to guide the overall formulation of developable land assumptions within the Study Area.

3.9 Scoped Subwatershed Study

A Scoped Subwatershed Study is being prepared as part of the study of the Ninth Line Lands. The Draft Phase 1: Characterization of the Scoped Subwatershed Study is completed, which outlines key information related to natural hazards and natural heritage is outlined below. These findings will be expanded on in Phase 2 of the Scoped Subwatershed Study building upon the characterization and associated land use planning for this area.

3.9.1 Natural Hazards

Approximately 80% of the Ninth Line Lands are located within the Sixteen Mile Creek watershed which is under the jurisdiction of Conservation Halton. The remainder of the Study Area is part of the Sawmill Creek watershed which is under the jurisdiction of the Credit Valley Conservation Authority.

Floodplain mapping was prepared in 2004 as part of the North Sixteen District 'Scoped' Subwatershed Study and Ninth Line District Floodplain Mapping. The mapping identified significant areas of the Study Area as being within the floodplain of Sixteen Mile Creek. These areas are identified on Map 11, together with the Conservation Halton (HRCA) Regulation Limit.

The establishment of the floodline makes it clear where development will be limited because of natural hazards. However, the precise boundary and limitations is being confirmed through the Ninth Line Lands Study, which has involved a fulsome update to lands with flood hazards as part of the characterization phase of the Scoped Subwatershed Study. This information will be further coordinated with the land use planning of the Ninth Line Lands to identify opportunities for strategic watercourse realignment to better integrate the watercourse and future stormwater management system with the future land use in the corridor.

Within any such area, there will be some potential for the location of trails and other passive recreation uses. However, development within the floodplain is generally prohibited. Alteration of the floodplain and Regulatory Limit may be permitted, subject

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to addressing technical requirements of Conservation Halton and the Ministry of Natural Resources and Forestry, with approval from Conservation Halton. These opportunities are being investigated as part of the Scoped Subwatershed Study, and will build upon the characterization and associated land use planning for this area.

Concurrently, the Study Team is working with the Ministry of Transportation, the Region, and the City on the functional planning of the Transitway. Due to its proposed alignment which is to parallel Highway 407, it has a significant potential to affect drainage in the Ninth Line Lands, including watercourse alignments, floodplain geometry, and stormwater management planning. Through the integration of the assessment with the Transitway, with the Scoped Subwatershed Study and the Secondary Plan, the City and its partners will be able to better and more confidently plan future land uses and infrastructure in the Ninth Line Lands.

3.9.2 Natural Heritage System

Comprehensive field work and analysis to identify the natural features and functions present in the Study Area was carried out by North-South Environmental Inc. for the City in March 2012. Through this work, Candidate Natural Areas were identified as illustrated on Map 11. The majority of these are located within the identified floodplain. The features and floodplain lands together allow for the creation of a strong natural heritage system in the Corridor which will allow for the enhancement of the existing environmental resources. The 2014 Natural Heritage and Urban Forest Strategy (endorsed in principle by City Council) included the candidate Natural Areas within the Ninth Line Lands as proposed areas of expansion for Mississauga's Natural Heritage System. The Natural Heritage features within the Ninth Line Lands have been further assessed as part of Phase 1: Characterization of the Scoped Subwatershed Study. From this knowledge base, complemented with input from the City, Conservation Halton, and others, a Natural Heritage System will be established and integrated with the future land use and stormwater/watercourse management system for the area.

3.10 Conclusions

Based on available information, current influences on future development in the Ninth Line Lands are summarized in Table 4 and Map 11.

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Table 4 Current Influences	
Planning Consideration	Current Influences
Natural Hazards	<ul style="list-style-type: none"> Floodline limits for Sixteen Mile Creek are well-documented and have been subject to a fulsome update as part of the characterization phase of the Scoped Subwatershed Study. This information will be further coordinated with the land use planning for the Ninth Line Lands, including functional planning for the 407 Transitway, to identify opportunities for strategic watercourse realignment to better integrate the watercourse and future stormwater management system with the future land use in the Study Area. This substantial area provides potential for passive recreation.
Natural Heritage System	<ul style="list-style-type: none"> Majority of candidate natural features located in floodplain and together form the basis for the creation of a strong natural heritage system. Development in any confirmed natural features (not including woodlots) and buffers generally prohibited.
Cultural Heritage Features	<ul style="list-style-type: none"> Bussell property is designated and being studied for adaptive reuse. 6 other sites of interest identified. Development of cultural heritage sites and adjacent lands restricted. Development of any archaeological sites which may be identified is restricted.
Transportation Infrastructure	<ul style="list-style-type: none"> Highly accessible for people and goods movement. New development design must minimize negative impacts. Timing and area affected by 407 Transitway uncertain. Timing and area affected by GTA West Corridor uncertain. Access to arterials restricted. Ninth Line is a barrier to connectivity to the east. Arterials, 407 ramps and rail corridor barriers to connectivity within the Ninth Line Lands. Active transportation and transit facilities require significant expansion as basis for any development.

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Table 4 Current Influences	
Planning Consideration	Current Influences
Water and Waste Water Infrastructure	<ul style="list-style-type: none"> • Capacity for existing development. • Potential to service additional development unknown.
Hydro/Gas Line Easement Corridor	<ul style="list-style-type: none"> • Creates a substantial barrier to connectivity within the Ninth Line Lands.
Ownership	<ul style="list-style-type: none"> • City owns +/-83 ha (205 ac). • The majority of these lands are vacant and have potential for recreation and other public uses. One park already planned. • City owned lands are spread throughout the Study Area. Only Park 459 has been identified to be planned as a future park, based on Future Directions, 2009 . • Private lands are interspersed throughout the land area, in between City and Provincially owned lands.
Study Area Existing Land Use	<ul style="list-style-type: none"> • Majority of lands are vacant or used for low intensity uses.
Existing Land Use East of Ninth Line	<ul style="list-style-type: none"> • Residential community between rail corridor and Eglinton has full range of public service facilities accessible to the Ninth Line Lands. • North of the rail corridor and south of Eglinton lands planned for employment uses. • Compatibility with existing residential community and planned employment uses will need to be considered, as well as integration with the community.



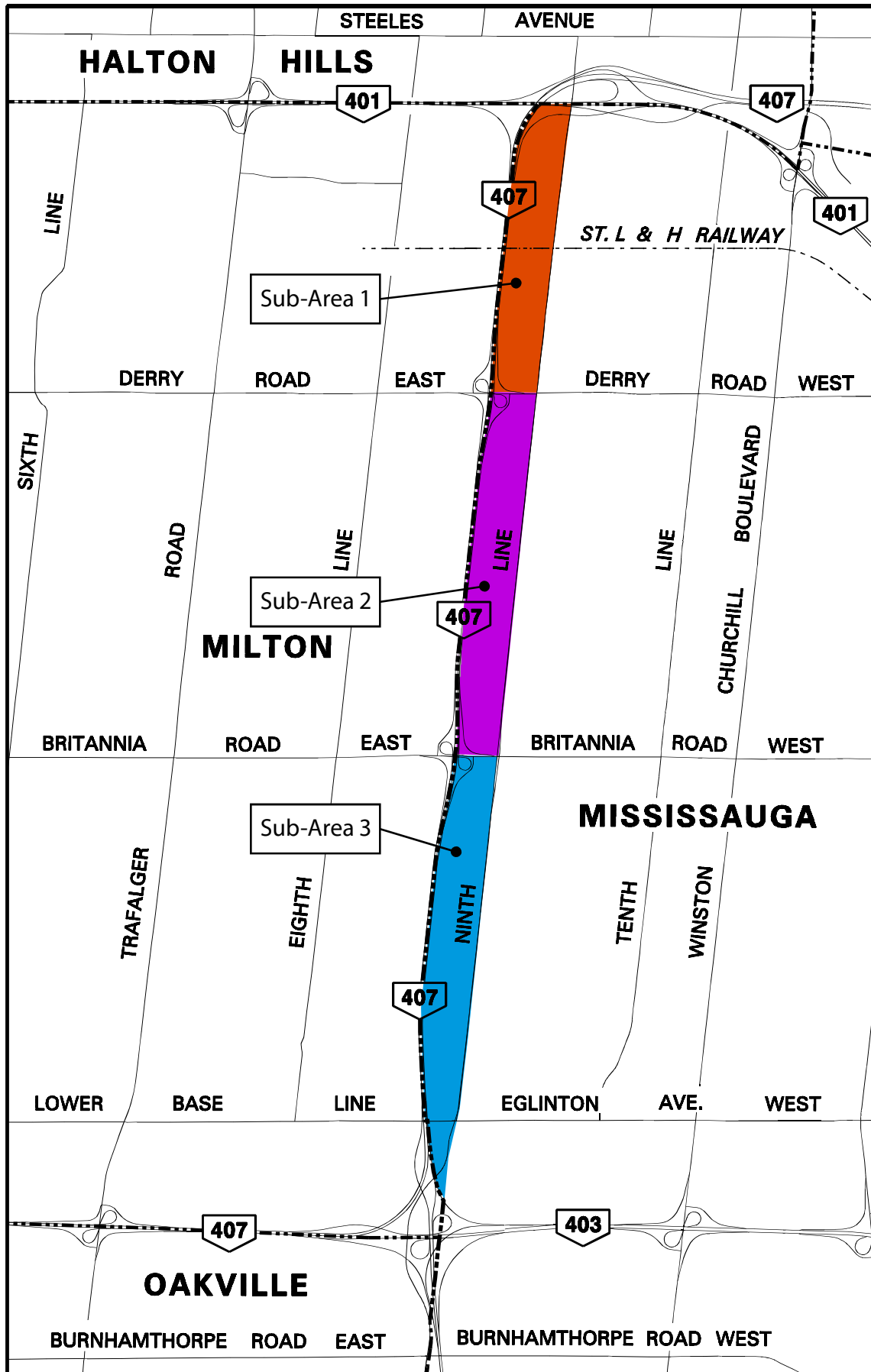
4. Conclusions

This analysis has confirmed that the lack of a current planning framework for the Ninth Line Lands in relation to the Region of Peel and the City of Mississauga, and the significance of the area from a transportation perspective, makes it essential to provide direction with respect to the future development of this area.

The Provincial, current Halton/Milton planning policies, and Region of Peel and City planning policies provide a strong and consistent framework for planning the future of the Ninth Line Lands. This framework recognizes the existing and planned transportation network, the importance of the establishment of a natural heritage system and the need to limit development in natural hazard lands, as well as providing direction related to the form of development.

Implementation of this policy framework would be considered in planning for future development of the Ninth Line Lands in conjunction with the preliminary identified influences on development including natural hazards, natural heritage, transportation, ownership and existing land use. However, given the extensive changes which have occurred since previous studies of this area were undertaken, the findings and recommendations, while of interest by way of context, are not determinative in terms of the conclusions of the current study for this area.

MAP 1- Study Area Context

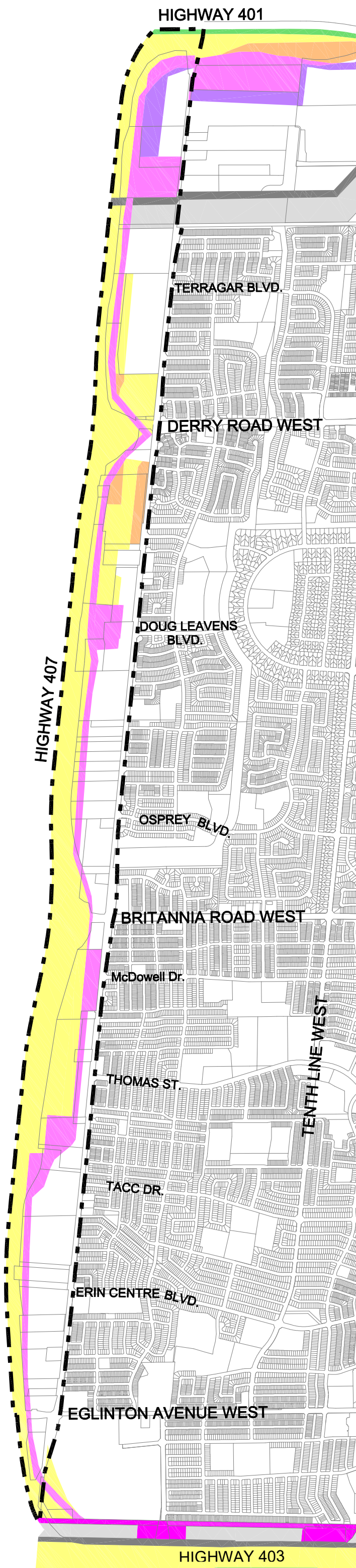


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Map 2

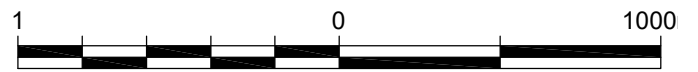
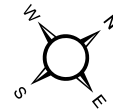
Parkway Belt West Plan Designations



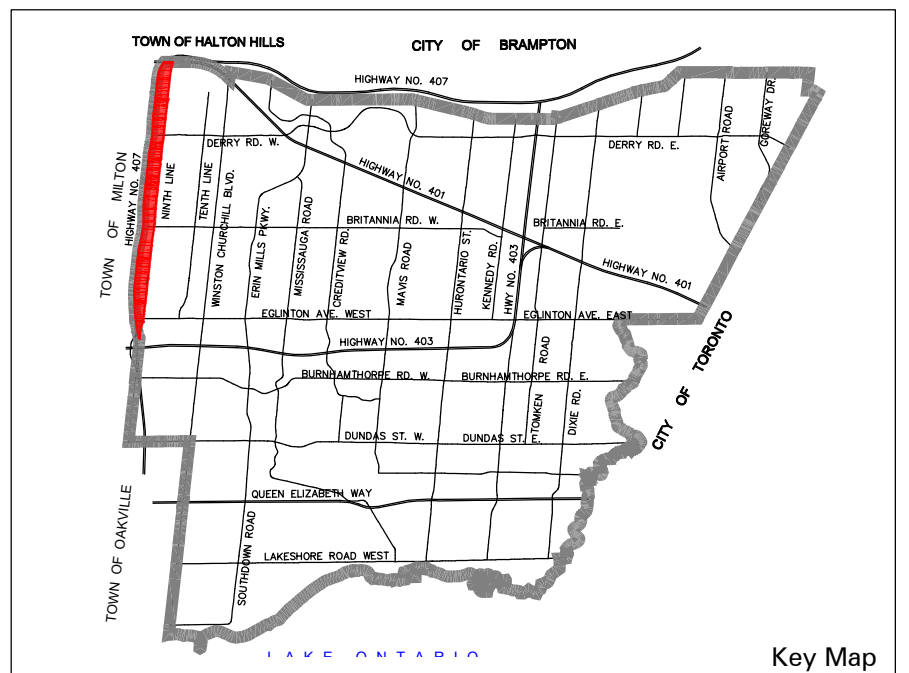
--- Study Boundary

Parkway Belt West Plan Designations

-  Electric Power Facility Public Use Area
-  General Complementary Use Area
-  Inter-Urban Transit - Public Use Area
-  Inter-Urban Transit 2
-  Inter-Urban Transit 3
-  Public Open Space and Buffer Area
-  Road - Public Use Area
-  Utility - Public Use Area



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Key Map

Ninth Line Lands
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


Map 3

Region of Halton Official Plan Amendment No. 28 Regional Structure

 Study Boundary

Regional Structure

THE URBAN SYSTEM

-  Urban Area
-  Node
-  Parkway Belt Corridor

THE RURAL SYSTEM

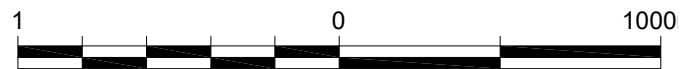
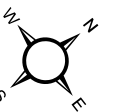
-  Escarpment Protection Area
-  Escarpment Rural Area
-  Agricultural Rural Area
-  Hamlet
-  Mineral Resource Extraction Area
-  Halton Waste Management Site

THE GREENLANDS SYSTEM

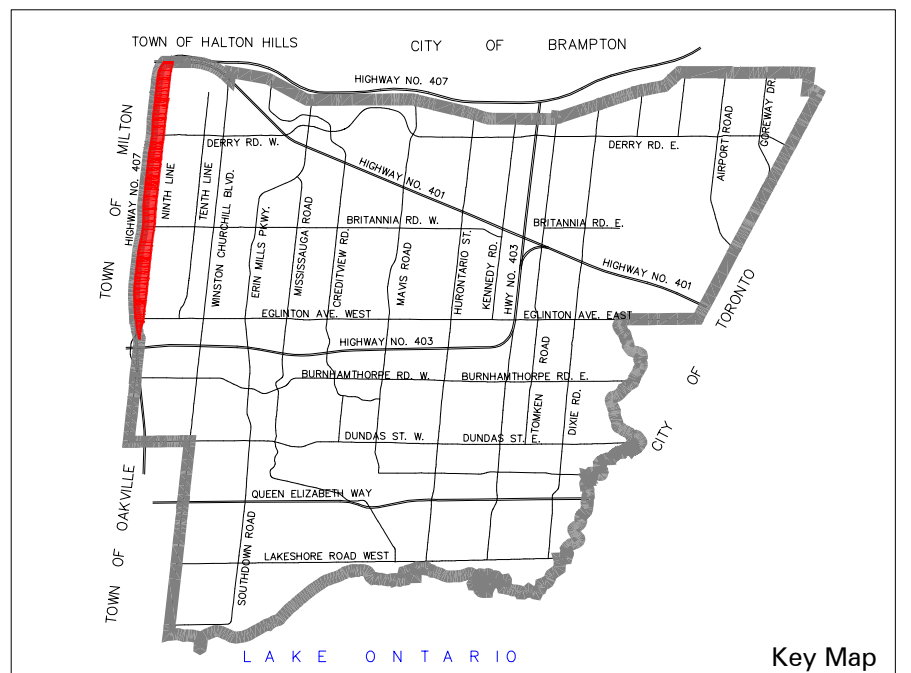
-  Environmentally Sensitive Areas
-  Escarpment Natural Area
-  Greenlands A
-  Greenlands B
-  Regional Waterfront Parks

OTHER AREAS

-  Niagara Escarpment Plan
-  Parkway Belt West Plan
-  Parkway Belt Special Study Area
-  Milton West Special Study Area
-  North Aldershot Policy Area
-  Area Eligible for Urban Servicing
-  Ninth Line Corridor Policy Area



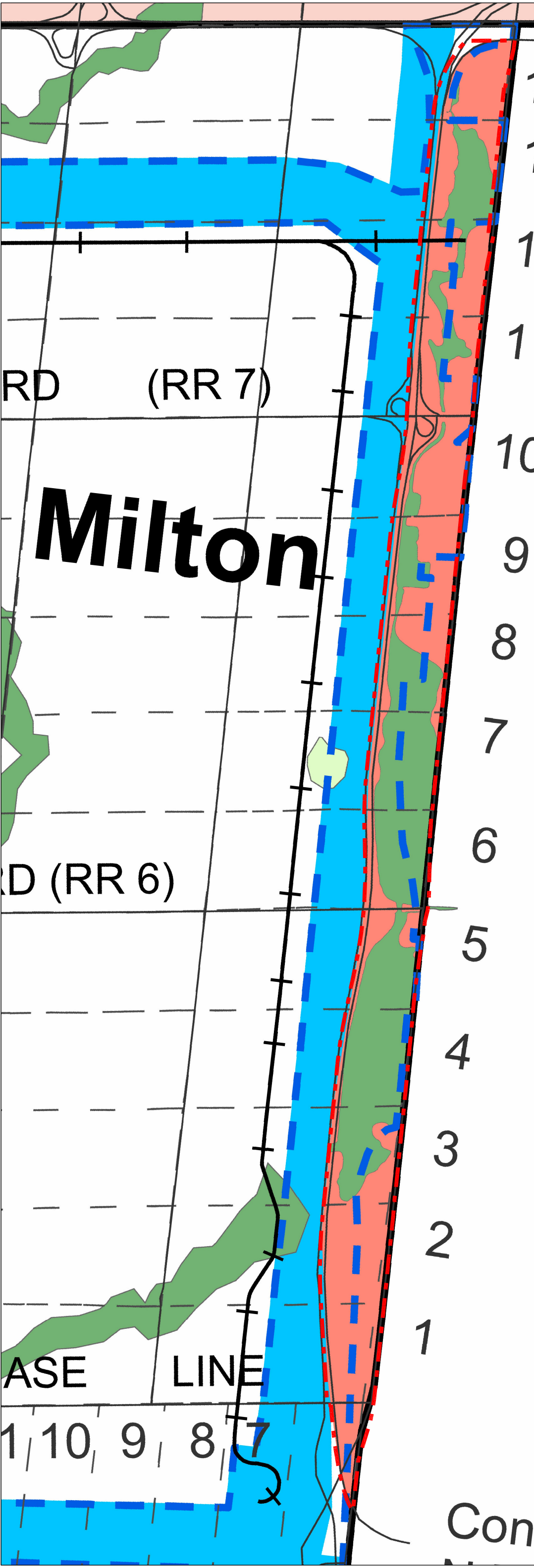
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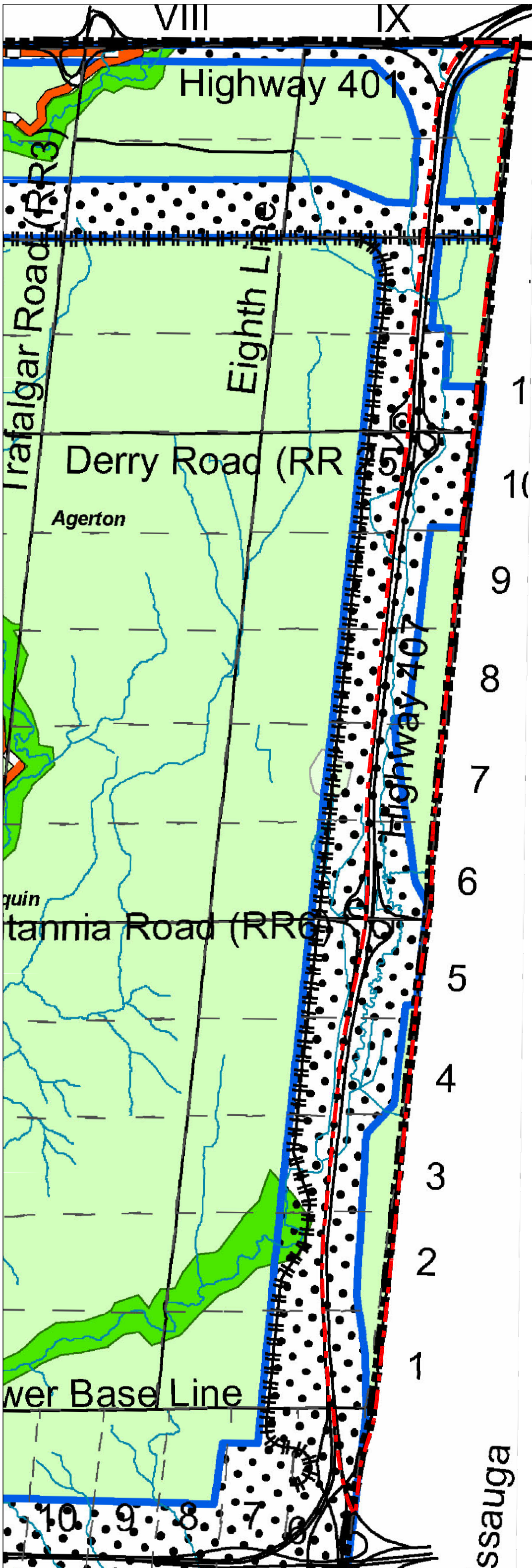


Key Map



Ninth Line Lands
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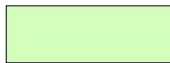


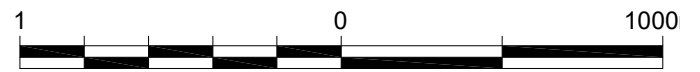
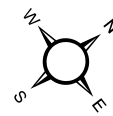
Map 4

Town of Milton Official Plan Land Use Designations (2010)

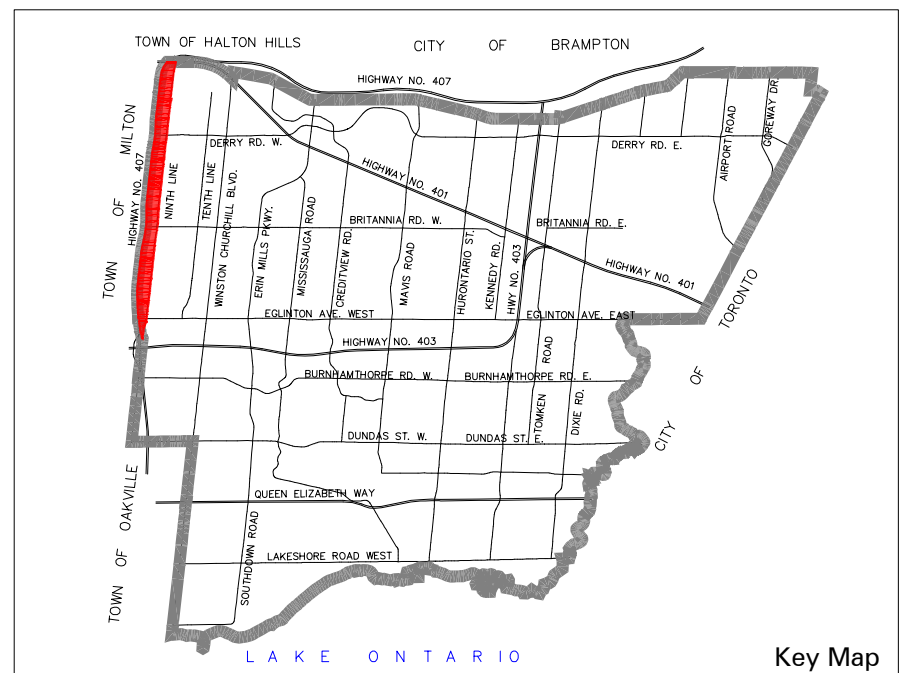
--- Study Boundary

The Town of Milton Official Plan Designations

-  Parkway Belt West Plan Area
-  Agricultural Area



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Ninth Line Lands
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Map 5

Town of Milton Zoning (2010)



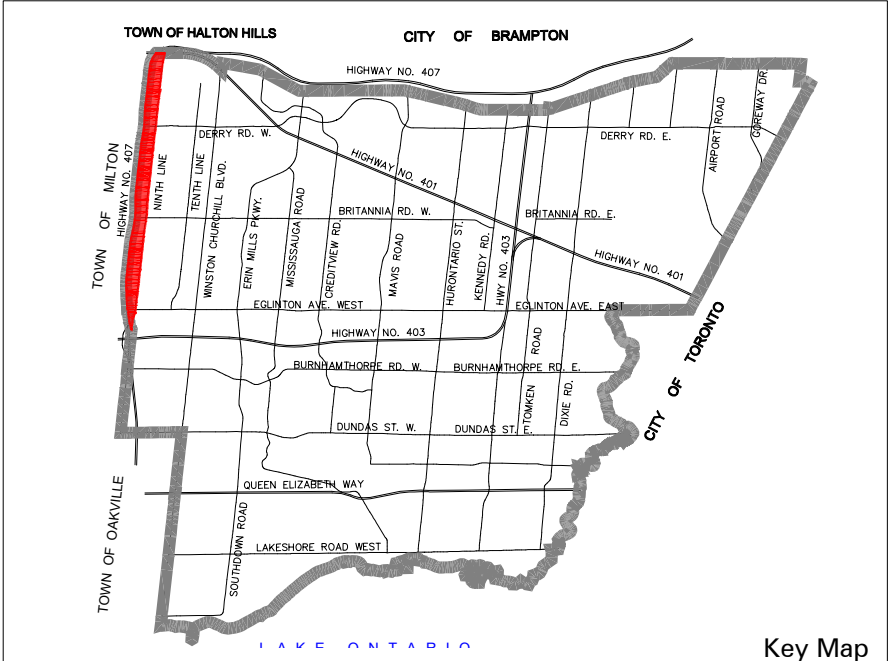
--- Study Boundary

Town of Milton Zoning By-Law 144-2003

- A1 - Agricultural
- GA - Greenlands A



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Key Map



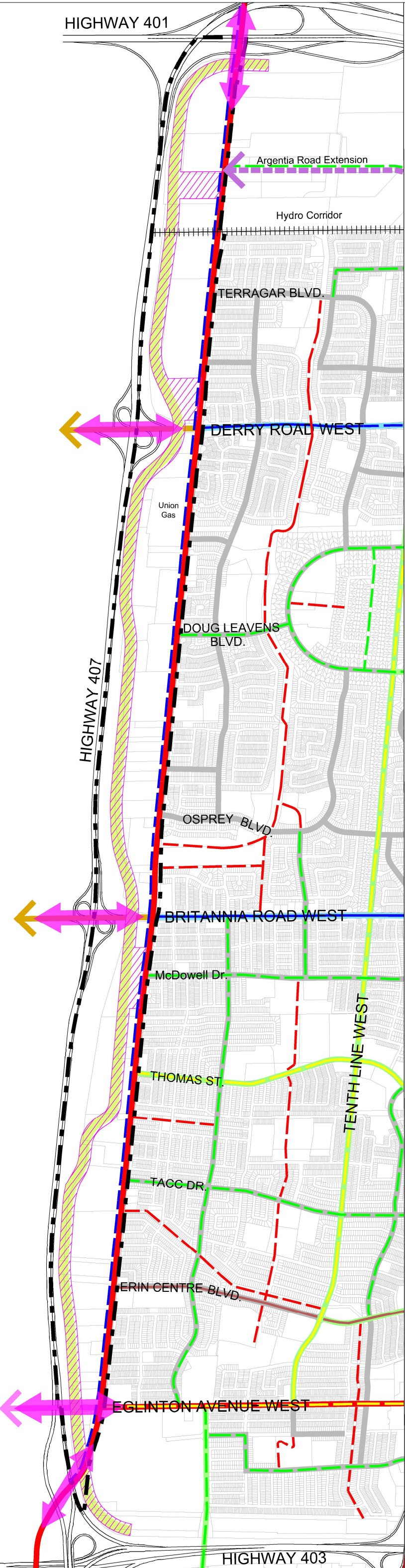




Ninth Line Lands

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Map 6 Existing & Planned Transportation Infrastructure



--- Study Boundary

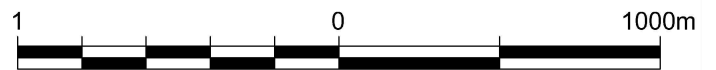
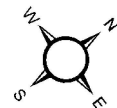
Existing Transportation Classification

- | | | | |
|--|---------------------------------|--|---------------------------------|
| | Provincial Highway | | Railway |
| | Regional Arterial | | Primary Boulevard Cycling Route |
| | Major Arterial (Town of Milton) | | On-Road Cycling Routes |
| | Arterial | | Off-Road Multi-Use Trails |
| | Major Collector | | |
| | Collector (Town of Milton) | | |
| | Minor Collector | | |

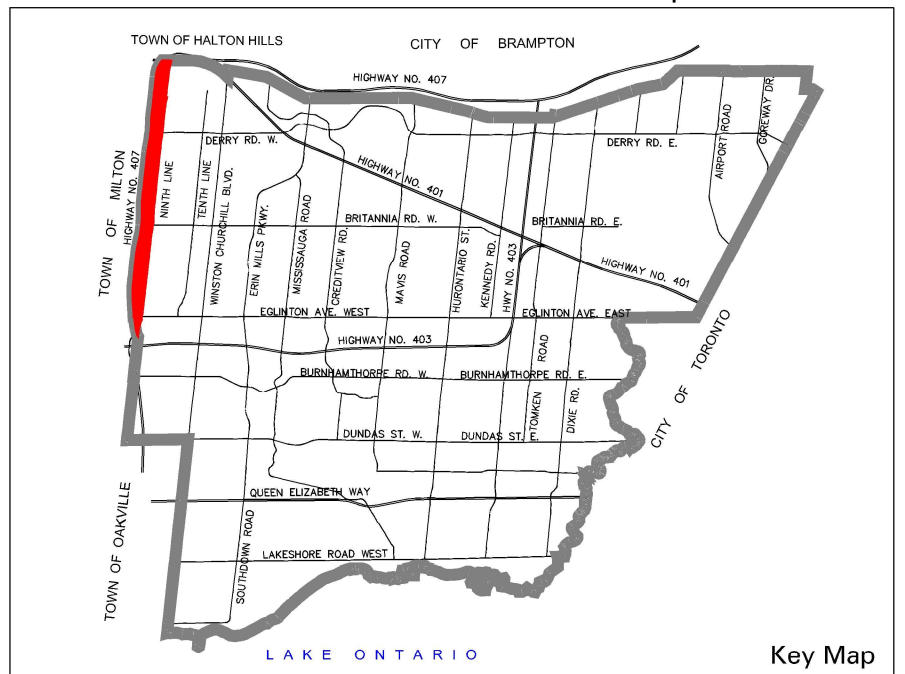
Planned Transportation Infrastructure

- Future Road Link to be added
- 407 Transitway 60m Right-of-Way *
- 407 Transitway 74m Right-of-Way * (includes 14m setback)
- Proposed Primary On-Road Cycling Routes
- Proposed Primary Boulevard Cycling Routes
- Proposed Secondary Cycling Routes
- Proposed Municipal Connections

* Note: Alignment, ROW and station locations to be revised and updated through 407 transitway assessment



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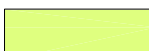


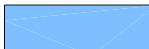
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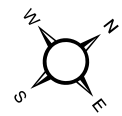
HIGHWAY 407

HIGHWAY 403

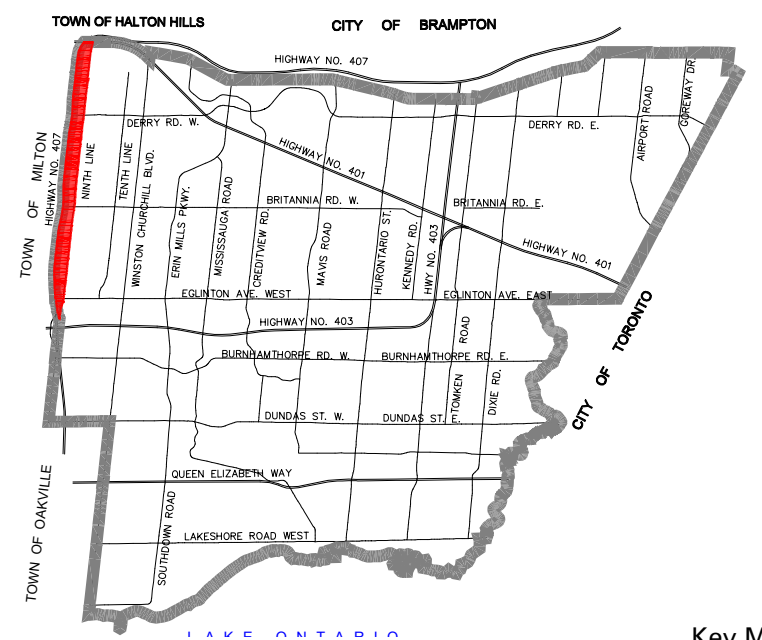
HIGHWAY 403

Map 7 Ownership

-  Study Boundary
-  City of Mississauga Owned Properties
-  Province of Ontario
-  Other Public Agencies
-  Privately Owned Lands



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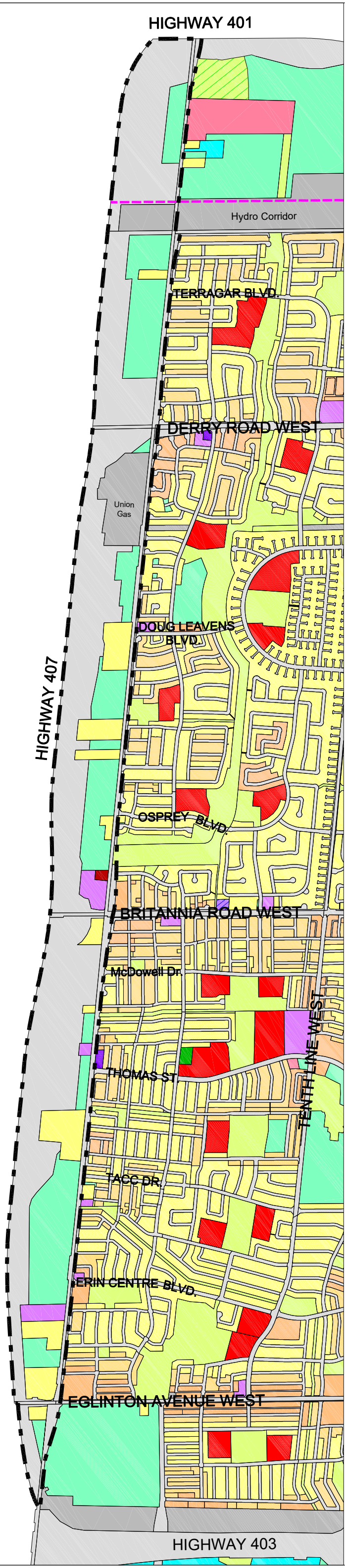
Key Map



Ninth Line Lands Growing Mississauga




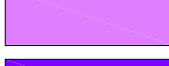
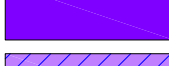


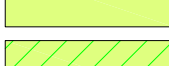










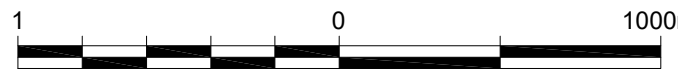
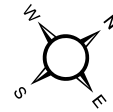
Map 8 Existing Land Use



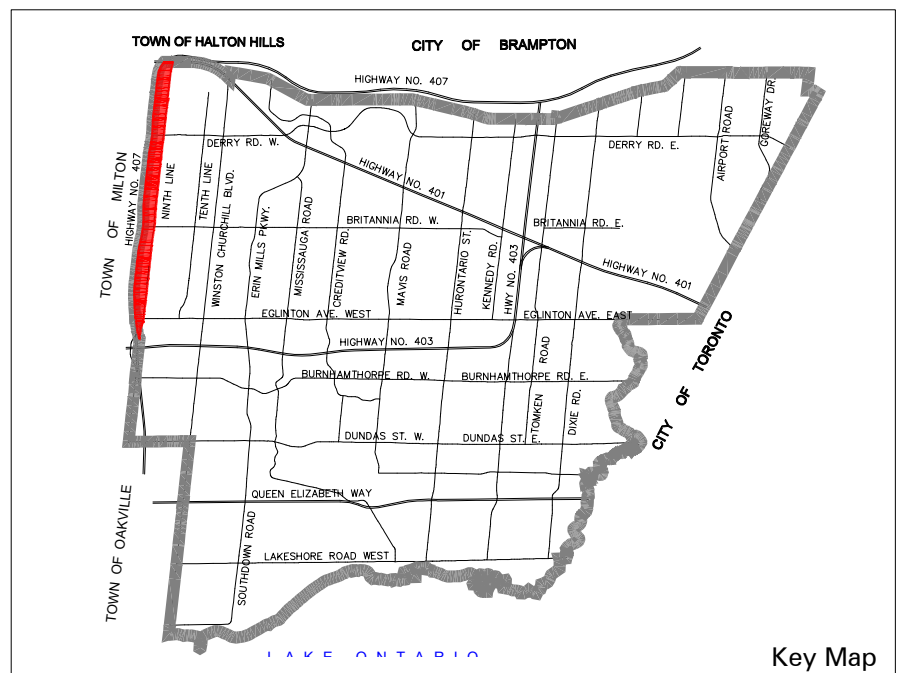
--- Study Boundary

Land Use

-  Residential Detached
-  Residential Semi-Detached
-  Residential Row Dwellings
-  General Retail Commercial
-  Automotive Service Commercial
-  Office
-  Industrial General
-  Open Space/Greenbelt
-  Recreational Open Space
-  Community/Cultural
-  Places of Religious Assembly
-  Public/Institutional
-  School
-  Transportation Right-of-Way
-  Utilities/Public Works
-  Vacant
- Utility Easement



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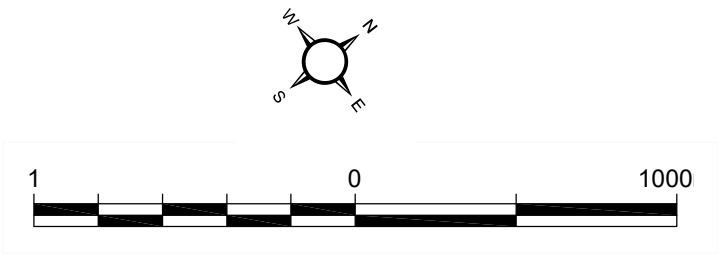
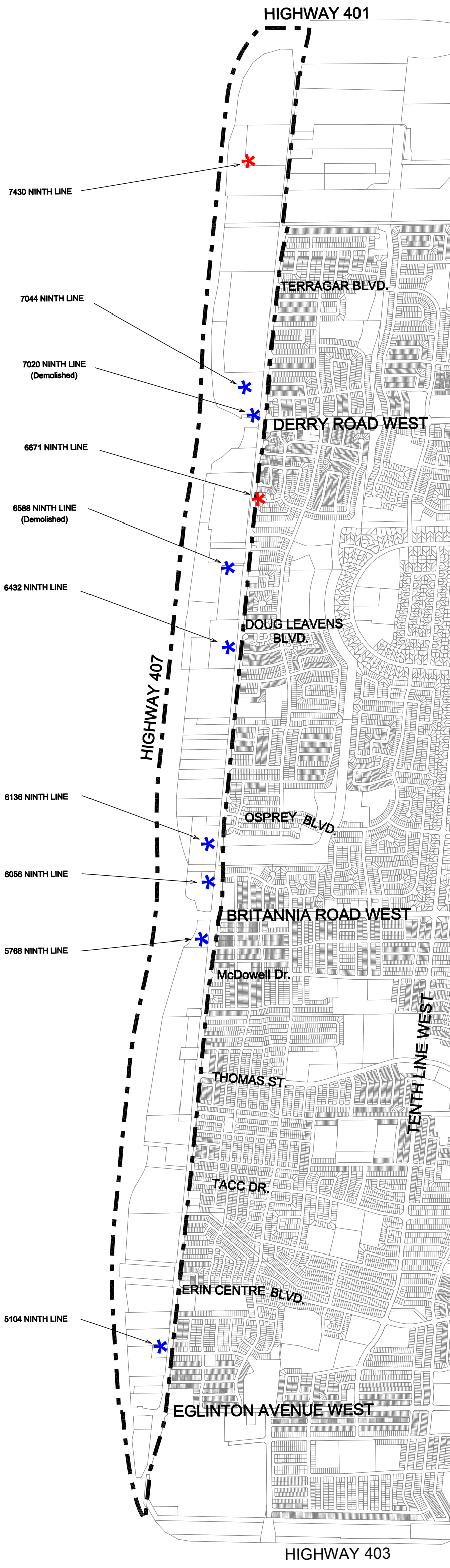
Key Map



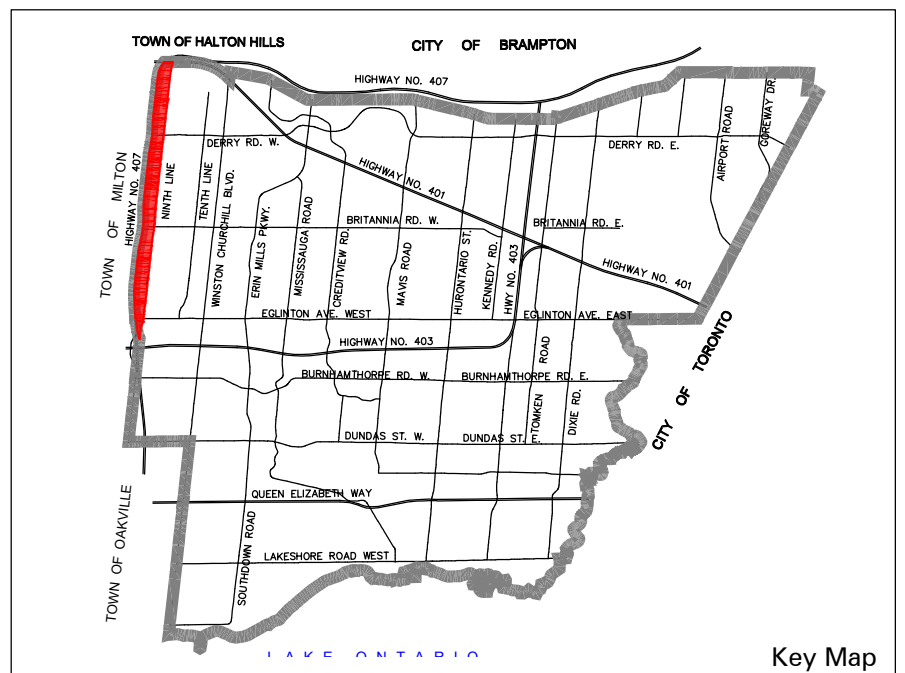
Ninth Line Lands
Growing Mississauga

Map 9

Cultural Heritage Features



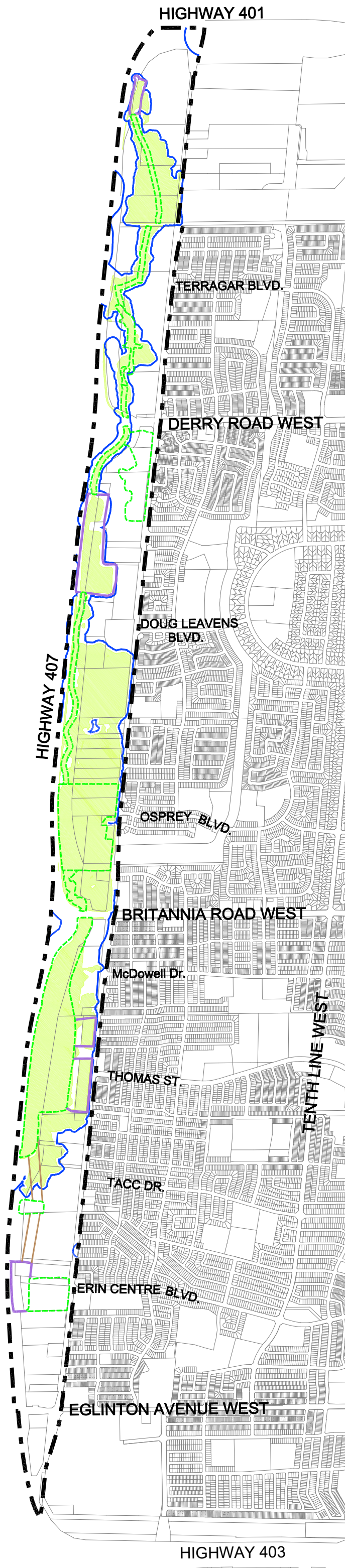
Date: September 2015



Ninth Line Lands
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Map 10

Natural Hazards & Environmental Features



--- Study Boundary

Natural Hazards

— HRC Regulatory Limit

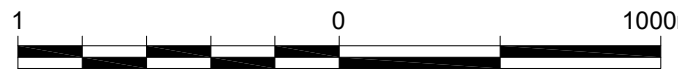
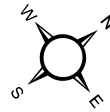
█ Floodplain

Environmental Designations & Features

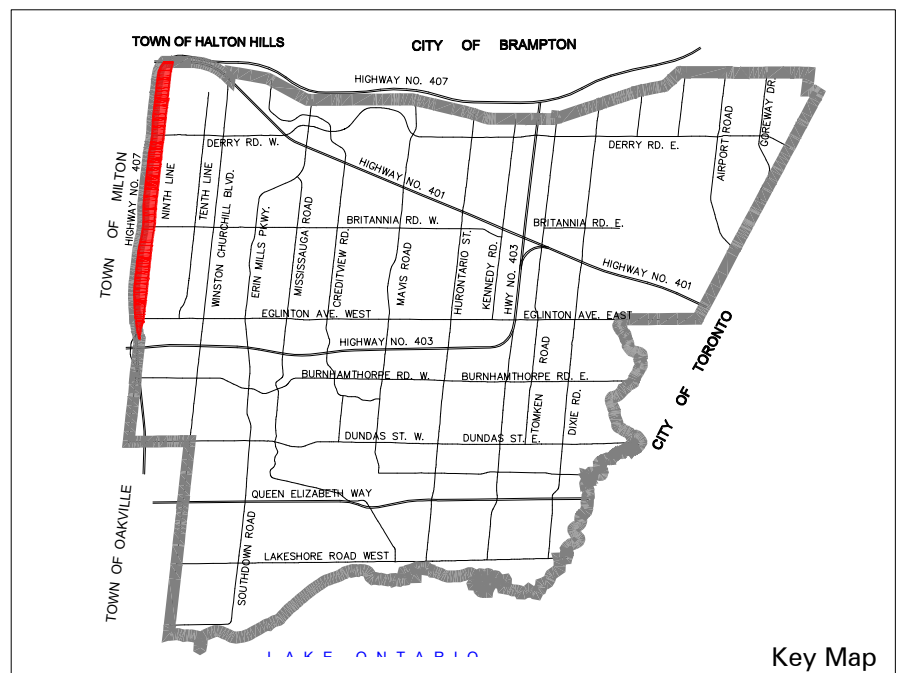
--- Candidate Natural Area

— Candidate Special Management Area

— Candidate Linkage



Date: September 2015



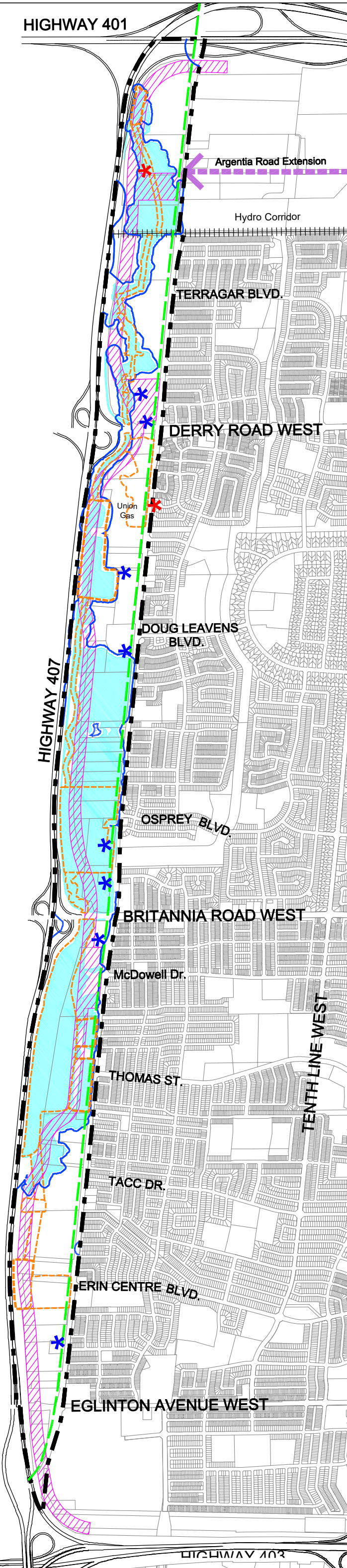
Key Map



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HIGHWAY 401

HIGHWAY 407



Map 11

Current Influences

--- Study Boundary

Natural Hazards

— HRC Regulatory Limit

█ Floodplain

Environmental Features

--- Candidate Natural Areas

Heritage Classification

* Designated

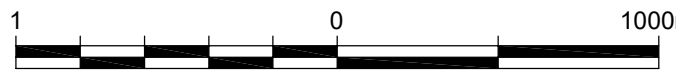
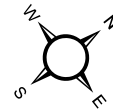
* Listed

Planned Transportation Infrastructure

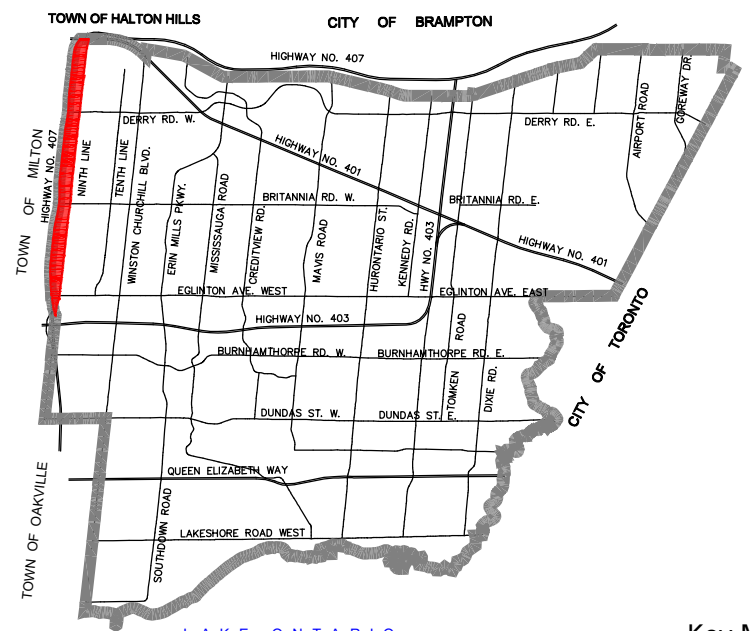
--- Future Road Link to be added

█ 407 Transitway 74m Right-of-Way (includes 14m setback)

--- Primary Boulevard Cycling Route



Date: September 2015



Key Map



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Appendix A

Planning Policy Review

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A.1 Introduction

The Ninth Line Lands are subject to a number of Provincial planning policy documents with which any planning framework for the Study Area must conform. These include:

- The Parkway Belt West Plan;
- Provincial Policy Statement, 2014; and,
- Places to Grow, Growth Plan for the Greater Golden Horseshoe (Growth Plan).

Consideration also needs to be given to the Region of Halton and Town of Milton Official Plans, both of which include policy direction for this area. Finally, the policies of the Region of Peel and City of Mississauga Official Plans, while not providing specific policy direction for the Lands, establish general directions which are applicable.

In addition to this policy framework, there are a number of City plans which provide direction with respect to specific areas of interest including the City's 2009 Future Directions Master Plan for Parks and Natural Areas and the Master Plan for Recreation; Living Green Master Plan, 2012; and the Transportation Master Plan. While not reviewed in the following section, the Study process will have regard to these documents as required.

This analysis reviews the general applicability of the Provincial plans, followed by a discussion of the policies relevant to the Ninth Line Lands Study Area. It then reviews the applicability of the Official Plans for the Region of Halton, Town of Milton, Region of Peel and the City, and their relevant policies. It concludes by summarizing key relevant policy directions.

A.2 Provincial Plans

A.2.1 Provincial Plan Applicability

The Region and the City are required to exercise any authority that affects a planning matter as follows with respect to the Parkway Belt West Plan; the Provincial Policy Statement, 2014; and the Places to Growth Plan for the Greater Golden Horseshoe (Growth Plan):

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Parkway Belt West Plan

The Parkway Belt West Plan was prepared under the provisions of the *Parkway Belt Planning and Development Act, 1973* (now the *Ontario Planning and Development Act, 1994*). In accordance with Section 5.1.2 of the Parkway Belt West Plan, official plans and zoning by-laws are required to conform with the Plan. In addition, a municipality is not permitted to “carry out any undertaking that conflicts with the Plan, and no by-law shall be passed for any purpose that is in conflict with the Plan.” (Section 5.1.3) The Parkway Belt West Plan was implemented in 1978, and over 100 amendments to the Plan have been approved. Amendment 91 deleted 127 hectares (314 acres) of land in the Study Area from this portion of the Parkway Belt West Plan as the lands were no longer required for public uses. A version of the Plan consolidated to 2008 is available. In addition, the City has prepared mapping which illustrates the most current designations applicable to the Study Area (See Map 2).

Provincial Policy Statement, 2014 (PPS)

The PPS is issued under the authority of Section 3 of the *Planning Act*. Section 3 of the Act requires that decisions affecting planning matters “shall be consistent with” policy statements under the Act. The PPS 2014 replaces the PPS 2005. The PPS 2014 came into effect on April 30, 2014 and “applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after April 30, 2014.” There are no transition provisions so that the policies of the PPS are applicable to all planning decisions regardless of their status as of that date. It should also be noted that Section 4.4 of the PPS 2014 establishes that the PPS is to be read in its entirety and all relevant policies are to be applied to each situation. The PPS provides policy direction but does not include specific land use designations.

Growth Plan

The Growth Plan sets out a vision and policies for the Greater Golden Horseshoe. It is intended to inform decision-making with respect to growth management in the Greater Golden Horseshoe. It was prepared under the authority of the *Places to Grow Act, 2005* and applies to all decisions on matters, proceedings or applications made under the *Planning Act* and the *Condominium Act, 1998*. The Plan is to be read in conjunction with the PPS, as well as other relevant Provincial plans. However, as provided in the

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Places to Grow Act, 2005, the Growth Plan “prevails where there is a conflict between” the Plan and the PPS. “The only exception is where the conflict is between policies relating to the natural environment or human health. In that case, the direction that provides more protection to the natural environment or human health prevails.” It should also be noted that Section 5.4.1.1 of the Growth Plan establishes that the Plan is to be read in its entirety and all relevant policies are to be applied to each situation.

The Growth Plan identifies built-up areas, which are developed areas as of June 16, 2006. The Ninth Line Lands are not within Mississauga’s built boundary, nor are they identified as a designated greenfield area within the City’s Settlement Area boundary. A Settlement Area boundary expansion would be required in accordance with Section 2.2.8 of the Growth Plan through a Municipal Comprehensive Review process to allow future urban development in this area. The lands would then be part of the designated greenfield area and the designated greenfield policies of the Growth Plan would apply.

A.2.2 Parkway Belt West Plan

The Parkway Belt West Plan was intended to create a multi-purpose utility corridor, urban separator and linked open space system. The four goals of the Plan reflect those directions:

- Identification of Urban Areas;
- Integration of the System of Urban Areas;
- Land Reserve for Future Flexibility; and,
- Linked Open Space Framework.

The planning area is divided into two general land use categories, the Public Use Area and the Complementary Use Area:

- Public Use Areas are defined in Section 5.4 of the Plan as areas “presently used or to be predominately used in the future for public uses” including infrastructure and open space related land uses. In particular, inter-regional linear facilities are encouraged to locate in Public Use Areas.
- Complementary Use Areas comprise, as stated in Section 5.5, “areas that will be predominately used for private uses that are compatible with and assist in the

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attainment of the provisions of the Plan” such as agricultural uses and low density and low intensity institutional, recreational and public uses.

In 1998, Amendment 91 deleted 127 hectares (314 acres) from this portion of the Parkway Belt West Plan as the lands were no longer required for public uses. Map 2 identifies the remaining Parkway Belt West Plan designations in the Ninth Line Lands. The majority of the Study Area is identified as Public Use Area, with:

- Highways 407 and 401 and related lands designated “Road – Public Use Area”; and,
- The proposed 407 Transitway and related lands designated “Inter-Urban Transit”.

In addition the Consumers gas pipeline and Hydro corridor are designated as “Utility-Public Use Area” and “Electric Power Facility – Public Use Area” respectively.

The only lands designated “General Complementary Use Area” are two parcels south of Derry Road and a small area north of Derry Road.

In the Public Use Area, the Plan provides direction in Section 5.4 on the permitted uses, acquisition of land by the Province and other public authorities and others; and how public works should be developed (e.g. constructed to minimize any detrimental effect on natural features, provision of landscaping and buffers where appropriate along and between facility rights-of-way).

In the Complementary Use Area, the Plan provides direction in Section 5.5 with respect to permitted uses; acquisition for public uses and how public facilities should be developed (e.g. linear facilities constructed to minimize any detrimental effect on natural features, trails to be located primarily on public lands).

In addition to the general policies, the Plan also provides specific directions for the seven links into which the Plan is divided in Section 6. The Ninth Line Lands are primarily located in the Oakville-Mississauga Mini-belt Link, with lands north of the St. Lawrence & Hudson Railway (GO Milton Line) being located in the Northern Link.

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The policies for the Oakville--Mississauga Mini-belt Link are found in Section 6.7. The objectives of this Link as it relates to the Lands include:

- defining the boundaries between Milton and Mississauga;
- minimizing the number of transportation routes crossing the Link;
- providing for Ontario Hydro facilities;
- providing for continuity of open space from Lake Ontario to the Northern Link and rural area beyond;
- providing for recreational trails extending to the Northern Link from Joshua's Creek; and,
- protecting tree stands.

There are no specific implementing actions directly relevant to the Lands except for the direction to restrict the number of transportation routes crossing the Link to existing facilities and their essential expansions.

The policies for the Northern Link are found in Section 6.4. The objectives of the Northern Link as it relates to the Lands include:

- defining the boundaries of Mississauga and Brampton;
- minimize the transportation routes crossing the Link;
- provide for the widening of Highway 401;
- provide for Highway 407;
- provide for Ontario Hydro facilities and future utilities; and,
- provide for tree stands.

There are no specific implementing actions directly relevant to the Lands except for the direction to restrict the number of transportation routes crossing the Link to existing facilities and their essential expansions, and to acquire lands for the widening of Highway 401 by 100 feet.

The key directions therefore in the Parkway Belt West Plan relevant to the Lands are:

- The designation of significant portions of the Study Area as "Public Use Areas" which restricts permitted uses to public facilities. These lands consist primarily of

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existing facilities (i.e. Highway 407, Hydro Corridor, Gas Pipeline) or planned public facilities (i.e. Highway 407 Transitway);

- Recognition that the planning for the planned 407 Transitway must conform with the policies of the Plan including minimizing impacts on natural features;
- The need to consider establishment of well defined boundaries between Mississauga and Milton and Brampton;
- Direction on limiting transportation connections across the Link; and,
- Direction to protect natural features particularly tree stands, and to provide for recreational trails.

A.2.3 PPS

The policies of the PPS are found in Part V of the document and relate to the following general categories:

- Section 1.0 Building Strong Healthy Communities
- Section 2.0 Wise Use and Management of Resources
- Section 3.0 Protecting Public Health and Safety
- Section 4.0 Implementation and Interpretation
- Section 5.0 Natural Heritage Protection Line
- Section 6.0 Definitions.

Key policies relevant to the Ninth Line Lands: Growing Mississauga study are summarized in the following subsections:

Section 1.0 Building Strong Communities

The policies in Section 1.0 provide direction related to managing and directing land use to achieve efficient and resilient development and land use patterns with the intent of creating strong, liveable, healthy and resilient communities, protecting the environment and public health and safety and facilitating economic growth.

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Specific directions related to efficient and resilient land use in “designated growth areas” (greenfield areas), which would apply to the Lands if it is brought into the City’s settlement area boundary, are found in Section 1.1 and include:

- providing for land use patterns in settlement areas based on densities and a mix of land which efficiently use land and resources, as well as “infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion”; and minimize negative impacts to air quality and climate change, promote energy efficiency, support active transportation and transit, as well as being freight supportive (Section 1.1.3.2);
- promoting appropriate development standards which facilitate compact form and avoid or mitigate risks to public health and safety (Section 1.1.3.4);
- directing new development in designated growth areas to occur adjacent to the existing built-up area, with a compact form, mix of uses and densities that allow for efficient use of land, infrastructure and public service facilities (Section 1.1.3.6); and,
- establishing and implementing phasing policies that ensure intensification and redevelopment are achieved prior to , or concurrent with, new development in designated growth areas and that ensure orderly growth in designated growth areas “and the timely provision of the infrastructure and public service facilities required to meet current and projected needs” (Section 1.1.3.7).

Further, Section 1.1.3.8 permits a planning authority to allow the expansion of a settlement area or settlement area boundary only at the time of a comprehensive review subject to specific criteria including “sufficient opportunities for growth are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon” and the “infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment.” In addition, the comprehensive review in prime agricultural areas has to demonstrate that alternative locations have been evaluated and there are not reasonable alternatives on lower

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priority agricultural lands; the expanding settlement area “is in compliance with the minimum distance separation formulae and impacts on agricultural operations adjacent or close to the settlement area are mitigated to the extent feasible”.

Section 1 also provides other relevant directions which include:

- Section 1.2 Coordination - requires a “coordinated, integrated and comprehensive approach when dealing with planning matters” including with other orders of government, agencies and boards and with Aboriginal communities. Specific directions include identifying areas where growth or development will be directed and density targets for areas adjacent to or in proximity to transit corridors.
- Section 1.3 Employment Areas – states that planning authorities should promote economic development and competitiveness including “providing for an appropriate mix and range of employment and institutional uses to meet long term needs” and “encouraging compact, mixed use development that incorporates compatible employment uses to support liveable and resilient communities”. Conversion of employment lands to non-employment uses may only be permitted through a comprehensive review. In addition, employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.
- Section 1.4 Housing – requires provision of an appropriate range and mix of housing types and densities to meet projected requirements of the regional market areas through a range of mechanisms including establishing and implementing minimum targets for affordable housing and permitting and facilitating all forms of housing. Section 1.4.1 also requires maintaining:
 - the ability “to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, through lands designated and available for residential development”; and,
 - “where new development is to occur, land with servicing capacity sufficient to provide at least a 3 year supply of residential units available

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through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.”

In addition, Section 1.4.3 provides direction on the need to provide for housing which is affordable to low and moderate income households, and permitting and facilitating “all forms of housing required to meet the social, health and wellbeing requirements of current and future residents including special needs requirements.” Section 1.4.3 also direct housing to locations where appropriate levels of infrastructure and public service facilities are available, as well as promoting densities that efficiently use land, resources, infrastructure, public service facilities and support active transportation and transit.

- Section 1.5 Public Spaces, Recreation, Parks, Trails and Open Space – indicates that healthy, active communities should be promoted by a number of initiatives including “planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation an community connectivity” and “planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation”.
- Section 1.6 Infrastructure and Public Service Facilities -includes general policies, as well as specific direction related to sewage and water, transportation systems, and transportation and infrastructure corridors, as well as electricity generation facilities and transmission and distribution systems. The general directions in Sections 1.6 are to promote a “co-ordinated, efficient and cost-effective” approach to the provision of infrastructure, electricity generation facilities and transmission and distribution systems and public service facilities “to accommodate projected needs” while considering impacts from climate change. In addition, “planning authorities will promote green infrastructure to complement infrastructure” (Section 1.6.2). With respect to new infrastructure and public service facilities, the use of existing infrastructure and public service facilities is to be optimized and opportunities for adaptive reuse considered where feasible before new infrastructure and facilities are developed.(Section 1.6.3). In addition, public service facilities are to be co-located in community hubs where appropriate. (Section 1.6.5)

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Specific directions relevant to the Ninth Line Lands include:

- o Section 1.6.6 Sewage, Water and Stormwater

The policies of Section 1.6.6 identify municipal sewage and water services as the preferred for servicing of settlement areas (Section 1.6.6.2) and promote efficient use and optimization of existing systems (Section 1.6.6.1 a). Section 1.6.6.1 also requires that the planning for sewage and water services:

“b) ensure the these systems are provided in a manner that:

1. can be sustained by the water resources on which such systems rely;
2. is feasible, financially viable and complies with all regulatory requirements; and
3. protects human health and the natural environment;

c) promote water conservation and water use efficiency;

d) integrate servicing and land use considerations at all stages of the planning process; and,

e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.1, 1.6.6.2, 1.6.6.4 and 1.6.6.5.”

Section 1.6.6.7 provides general direction with respect to planning for stormwater management including “promoting stormwater best management practices including stormwater attenuation and re-use, and low impact development.”

- o Section 1.6.7 Transportation Systems

Transportation systems are defined as “means a system consisting of facilities, corridors and rights-of way for the movement of people and

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goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park 'n' ride lots, service centres, rest stops, vehicle inspection stations, inter-modal terminals, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance."

The policies of Section 1.6.7 require the following:

- Section 1.6.7.1 – transportation systems are to be “safe, energy efficient, facilitate movement of people and goods and are appropriate to address projected needs”;
- Section 1.6.7.2 – efficient use is to be made of “existing and planned infrastructure, including the use of transportation demand strategies, where feasible”;
- Section 1.6.7.3 – “As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved”;
- Section 1.6.7.4 – a land use pattern, density and mix of uses which minimizes length and number of vehicle trips, supports the current and future use of transit and active transportation is to be promoted;
- Section 1.6.7.5. – transportation and land use considerations are to be integrated at all stages of the planning process.
- Section 1.6.8 Transportation and Infrastructure Corridors

The policies of Section 1.6.8 are designed to ensure that corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems are planned for

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and protected. Major goods movement facilities and corridors are also to be protected for the long term. Section 1.6.8.3 states:

“Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.”

In addition, Section 1.6.8.5 requires consideration to be given to the significant resources identified in Section 2 of the PPS when planning for corridors and rights-of-way.

- Section 1.6.9 Airport, Rail and Marine Facilities – specific direction for land uses in the vicinity of airports, rail and marine facilities to ensure that their long term operation and economic role are protected.
- Section 1.6.10 Waste Management – direction that waste management systems be provided to meet present and future requirements, while being located and designed in accordance with provincial legislation and standards. Planning authorities are to consider “the implications of development and land use patterns on waste generation, management and diversion.”
- Section 1.6.11 Energy Supply – Planning authorities should provide opportunities for development of energy supply including electrical generation facilities and transmission and distribution systems. In addition, renewal energy systems should be promoted.
- Section 1.7 Long Term Economic Prosperity – outlines directions that support this objective including “promoting opportunities for economic development and community investment-readiness”; “optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution facilities and public service facilities”; “encouraging a sense of

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place, by promoting well designed built form and cultural planning, and by conserving features that help define character”; and “providing for an efficient, cost-effective, reliable multimodal transportation system” and “minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature”.

- Section 1.8 Energy, Conservation, Air Quality and Climate Change – directs that energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaption be supported through land use and development patterns that meet a number of criteria including compact form and a structure of nodes and corridors, promotion of active transportation and transit, focus freight-intensive land uses in areas well served by major highways and other transportation facilities. In addition, design and orientation is promoted which maximizes energy efficiency and conservation and the mitigating effects of vegetation, maximizes opportunities for the use of renewable energy systems and alternative energy systems, and vegetation within settlement areas.

Section 2.0 Wise Use and Management of Resources

Section 2.0 provides policies with respect to the protection of natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.

Relevant directions include:

- Section 2.1 Natural Heritage – directs that “natural features and areas shall be protected for the long term” and recognizes the need to maintain, restore, and where possible improve the diversity and connectivity of natural features and “the long-term ecological function and biodiversity of the natural heritage system... recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.” It also directs in Section 2.1.3 that “natural heritage systems” are to be identified. Development and site alteration is not permitted in significant wetlands, and is restricted in other features, as well as adjacent lands, unless it is demonstrated that there is no negative impact on the feature and its ecological functions. In addition, with

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respect to fish habitat, development and site alteration is not permitted except in accordance with provincial and federal requirements. Development and site alteration is also prohibited in the “habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.”(Section 2.1.7)

- Section 2.2 Water – requires the protection, improvement and restoration of the quality and quantity of water in accordance with a range of criteria including identification of water resource systems consisting of ground water features, hydrologic functions, natural heritage features and areas and surface water features; maintaining linkages and related functions among those features. It also directs that development and site alteration is to be restricted near sensitive water features (Section 2.2.2).
- Section 2.3 Agriculture – Section 2.3.5 provides criteria that must be met if lands are to be excluded from prime agricultural areas. In the case of expansions of settlement areas, the policies of Section 1.1.3.8 of the PPS are applicable.
- Section 2.4 Minerals and Petroleum – Section 2.4.1 requires that minerals and petroleum resources are to be protected for long-term use.
- Section 2.5 Mineral Aggregate Resources – directs that mineral aggregate resources “shall be protected for long term use” and that provision for recovery of these resources should be promoted wherever feasible.
- Section 2.6 Cultural Heritage and Archaeology – requires the conservation of significant built heritage resources and cultural heritage landscapes. It also prohibits development and site alteration on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. In addition, development and site alteration shall not be permitted on adjacent lands to protected heritage property except where it has been demonstrated that the heritage attributes will be conserved. In addition, the interests of Aboriginal communities are to be considered in conserving cultural heritage and archaeological resources.

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Section 3.0 Protecting Public Health and Safety

The objective of the policies in Section 3.0 is to reduce the potential for public cost or risk to residents from natural or human-made hazards. Development is to be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage and not create or aggravate existing hazards. In particular, development is to be directed to areas outside hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards and hazardous sites (Section 3.1.1). Further, planning authorities are to consider “the potential impacts of climate change that may increase the risk associated with natural hazards.”

With respect to human-made hazards (Section 3.2), “development on, abutting or adjacent to land affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address or mitigate known or suspected hazards are under-way or have been completed.” In addition, contaminated sites are required to be assessed and remediated prior to activity on the site associated with the proposed use so that there will be no adverse effects.

Section 4.0 Implementation and Interpretation

These policies relate to the implementation and interpretation of the PPS. In particular, Section 4.7 notes that the official plan is the most important vehicle for implementation of the PPS. However, Section 4.8 also recognizes that zoning and development permit by-laws are important for implementation.

Section 5.0 Natural Heritage Protection Line

The two maps in this section identify a specific natural heritage protection line referenced in the policies related to natural heritage.

Section 6.0 Definitions

The definitions apply to a wide variety of terms (e.g. “employment area”, “infrastructure”, “natural heritage system”).

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A.2.4 Growth Plan

The intent of the Growth Plan, like the PPS, is the creation of efficient land use and development patterns. The policies of the Growth Plan are found in Sections 2-6 of the document and relate to the following general categories:

- Section 2 Where and How to Grow
- Section 3 Infrastructure To Support Growth
- Section 4 Protecting What is Valuable
- Section 5 Implementation and Interpretation
- Section 6 Definitions

Key policies relevant to the Ninth Line Lands: Growing Mississauga study are summarized in the following subsections:

Section 2 Where and How to Grow

The policies of Section 2 are intended to set out the parameters with respect to where and how growth occurs in the Greater Golden Horseshoe (GGH) to ensure the development of healthy, safe and balanced communities.

The policies of Section 2 establish initially that the population and employment forecasts in Schedule 3 to the Plan are to be used for planning and managing growth (Section 2.2.1.1).

General directions with respect to managing growth and intensification are established in Sections 2.2.2 and 2.2.3. These policies direct growth to settlement areas such as Mississauga.

The policies require that a significant portion of the forecasted growth occur in built-up areas through intensification. However, it is also recognized that compact and transit-supportive development can be accommodated in designated greenfield areas (Section 2.2.2.1 c).

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Related to this, there is a strong recognition of the need for the creation of communities which are supportive of transit and active transportation. Directions include:

- building compact, transit-supportive communities in designated greenfield areas(Section 2.2.2.1);
- reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments(Section 2.2.2.1);
- providing access to intra- and inter-city transit(Section 2.2.2.1);
- a balance of jobs and housing is to be provided to reduce the need for long distance commuting and increase the modal share for transit, walking and cycling (Section 2.2.2.1);
- all intensification areas to be planned and designed to support transit, walking and cycling for everyday activities (Section 2.2.3.7);
- urban growth centres will be planned to accommodate and support major transit infrastructure (Section 2.2.4.4);
- major transit stations will be designated in official plans and planned to achieve “increased residential and employment densities that support and ensure the viability of existing and planned transit service levels” and “ a mix of residential, office, institutional, and commercial development wherever appropriate” (Section 2.2.5.1);
- planning lands for employment, development of transit-supportive, compact built form and minimization of surface parking should be facilitated (Section 2.2.6.10); and,
- in planning for greenfield areas, street configurations, densities and an urban form are to be created that support walking, cycling and the early integration and sustained viability of transit services (Section 2.2.7.1).

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Section 2 also provides other relevant directions which include:

- Section 2.2.6 Employment Lands – requires that an adequate supply of lands providing locations for a variety of appropriate employment uses be maintained to accommodate the growth forecasts for Schedule 3. However, major office and appropriate major institutional development are to be located in urban growth centres and other intensification areas. In addition, conversion of lands in employment areas to non-employment uses is permitted only through a municipal comprehensive review subject to specific criteria. Finally, lands in the vicinity of major transportation facilities including major highway interchanges are encouraged to be designated and preserved for industrial and associated uses.
- Section 2.2.7 Designated Greenfield Areas - with respect to greenfield areas, the policies of Section 2.2.7 provide direction on the form of development including contributing to the creation of complete communities; providing a diverse mix of land uses and creating high quality public spaces. A minimum density target of not less than 50 residents and jobs is established (Section 2.2.7.2).
- Section 2.2.8 Settlement Area Boundary Expansions – permits the expansion of a settlement area within a municipality only where a municipal comprehensive review has been carried out which satisfies specific criteria including:
 - demonstrating that sufficient opportunities to accommodate the forecasted growth in Schedule 3 are not available;
 - the expansion makes sufficient lands available for a time horizon not exceeding 20 years;
 - the timing of expansion and the phasing of development will not adversely affect the achievement of the intensification target and density targets and other policies of the Growth Plan;
 - the existing and planned infrastructure can be provided in a financially and environmentally sustainable manner;
 - there are no reasonable alternatives to avoid prime agricultural areas, including no reasonable alternatives on lower priority agricultural lands in prime agricultural areas;

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- impacts on agricultural operations are mitigated to the extent feasible; and,
- the policies of Section 2 of the PPS are applied to determine the most appropriate location for expansions.

Section 3 Infrastructure to Support Growth

Section 3 provides a framework to guide infrastructure and strategic investment decisions to support and accommodate forecasted population and employment growth – particularly in three key areas of transportation, water and wastewater systems and community infrastructure.

With respect to the infrastructure required to support growth, while the Growth Plan does not define infrastructure, Section 3.2.1.1 states that:

“Infrastructure includes but is not limited to transit, transportation corridors, water and wastewater systems, waste management systems, and community infrastructure.”

Section 3.2.1, Infrastructure Planning provides general policies related to infrastructure and the key direction is that “infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.”

Specific policies related to transportation are found in Sections 3.2.2 Transportation – General; 3.2.3 Moving People and 3.2.4 Moving Goods. Key directions include:

- planning and managing the transportation system to:
 - provide connectivity among modes;
 - offer a balance of transportation choices;
 - encourage the most financially and environmentally appropriate mode of trip-making;
 - offer multi-modal access; and,
 - provide safety for users (Section 3.2.2.1).
- planning for transportation corridors to:

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- ensure corridors are identified and protected to meet current and projected needs for various travel modes;
 - support opportunities for multi-modal use with a priority on transit and goods movement needs over single occupant automobiles;
 - consider increased opportunities for moving people and goods by rail;
 - consider separation of modes within corridors; and,
 - provide linkages to planned or existing inter-modal opportunities for goods movement corridors (Section 3.2.2.3).
- municipalities will develop and implement transportation demand management policies in official plans or other planning documents(Section 3.2.2.5);
- public transit will be the first priority for transportation infrastructure planning and major transportation investments (Section 3.2.3.1);
- specific criteria are identified for transit planning and investment including expanding transit service to areas that have achieved or will be planned to achieve transit supportive development densities and a mix of uses (Section 3.2.3.2);
- municipalities will ensure that pedestrian and bicycle networks are integrated with transportation planning (Section 3.2.3.3);
- Schedule 5 provides the strategic framework for future transit investment it identifies conceptually improved higher order transit along the 407 in the Study Area and along the railway which runs through the Lands;
- Province and municipalities to:
 - co-ordinate and optimize goods movement systems;
 - improve corridors for moving goods consistent with Schedule 6 which identifies Highway 407 and 401 as existing major highways and an intermodal hub to the west of Highway 407 beside the rail corridor; and,

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- promote and better integrate multi-modal goods movement and land-use and transportation system planning, including the development of freight-supportive land-use guidelines (Section 3.2.4.2).
- planning and design of highway corridors and the land use designations along them will support the policies of the Growth Plan (Section 3.2.4.3);
- municipalities will provide for the establishment of priority routes for goods movement to facilitate the movement of goods into and out of areas of significant employment, industrial and commercial activity and to provide alternate routes connecting to the provincial network (Section 3.2.4.4);
- municipalities will plan for land uses adjacent to, or in the vicinity of, major transportation facilities that are compatible with, and supportive of , the primary goods movement function of these facilities (Section 3.2.4.5); and,
- Schedule 6 to the Growth Plan provides the strategic framework for future goods movement investment decisions (Section 3.2.4.6).

Specific policies related to water and wastewater systems are found in Section 3.2.5. Key directions include:

- municipalities will generate sufficient revenue to recover the full cost of providing municipal water and wastewater systems (Section 3.2.5.1);
- municipalities are encouraged to plan and design municipal water and wastewater systems that return water to the Great Lake watershed from which the withdrawal originates (Section 3.2.5.2);
- construction of new, or expansion of existing systems should only be considered when:
 - strategies for water conservation and other water demand management initiatives are implemented in the existing service area;

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- plans for expansion or for new services are to serve growth in a manner that supports achievement of the intensification target and density targets;
- plans have been considered in the context of the applicable Great Lakes Basin agreements (Section 3.2.5.4);
- municipalities that share an inland water source and/or receiving water body should co-ordinate planning for potable water, stormwater and wastewater systems (Section 3.2.5.6); and,
- municipalities in conjunction with conservation authorities, are encouraged to prepare watershed plans and use such plans to guide development decisions and water and wastewater decisions (Section 3.2.5.8).

Section 3.2.6 provides policies that relate to community infrastructure. Key directions include:

- community infrastructure planning, land-use planning and community infrastructure investment are to be co-ordinated to implement the Growth Plan and the development of a community infrastructure strategy is encouraged (Sections 3.2.6.1 and 3.2.6.4);
- planning for growth is to take into account the availability and location of existing and planned community infrastructure (Section 3.2.6.2);
- an appropriate range of community infrastructure is to be planned to meet population changes and foster complete communities (Section 3.2.6.3); and,
- minimum affordable housing targets are to be established in accordance with the PPS and a housing strategy developed (Sections 3.2.6.5 and 3.2.6.6).

Section 4 Protecting What is Valuable

The policies of Section 4 identify how the protection of natural systems, prime agricultural areas, and mineral aggregate resources will be integrated with the other

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directions of the Plan. It also establishes policies which support a range of conservation initiatives.

The policies indicate that through sub-area assessments, the Province will identify natural systems, prime agricultural areas and significant mineral resource areas and policies/strategies for their protection (Sections 4.2.1.1., 4.2.2.1 and 4.2.3.1). In addition, municipalities are encouraged “to identify natural heritage features and areas that complement, link, or enhance natural systems”; develop a system of public parkland, open space and trails; establish an urban open space system; maintain, improve and provide opportunities farm-related infrastructure and establish and work with agricultural advisory committees (Sections 4.2.1, 4.2.2 and 4.2.3).

Section 4.2.4, A Culture of Conservation, directs that municipalities develop and implement official plan policies and other strategies to support a number of conservation objectives. Water conservation is one of these objectives including water demand management and water recycling. The other objectives include:

- energy conservation, including energy conservation for municipal facilities and land use patterns and urban design standards that encourage and support energy-efficient buildings and opportunities for cogeneration(Section 4.2.4.1b));
- air quality protection;
- integrated waste management; and,
- cultural heritage conservation, including conservation of cultural heritage and archaeological resources where feasible, as built-up areas are intensified(Section 4.2.4.1 e)).

Section 5 Implementation and Interpretation

These policies relate to the implementation and interpretation of the Growth Plan.



Section 6 Definitions

The definitions apply to a wide variety of terms, a number of which are the same as the PPS. A specific definition of infrastructure is not included, although there are definitions of terms such as transportation corridor and sewage works.

A.3 Current Official Plans and Zoning By-law

The subject lands were previously located in the Region of Halton and Town of Milton. Through the boundary adjustment agreement, the Ninth Line Lands portion of the Halton and Milton Official Plans are still applicable until such time as the Region of Peel and City of Mississauga Official Plans are amended to incorporate the Study Area. In addition, the lands are subject to the regulations of Town of Milton Zoning By-law 144-2003.

A.3.1 Region of Halton Official Plan

The Region of Halton Official Plan was amended by Amendment No. 28. The Amendment designates the potential developable lands in the Study Area “Ninth Line Corridor Policy Area”. The remaining lands were designated “Greenlands A”, a designation designed to protect natural heritage features. (See Map 3)

The Amendment reflects the results of a special study of the Ninth Line Lands the results of which are outlined in the *Final Report, Ninth Line Corridor Protection and Land Use Study (May 2005)*. Part III, Land Stewardship Policies incorporates Section F, Ninth Line Corridor Policy Area, which provides policies for the designation. The objectives of the designation are:

- “F1a To protect the land base for development of the inter-regional 407 transitway and accessory infrastructure in the Ninth Line Corridor.

- F1b To provide for development at the future transitway station locations that encourage and support their development while permitting other limited development throughout the corridor that support the transitway.”

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Section F2a of the policies also require the Town of Milton to incorporate in their Official Plan policies to guide development in the Study Area such that:

F2a1 uses on lands in close proximity or within walking distance of future transit stations should be transit-supportive and have prescribed minimum development densities;

F2a2 uses on other lands within the Area should be complementary of transit-supportive uses and compatible with any abutting Greenlands;

F2a3 development in the Area will be compatible with development on the Mississauga side of Ninth Line by providing for an appropriate transition in terms of height and scale; and,

F2a4 designations and policies for the Area will implement the planning framework set out in the *Final Report, Ninth Line Corridor Protection and Land Use Study (May 2005)* as amended by Regional Council."

A.3.2 Town of Milton Official Plan and Zoning By-law

The Town of Milton carried out their own study of the Ninth Line Lands, Town of Milton Official Plan Review – Background Study Ninth Line Corridor (May 2007). However, the Town did not incorporate into their Official Plan the designations and policies identified in the Region's Study. The Town instead designates the Lands in their Official Plan as "Agricultural Area" and "Parkway Belt West" (See Map 4). The applicable zoning categories include "Greenlands "A" (GA) Zone" and "Agricultural 1(A1) Zone" (See Map 5).

A.4 Region of Peel Official Plan

A.4.1 Official Plan Status

The Region of Peel Official Plan was subject to a major review which commenced in 2007. The Review resulted in the adoption of Regional Official Plan Amendments (ROPAs) 20, 21A, 21B, 22, 23, 24, 25, and, 26. These amendments were appealed in whole or in part to the Ontario Municipal Board, and while some portions of the appeals

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have been resolved, there are still a number of matters outstanding. The following is based on the most current available versions of the relevant amendments as of March 2014. Reference should be made to the Region of Peel's website <http://www.peelregion.ca/planning/officialplan/list-amendments.htm> for the most current information on the status of the Regional Official Plan.

A.4.2 Ninth Line Lands Current Status

With respect to the current status of the Ninth Line Lands, Section 5.10 of the Region of Peel (ROPA 24 OMB Approved) states that:

"On January 1, 2010 the lands between Ninth Line and Highway 407 (the Ninth Line Lands) became part of the City of Mississauga and the Region of Peel. These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and Town of Milton Official Plans apply to these lands. The policies of the Region of Peel Official Plan do not apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan. The Ninth Line Lands are shown on Schedule D, Schedule D3 and Schedule D4 for reference purposes."

A.4.3 Other Policy Considerations

The Ninth Line Lands: Growing Mississauga Study will have to give consideration to a number of relevant directions in the Regional Official Plan. The following are key directions:

- **Municipal Comprehensive Review**

The Ninth Line Lands are not located within the 2031 Regional Urban Boundary (Schedule D Regional Structure). Therefore, if the lands are to be developed for urban uses, the Urban Boundary will have to be expanded. A Municipal Comprehensive Review is required to justify just an expansion. The policies of Chapter 5, Regional Structure will require consideration as part of this process. In particular, Section 5.5.4 Greenfield Density, Section 5.6 Employment Areas and Section 5.8 Housing. More specifically, Section 7.9.2.12 of the Official Plan establishes the criteria for a Municipal Comprehensive Review as follows:

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“Consider an expansion to the 2031 Urban Boundary, 2021 or 2031 Rural Service Centre boundary only through a Regional Official Plan Amendment which is based on a municipal comprehensive review which demonstrates the following:

- a) that the proposed expansion is based on the population, household and employment growth forecasts contained in Table 3;
- b) that sufficient opportunities, as determined by the Region, are not available in the area municipality to accommodate forecasted growth for the area municipality contained in Table 3, through intensification and in designated greenfield areas;
- c) the timing of the expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the intensification and density targets of this Plan;
- d) that the proposed expansion makes available sufficient lands for a time horizon not exceeding 2031;
- e) conformity with the Regional Official Plan;
- f) environmental and resource protection and enhancement including the identification of a natural heritage system, in accordance with the policies of this Plan;
- g) that there are no reasonable alternative locations which avoid the Prime Agricultural Areas;
- h) Impacts of a proposed settlement area boundary expansion on agricultural operations which are adjacent or close to the settlement area, and if impacts are identified, the analysis is to identify mitigation of the impacts to the greatest extent feasible;
- i) within the Prime Agricultural Areas there are not reasonable alternative locations on lower agricultural lands;

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

- **Greenlands System in Peel**

Section 2.3 of the Regional Official Plan identifies a Greenlands System which consists of Core Areas, Natural Areas and Corridors, and Potential Natural Areas and Corridors "intended to support and express the Region's vision for the protection of the natural environment." Section 2.6 relates to the management and stewardship of the System. Through the Review, consideration will need to be given to whether areas of the Lands meet the criteria for identification as part of the Regional Greenlands System, recognizing that Schedule A to the Regional Official Plan several areas in the Corridor as "Core Areas outside Peel".

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Regardless, the policies of Section 2.5 which encourages restoration of the natural environment must be considered with respect to natural heritage features and functions in the Study Area.

- **Natural Hazards**

A significant portion of the Study Area lands are in the floodplain. As such they are subject to the natural hazards policies of Section 2.4 of the Regional Official Plan.

- **Human-Made Hazards**

Known human-made hazards in the Region include abandoned, rehabilitated oil and gas wells and former aggregate operations. Consideration of the presence of such hazards in the Study Area using available information will have to be undertaken as part of the Review in conformity with the policies of Section 2.4 of the Regional Official Plan.

- **Resources**

Chapter 3 provides direction with respect to agricultural, mineral aggregate, water, recreation, cultural heritage and energy resources. It is not anticipated based on current information that there are any mineral aggregate, mineral or petroleum resources in the Lands. However, there are agricultural, water, recreation and cultural heritage resources which will have to be considered in the context of the relevant Regional Official Plan policies. In addition, the current hydro and gas corridors will require recognition.

- **Transportation**

Schedule E, Major Road Network to the Regional Official Plan identifies Highway 407 as a “Freeway” and the following roads in the Study Area as “Major Roads”:

- Ninth Line;
- Derry Road W (identified on Schedule F with a Regional Road Mid-block right-of-way requirement of 36 metres/120 feet);
- Britannia Road W(identified on Schedule F with a Regional Road Mid-block right-of-way requirement of 36 metres/120 feet); and,

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- Eglinton Ave W.

In addition, the Conceptual GTA West Corridor is illustrated as extending easterly immediately to the north of the Ninth Line Lands, as is the “Conceptual North-South Corridor Study Area in Halton Region”, although noted as not forming part of the Regional Official Plan.

Schedule G, Rapid Transit Corridors, to the Regional Official Plan identifies the 407 Transitway in the Corridor as “Other Rapid Transit Corridor”, while the rail corridor is identified as “GO Rail Line - Regional Rail (full day)”.

Section 5.9, The Transportation System in Peel, provides policies with respect to all modes of transportation including major roads, inter and intra-regional transit, goods movement, active transportation, accessible transportation and the Future GTA West Transportation Corridor. It also provides direction with respect to environmental impact and transportation demand management. In addition, Section 7.7 provides direction with respect to Regional Road widening.

- **Regional Services**

Chapter 6 relates to services including human services (i.e. health services, social services, housing, ambulance and emergency programs and police), water and wastewater, and waste management. These policies provide general directions which may impact on development in the Lands (e.g. full municipal sewage and water services required for development in the Urban System).

- **Crime Prevention through Environmental Design**

Section 7.4, encourages the use of improved design and effective use of the built environment for crime reduction.

A.5 City of Mississauga Official Plan

A.5.1 Official Plan Status

The City of Mississauga Official Plan (MOP) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. There were 19 appeals to the MOP and it came into partial effect on November 14, 2012 when the Ontario Municipal Board approved the MOP with some modifications and except for

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certain policies under appeal. Since that decision, there have been further Decisions which addressed the Region's Non-decision matters and resolved several appeals. There have also been a number of amendments. The following reflects the MOP as of March 14, 2013.

A.5.2 Ninth Line Lands Current Status

The MOP Schedules identify the Ninth Line Lands as "Special Study Area". Section 11.4 states that:

"Lands west of Ninth Line will be subject to the Town of Milton and Region of Halton Official Plans in effect as of January 1, 2010, until such time as they are incorporated into this Plan."

A.5.3 Other Policy Considerations

The Ninth Line Lands: Growing Mississauga study will have to give consideration to a number of relevant directions in the MOP. In particular, it will have to determine the appropriate land uses to align with the MOP vision and City structure. Key directions include:

- **Mississauga Strategic Plan**

On April 22, 2009, City Council approved a new strategic plan comprised of a Vision Statement and five Strategic Pillars for Change. The Vision Statement depicts what the City will resemble in 40 years:

"Mississauga will inspire the world as a dynamic and beautiful global city for creativity and innovation, with vibrant, safe and connected communities; where we celebrate the rich diversity of our cultures, our historic villages, Lake Ontario, and the Credit River Valley. A place where people choose to be."

The five Strategic Pillars for Change include:

- Developing a Transit Oriented City
- Ensuring Youth, Older Adults and New Immigrants Thrive
- Completing our Neighbourhoods
- Cultivating Creative and Innovative Businesses

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- Living Green

The goals, objectives and policies of the MOP “align with the City’s Strategic Plan and focus specifically on the long term land use, growth and development plans for Mississauga.” (Section 4.4 MOP)

- **Official Plan Guiding Principles**

The MOP’s guiding principles and strategic actions provide a framework for the Ninth Line Lands: Growing Mississauga study. The MOP’s key guiding principles for land use (Section 4.4 MOP) include:

- “1. Mississauga will promote development decisions that support the sustainability of our natural heritage system and enhance the quality of life for our present and future generations;
2. Mississauga will protect, enhance and where possible restore distinct natural features, areas and linkages, including their ecological functions, particularly those associated with the Lake Ontario waterfront and the city’s river and valley corridor system;
3. Mississauga will preserve the character, cultural heritage and livability of our communities;
4. Mississauga will maintain and promote a strong and sustainable diversified economy that provides a range of employment opportunities for residents and attracts lasting investment to secure financial stability;
5. Mississauga will provide a range of mobility options (e.g. walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts;
6. Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life;
7. Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments

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that contribute to a sense of community identity, cultural expression and inclusiveness; and

8. Mississauga will be a city that promotes the participation and collaboration of all sectors including residents, employees, entrepreneurs, government, business, education and non-profit to achieve this vision.”

The Guiding Principles are to be implemented through the following strategic actions (Section 4.5 MOP):

- Direct Growth
- Value the Environment
- Complete Communities
- Create a Multi-Modal City
- Build a Desirable Urban Form
- Foster a Strong Economy
- Promote Collaboration

- **Urban System**

Section 5, Direct Growth, establishes the City’s Urban System which provides a framework for determining where population and employment growth should be encouraged, and those areas that will remain relatively stable. Through the Study a determination will be made of how the Ninth Line Lands fit into the City’s Urban System. The Urban System includes:

- Green System which ensures the health of the natural ecosystem;
- City Structure which organizes the city into functional areas including Downtown, Major Nodes, Community Nodes, Corporate Centres, Neighbourhoods, Employment Areas and Special Purpose Areas; and,
- Corridors which connect the various elements of the city to each other.

The Plan also recognizes Intensification Areas, where the majority of growth will be directed and designated greenfield areas pursuant to the Growth Plan.

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- **Value the Environment**

MOP, Section 6 provides detailed direction related to the natural environment. Policies relevant to the Ninth Line Lands: Growing Mississauga study include:

- Section 6.1.2- promote an ecosystem approach to planning;
- Sections 6.1.8, 6.1.9 and 6.1.10 - sensitive land uses will not be permitted adjacent to existing major facilities such as transportation corridors if the adverse effects cannot be mitigated;
- Section 6.2, Living Green, promotes sustainable development practices including stormwater best management practices;
- Section 6.3, Green System, provides detailed policies related to Natural Areas System, Natural Hazard Lands and Parks and Open Spaces;
- Section 6.3 also include Urban Forest policies which relate to the preservation of trees and woodlots on public and private property “that serve to connect and enhance the overall vegetative system”(Sections 6.3.39 to 6.3.43);
- Section 6.4, Water which relates to water conservation, and stormwater and drainage (Sections 6.4.1/6.4.2);
- Section 6.5, Air Quality which provides direction on land use compatibility; and,
- Section 6.10, Noise, including Section 6.10.3, Road Noise and Section 6.10.4, Rail Noise, Safety and Vibration.

- **Complete Communities**

Section 7, MOP, provides direction with respect to the creation of Complete Communities, in particular, “the creation of complete communities and the implications for public health will be considered by Mississauga when making

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planning decisions” (Section 7.1.2). Section 7 also provides direction with respect to:

- Section 7.2 Housing including opportunities for a range of housing choice, affordable housing and housing for those with special needs;
 - Section 7.3 Community Infrastructure establishes criteria for the location of such facilities with the preferred location being in nodes and corridors, but may also be located in neighbourhoods and Corporate Centres, and generally not in Employment Areas.
 - Section 7.4 Heritage Planning provides direction with respect to the conservation and protection of cultural heritage and archaeological resources;
 - Section 7.5 Cultural Infrastructure this section provides direction with respect to properties used for the creation, presentation or delivery of cultural products and indicates that it should be used as part of creating complete communities and to recognize and strengthen distinct identities (Section 7.5.1);
 - Section 7.6 Distinct Identities indicates that “as new areas develop, particularly Major Nodes and Community Nodes, a distinct identity should be created based on the history, needs and characteristics of residents” (Section 7.6.1); and,
 - Section 7.7, Urban Agriculture identifies the City’s support for urban agricultural practices such as community gardening and rooftop gardens.
- **Creation of a Multi-Modal City**

Section 8 provides direction with respect to the creation of a multi-modal transportation system that supports transit and active transportation options as a basis for creating compact, complete communities. It also recognizes that “transportation planning will complement environmental planning, land use planning

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and urban design” (Section 8.1). Specific information relevant to the Ninth Line Lands includes:

- Table 8-1: Road Classification – Arterials, identifies the basic Right-of-Way for both Regional and City Arterials. Ninth Line between Highway 401 and Highway 403 has a basic Right-of-Way of 35 metres (114.8 feet);
- Schedule 5, Long Term Road Network, identifies Ninth Line and Eglinton Avenue West as an “Arterial Roads”, although the designation for Eglinton does not extend west of Ninth Line. Derry and Britannia Roads are identified as “Regional Arterial Roads”, but the designations do not extend west of Ninth Line. The only other roads which currently access the east side of Ninth Line are “Local Roads”, with the exception of Thomas Street which is a “Major Collector”. In addition, Argentia which is also identified as a “Major Collector Road” is shown as extending to Ninth Line as a “Future Road Link” from its current terminus at Tenth Line;
- Schedule 6, Long Term Transit Network, identifies the Potential 407 Transitway in the Ninth Line Lands, as well as Potential 407 Transitway Stations at the GO line, Derry Road and Britannia Road. The Schedule identifies Derry Road West as a “Transit Priority Corridor” east of Ninth Line. A Bus Rapid Transit Corridor is also designated along Highway 403 which connects with the 407 Transitway;
- Schedule 7, Long Term Cycling Routes designates Ninth Line as a “Primary On-Road/Boulevard Route”, as is Thomas Street and Eglinton Avenue West. Derry Road and Britannia are both identified as “Primary On-Road/Boulevard Routes (Regional)”. Connections to adjacent municipalities are identified at the south and north ends of Ninth Line in the Lands, and on Derry, Britannia and Eglinton in the Lands. A “Pipeline Corridor Trail” is also identified as a “Primary Off-Road Route” south of Derry extending between Ninth and Tenth Lines.
- Schedule 8, Designated Right-of-Way Widths, identifies the following:
 - Ninth Line 35 metres (114.8 feet);
 - Argentia Road extension from Tenth Line to Ninth Line 26 metres (85.4 feet)

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- Derry Road W and Britannia Road W 36 metres (118 feet);
- Thomas Street 26 metres (85.4 feet)
- Eglinton Avenue W 30 metres (98.4 feet)

- **Build a Desirable Urban Form**

Section 9 provides direction with respect to urban design. The urban form developed is to be based on the urban system and hierarchy identified in the city structure on Schedule 1:Urban System (Section 9.1.1). While the focus is on intensification, there are a number of general directions which would be applicable to the Ninth Line Lands such as:

- Section 9.1.11 a distinct character should be created for each community;
- Section 9.2 while applicable to Intensification Areas also includes directions related to tall buildings including encouraging such uses in proximity to existing and planned Major Transit Station Areas, the Green System and cultural heritage resources which should be considered;
- Section 9.3 provides directions related to the Public Realm including streets and blocks, civic buildings and spaces, gateways, routes, landmarks and views, public art and open spaces and amenity areas; and,
- Section 9.4 provides additional direction with respect to transit, active transportation and vehicular and goods movement, as well as accessibility.

- **Foster a Strong Economy**

Section 10 provides direction on how the City will support economic development, including the identification and protection of lands for “a diversity of employment uses to meet current and future needs” (Section 10.1.2). General directions relevant to the Ninth Line Lands include:

- Section 10.1.8 directs that “transit supportive development with compact built form and minimal surface parking” be encouraged in a number of specific locations including “Major Transit Station Areas”;

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- Section 10.1.9 indicates that the City will foster eco-industrial activity in new and existing employment areas;
- Section 10.2.2 directs secondary office within Employment Areas to Major Transit Station Areas and Corridors. Secondary office is defined as offices less than 10,000 square metres (107,643 square feet) or accommodating less than 500 jobs;
- Section 10.2.3 indicates that outside Employment Areas secondary office is encouraged to locate in Community Nodes and Major Transit Station Areas;
- Section 10.3.3 “development will minimize land use conflicts between industrial uses and sensitive land uses” and Section 10.3.5 provides direction with respect to controls on industrial development adjacent to residential and sensitive land uses;
- Section 10.4 provides direction with respect to the location of retail uses and Section 10.4.5 directs “retail uses outside the Downtown, Major Nodes and Community Nodes to Corridors and Major Transit Station Areas or in locations identified in Character Area policies or local area plans”;
- Section 10.5 provides direction with respect to infrastructure and utilities including requirements for setbacks from oil or gas easements (Section 10.6.17) and prohibition of major electric power distribution and telecommunication facilities within residential areas; and,
- Section 10.7 which provides support for sustainable development including green site design, green buildings, water conservation measures, stormwater best management practices, and district energy systems where appropriate.
- **Land Use Designations**

Sections 11-18 provide direction with respect to specific land use designations. In particular, the following should be noted:

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- Section 11.2.1 identifies land uses permitted in all designations including community infrastructure, electricity transmission and distribution facilities and gas and oil pipelines;
- Section 11.2.13, Parkway Belt West, indicates in the cases of any discrepancy between the Parkway Belt West Plan and the MOP, “the provisions of the Parkway Belt West Plan will prevail”;
- Section 15, Corporate Centres policies are applicable to the lands in the Meadowvale Business Park which are located immediately to the east of Ninth Line north of the railway corridor;
- Section 16, Neighbourhoods policies are applicable to the lands in the Lisgar and Churchhill Meadows Neighbourhoods which are located immediately to the east of Ninth Line between the rail corridor and Eglinton Avenue West; and,
- Section 17, Employment Areas policies are applicable to the Churchhill Meadows Employment Area located east of Ninth Line, south of Eglinton Avenue West and north of Highway 403.