

For Information

DATE: September 10, 2012

 REPORT TITLE: **PROGRESS UPDATE ON THE NINTH LINE CORRIDOR LANDS  
 MUNICIPAL COMPREHENSIVE REVIEW AND REGIONAL OFFICIAL  
 PLAN AMENDMENT**

FROM: Norma Trim, Chief Financial Officer and Commissioner of Corporate Services

**OBJECTIVE**

To inform members of Regional Council on the progress of work completed and future steps for the Ninth Line Corridor lands municipal comprehensive review (MCR) and resulting Regional Official Plan Amendment (ROPA).

**REPORT HIGHLIGHTS**

- A ROPA and studies to satisfy an MCR are required to bring the Ninth Line Corridor lands into the Urban Boundary in the Region of Peel Official Plan (Regional OP).
- Region of Peel staff and City of Mississauga staff have developed a coordinated approach for undertaking an MCR and ROPA for the Ninth Line Corridor lands.
- A joint Terms of Reference is being drafted by Regional staff and Mississauga staff to hire a consultant to undertake the Region's required studies to satisfy an MCR and for the studies required by the City of Mississauga's Official Plan.
- The Request for Proposal (RFP) to hire a consultant will be released by the end of 2012.

**DISCUSSION****1. Background**

The Ninth Line Corridor lands is an area in the City of Mississauga bounded by Highway 407 to the west, Highway 401 to the north, Highway 403 to the south and Ninth Line to the east (refer to Appendix I, as attached). The Corridor is approximately 400 hectares (990 acres) in area.

The Ninth Line Corridor lands were annexed to Peel Region and the City of Mississauga on January 1, 2010. The Ninth Line Corridor was previously part of Halton Region and the Town of Milton.

A report on the Ninth Line Corridor was brought to Region of Peel's General Committee on June 17, 2010 and the subsequent Regional Council meeting on June 24, 2010. Through this report, Regional staff were directed to extend current road names into the corridor lands, to permit the provision of piped water and sanitary sewer systems to existing

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properties in the corridor lands and authorized to initiate a ROPA to bring the Ninth Line Corridor lands into the Regional OP. This report provides an update on the progress of the ROPA.

### 2. Regional Official Plan Amendment and Municipal Comprehensive Review Process

To bring the Ninth Line Corridor lands into the Regional OP, an MCR must be completed to support a ROPA. Section 7.9.2.12 of the Regional OP, attached as Appendix II, outlines the requirements that must be met to complete an MCR. Section 7.9.2.12 was updated by ROPA 24 which was approved by an oral decision of the Ontario Municipal Board on June 25, 2012. Some of the key Regional studies and considerations to be addressed in the project are as follows:

- Growth management policies and analysis, including density and intensification targets;
- Water and Wastewater Servicing capability;
- Transportation impacts study, including planning for the future Highway 407 Ministry of Transportation Transit Way;
- Fiscal Impact Analysis;
- Agricultural Impact Assessment;
- Parkway Belt West Plan and Provincial Policy Statement conformity;
- Environmental and Resource Protection study; and
- Update of Core Areas of the Greenlands System.

Once all requirements of the MCR have been satisfied, a draft ROPA will be prepared and brought forward to Regional Council, under the provision of the *Planning Act*, for consideration and permission to consult the public. Following completion of a public meeting at Regional Council, staff will provide a recommendation on the ROPA to Regional Council.

### 3. Work to Date

Since the report to Regional Council in June of 2010, Regional staff met with Mississauga staff to determine the required work and process for undertaking the Ninth Line Corridor Review, including a half-day staff workshop. Staff determined that there are significant studies to be undertaken to satisfy the requirements of the City's and the Region's Official Plans. Staff also determined that a number of the studies are dependent upon information from one another. Therefore, it was decided that a coordinated approach between the Region and City of Mississauga would be the most efficient and cost effective method to undertake the project.

Currently, Regional staff is working together with Mississauga staff to develop a joint Terms of Reference and RFP to retain a consultant to undertake components of the review and the necessary studies to satisfy the MCR.

### 4. Timing

Staff is aiming to release the joint RFP by the end of 2012 with the consultant to be hired in early 2013. It will take approximately two to three years to complete the required studies to satisfy the MCR and support a ROPA. It is anticipated that the Regional studies will be undertaken concurrently with the more detailed Mississauga studies. As the Regional studies are higher level and less detailed, they will likely be completed prior to Mississauga's studies being completed and allow for the ROPA to be drafted based on the consultant's

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findings and recommendations. Staff estimates all necessary studies, including those required for the Mississauga Official Plan Amendment, will be completed in three to five years.

**FINANCIAL IMPLICATIONS**

It is estimated that the Regional component of the cost to undertake the required Regional studies is \$70,000. There is sufficient funding in Capital Account Number 12-7709 for this work.

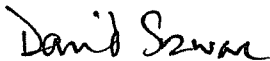
**CONCLUSION**

Regional staff is working in close partnership with Mississauga staff to advance the work on the Ninth Line Corridor lands review using a coordinated approach between the Region and the City. Staff is currently drafting an RFP and Terms of Reference to hire a consultant to complete the required studies to bring the Ninth Line Corridor Lands into the Regional Urban Boundary and in conformity with Mississauga's Official Plan and Zoning By-law. Regional staff will continue to update Regional Council on progress throughout this project.



Norma Trim  
Chief Financial Officer  
and Commissioner of Corporate Services

**Approved for Submission:**



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D. Szwarc, Chief Administrative Officer

*For further information regarding this report, please contact Arvin Prasad at extension 4251 or via email at [arvin.prasad@peelregion.ca](mailto:arvin.prasad@peelregion.ca)*

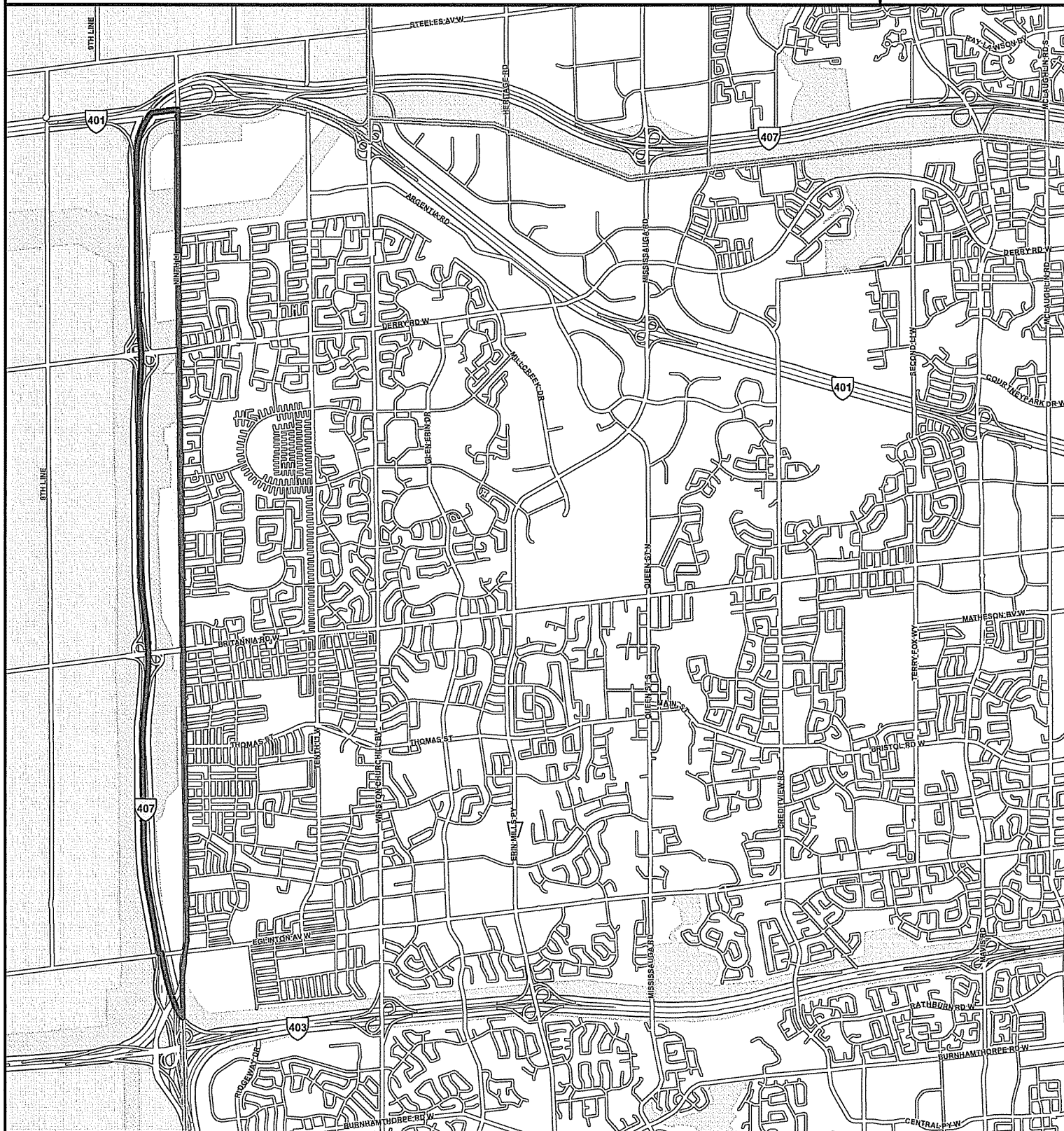
Authored By: Kathryn Dewar 

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Manager, Financial Support Unit (FSU) 




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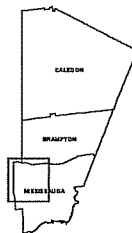
# Ninth Line Lands in Peel

APPENDIX I

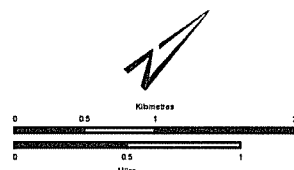


### Legend

-  Ninth Line Lands Boundary
-  Municipal Boundary
-  Parkway Belt West Plan Area



Key Map: Region of Peel



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**APPENDIX II**

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

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- 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.