



Memo

To: Elizabeth Howson, Macaulay Shiomi Howson Ltd.

From: Ron Scheckenberger and Aaron Farrell, Amec Foster Wheeler

Date: January 22, 2018

File: TP114008

cc: Adrian Smith and Liliana da Silva, Region of Peel
Muneef Ahmad and Romas Juknevicus, City of Mississauga

Re: **Response to Public Feedback on proposed Regional Official Plan Amendment for Ninth Line Lands**

Further to your direction, we have conducted a review of correspondence received regarding the Ninth Line Lands Regional Official Plan Amendment (ROPA); these have specifically included:

- ▶ 6288 Ninth Line, in follow-up to conversation at open house on October 19, 2017
- ▶ Ninth Line Land Owners Association (NLOA), correspondence of October 26, 2017; and,
- ▶ Email correspondence of October 30, 2017 (reference Joe Amato).

6288 Ninth Line, October 19, 2017

Three properties were brought to the attention of regional staff (5644, 5778, 6288 Ninth Line) at the October 19, 2017 statutory open house. 5644 and 5778 are addressed in the memo below. 6288 is located on lands proposed as residential. The lands are clear of flood risk under the plan as proposed, subject to Conservation Halton's sign-off on the Ninth Line Lands Subwatershed Study.

NLOA, October 26, 2017

In the subject correspondence, NLOA suggests that "continued use of unapproved proposed 407 Transitway alignment in the planning process does not reflect good planning practice". While NLOA does not object to the proposed urban boundary amendment, it has a fundamental concern with the proposed Transitway alignment currently under consideration, particularly as it cites negative impacts on its members.

By way of background, in the early stages of the Ninth Line Lands Secondary Plan and

Macaulay Shiomi Howson
December 8, 2017

supporting studies, the Consultant Team met with City of Mississauga regarding the uncertainty associated with the preliminary design information associated with the 1998 Transitway Study, including its alignment and footprint. Through an integrated consultation process, involving City staff, as well as representatives from the Ministry of Transportation Ontario (MTO) and the Region of Peel (Region), a study process was developed and agreed upon with the intent to update and modernize the 1998 Transitway Preliminary Design, adopting common principles, however with updated standards. Two (2) specific additional needs were identified at that time, including evaluating the role of the floodplain and drainage system, as related to the planning and design of the Transitway, as well as a requirement to reassess the parking needs, including locations and approximate footprints. At the time, all parties agreed that this would clearly not represent the Class Environmental Assessment (Class EA), as this was projected to occur in about ten (10) years plus. However, all parties to the process, including the City, Region and MTO, agreed that this assessment would provide improved insights to the 1998 Preliminary Design based on detailed technical analysis of vertical and horizontal alignments, grading limits, as well as the integrated consideration of drainage and parking.

Over the course of the preliminary assessment for the Transitway, there was significant consultation with the City, Region and MTO. Based upon this consultation and associated technical analyses, the design of the Transitway (in 2016) was advanced for consideration by the MTO for this reach of the overall Transitway system, as well as for the Region of Peel and City of Mississauga in terms of their ROPA and Local Official Plan Amendment.

Based on dialogue over 2016, it is understood that the MTO has incorporated the 2016 Preliminary Planning and Design of the 407 Transitway into its current, ongoing Class EA, which is underway now. Some of the overarching guiding principles with respect to the Transitway design included:

- ▶ Updated horizontal and vertical alignments to meet current (2016) Ministry Guidelines and Standards;
- ▶ Objective for continuous realigned drainage system for Sixteen Mile tributary to avoid or limit Transitway crossings;
- ▶ Realignment of Sixteen Mile Creek Tributary, if possible, adjacent to Highway 407 and maintain existing level of flood protection;
- ▶ Align Transitway adjacent to Sixteen Mile Creek Tributary, where possible; and,
- ▶ Provide two (2) parking areas, one adjacent to railway (south), north of Derry Road, and the second immediately south of Britannia Road.

While it remains “unapproved”, the 2016 407 Transitway alignment, has updated the 1998 preliminary design to meet current standards in terms of roadway planning and drainage; hence it is considered to represent ‘best available’ information. Furthermore, it is understood that the current approach advocated by the City for the land use planning of the Ninth Line Lands is to use the current 2016 Transitway alignment in establishing the basis for its land use plan, specific to those lands beyond the preliminary Transitway footprint. In the event that the MTO, through its ongoing Class EA, modifies certain aspects of the Transitway, which would be considered “minor”, these would likely not require changes to the ROPA given the scale of the Regional Official Plan, although amendments may be required to the more detailed City Official Plan. . In

Macaulay Shiomi Howson
December 8, 2017

the event that there are any major realignments required from the current concept, this would invoke a more significant change and ultimately require a broader scale assessment, potentially revisiting the ROPA.

The letter also referred to two sites: 5644 Ninth Line and 5578 Ninth Line. Both sites are subject to similar conditions which would be constrained albeit having some minimal opportunity in the future. For details, refer to AMEC's response to 5644 Ninth Line below.

Joe Amato (5644 Ninth Line), October 30, 2017

The subject property is just upstream of the Highway 407 hydraulic crossing of the Sixteen Mile tributary, south of Britannia Road. The floodplain in this area is currently depicted to reach Ninth Line and essentially fill the valley between Highway 407 and Ninth Line in this location. As part of the 2016 Scoped Subwatershed Study and Drainage Evaluation for the Transitway and Ninth Line Lands, various opportunities to improve (reduce) flood limits were evaluated. One of these has been advanced as a preferred opportunity, which is to improve the hydraulic capacity of the downstream railway crossing. The floodplain as depicted at the Public Information Centres (PICs) and on current land use mapping has accounted for this improvement. The balance of the opportunities, including floodplain /creek excavation, realignment, flood storage, have all been deemed to be ineffectual to address the flood risk and associated limits within the subject reach. The primary reason for this relates to backwater from the Highway 407 culvert and the very wide and flat gradient within the subject creek reach. Further upstream, since gradients increase, there are more opportunities to improve hydraulic capacity (through cut and watercourse lowering) and thereby better contain the floodplain within the realigned limits.

Another influence relates to the stormwater management facility serving the Lisgar community, the facility is adjacent to the Ninth Line Lands on the west side of Ninth Line. In order to remain functional, the stormwater management facility must continue to drain to the Sixteen Mile Tributary and as such, there would be a hydraulic connection through the Transitway, and thereby cause flood risks to continue within these lands.

Furthermore by way of policy, Conservation Halton does not recognize the 'flood-proofing' benefit of the Transitway. That said, the amount of filling would be relatively minor between 0 and 0.5 m, hence the overall lost storage may also be considered relatively minor. As such, there may be an opportunity to dialogue with Conservation Halton to determine whether or not a modest amount of filling could be incorporated within this area, along with any off-setting compensatory storage. However, there would be limited opportunities in terms of the latter, and furthermore, there would continue to need to be means of flood-proofing from backwater from the stormwater management facility and its connection to the creek.

We trust the foregoing adequately addresses the queries presented the public on the Regional Official Plan Amendment. Should you require additional information, please contact our office.