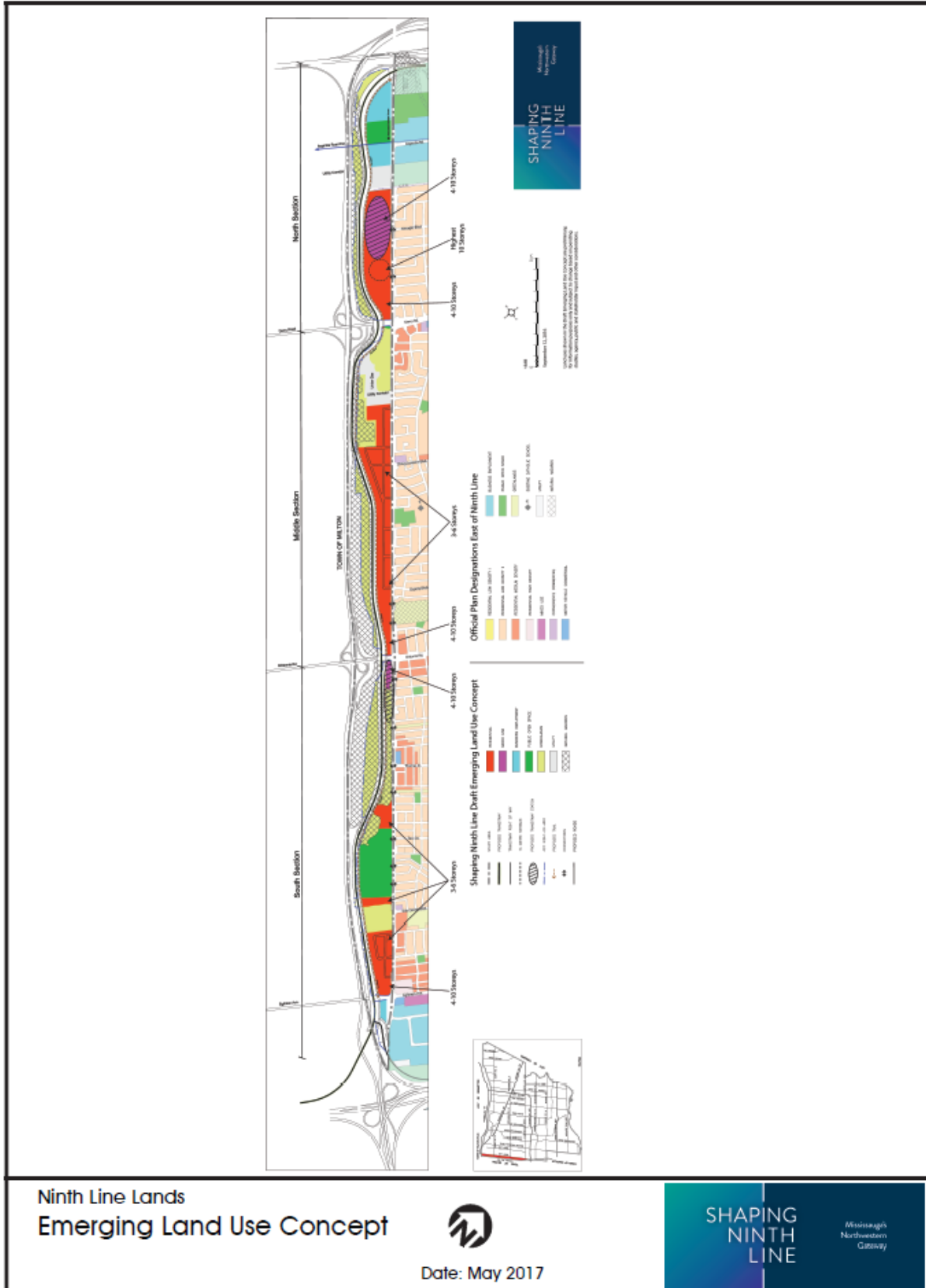


APPENDIX I THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT

Draft Emerging Land Use Concept Map



Ninth Line Lands
Emerging Land Use Concept



Date: May 2017

SHAPING
NINTH
LINE

Mississauga's
Northwestern
Gateway

APPENDIX II
THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT

Regional Official Plan Section 7.9.2.12 Municipal Comprehensive Review Process

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 *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 Area* there are no reasonable alternative locations on lower priority agricultural lands;
- 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.

APPENDIX III THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT

Ninth Line Lands Municipal Comprehensive Review Studies, Details and Key Findings

Study	Details and Key Findings
<p>Developable Lands Assumptions</p> <p>Archaeological Context (April 2014 by AMEC Environment and Infrastructure)</p>	<p>Compiled base information and recommendations in available previous archaeological reports.</p> <p>Determined developable land within the area based on a review of existing conditions and constraints within the lands adjacent to the study area.</p> <p>Based on available information, a map was created to show the following:</p> <ul style="list-style-type: none"> • all areas that have been fully assessed and are free of any further archaeological concern; • Known site locations where there was no evidence that recommended additional assessments have been carried out; • High potential areas within 300 metres of water sources; • High potential areas that lie within 100 metres of early roadways; and • Low potential areas where additional work should be carried out to confirm existing conditions.
<p>Background Report (September 2015 by MSH)</p>	<p>Established a planning framework for the Ninth Line Lands project, and detailed the technical evaluations required to be undertaken to satisfy both City and Regional planning policy requirements to bring Ninth Line lands into respective Official Plans.</p> <p>Study confirmed the lack of a current planning framework for the Ninth Line Lands and recommended the need to provide a planning policy framework that 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.</p>
<p>Agricultural Impact Assessment (September 2016)</p>	<p>Assessed soils in the lands and livestock facilities located on adjacent agricultural properties with Minimum Distance Separation (MDS) Formulae.</p> <p>Development of the Ninth Line lands would not encroach on any minimum distance separation (MDS) setbacks from livestock facilities within two kilometres of the Ninth Line lands.</p> <p>As this is the last remaining greenfield area in Mississauga, there are no reasonable alternative locations on lower priority agricultural lands for development which would avoid the subject lands which are classified as Prime Agricultural lands.</p>
<p>Highway 407 Transitway Corridor Assessment (October 2016 by AMEC Foster Wheeler)</p>	<p>Assessed stormwater conveyance and riparian storage requirements for watercourses/floodplains, stormwater management requirements, transitway width assessment.</p> <p>Results of study identified a potential revised transitway alignment that addressed development potential within Ninth Line Lands that allowed for detailed planning</p>

APPENDIX III THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT

Ninth Line Lands Municipal Comprehensive Review Studies, Details and Key Findings

Study	Details and Key Findings
	<p>and future transportation Environmental Assessment (EA) work to progress, while accommodating sensitive stormwater and floodplain features.</p> <p>Study also produced draft land use concept plans for the lands.</p>
<p>Water and Wastewater Master Servicing Background Study (February 2017 by AMEC Environment & Infrastructure)</p>	<p>Conducted background work for a water and wastewater servicing study and potential for development using the population and employment assigned to the Ninth Line Lands.</p> <p>Study confirmed that there are no significant water and wastewater servicing issues, however Regional staff will need to confirm and refine water and wastewater servicing strategies for proposed development once more details of development are available as this will impact phasing of development.</p>
<p>Subwatershed Study (Draft) (March 2017 by AMEC Foster Wheeler)</p>	<p>Analysed existing natural environment related to opportunities and constraints of the terrestrial and aquatic ecology, stream system, surface water and groundwater resources.</p> <p>Study confirmed that there are 2 patches of woodlots that are of Regional significance, and will be identified in Schedule A of Core Areas of the Greenlands Study.</p> <p>Study also included the development of a well-connected, and enhanced Natural Heritage System (NHS), and a management strategy to mitigate impacts of proposed land uses on existing natural systems.</p>
<p>Transportation Assessment of Existing Conditions and emerging land use scenario (DRAFT) (June 2017 by MMM Group)</p>	<p>Documented and assessed the existing conditions of traffic, transit, transportation demand management, active transportation, and safety issues.</p> <p>Study recommended road widening of 5 roads (2 of them regional roads) to accommodate forecasted population and employment in Ninth line. These are all unplanned road widening.</p> <p>As noted in study, regional staff does not recommend making any transportation amendments to be included in the Ninth Line lands ROPA, as regional staff will need to review any regional road improvements within context of LRTP work. Any Ninth line related road improvements will be addressed in a future transportation ROPA.</p>
<p>Growth Management Analysis (May 2017 by Hemson Consulting)</p>	<p>Documented and evaluated lands available to accommodate population, household and employment growth forecasts within the Ninth Line Lands and impacts on required intensification density, and overall growth targets for Peel and Mississauga.</p> <p>The development within Ninth Line Lands implements population and employment growth targets to 2031A, and would provide for the inclusion of</p>

**APPENDIX III
THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT**

Ninth Line Lands Municipal Comprehensive Review Studies, Details and Key Findings

Study	Details and Key Findings
	<p>approximately 110 hectares, with a proposed population of 8500-12,225 as well as between 510 and 682 jobs for a density of 82-117 people and jobs combined per hectare. Total greenfield density of 80 persons and jobs per gross hectare results in a very small increase in the overall planned greenfield density in Peel at 50 persons and jobs per hectare.</p> <p>Mississauga’s intensification rate for the 2016 to 2031 period set at 97% without Ninth Line becomes 86% with the addition of Ninth Line, leading to the Region’s overall intensification rate for the same period of 48% without and 44% with Ninth Line. While the 50% regional intensification target to the latter 2026 to 2031 period becomes 45% with Ninth Line lands taken into account, this is still well above the Growth Plan’s mandated 40% minimum intensification target.</p>
<p>Fiscal Impact Analysis (May 2017 by Hemson Consulting)</p>	<p>Estimated the long term impacts of land use changes to the cost of servicing in support of financial sustainability of developing Ninth Line Lands.</p> <p>Analysis concluded that capital costs associated with development services (water, wastewater, roads) will not have significant impact on Region’s tax or rate base. What will have impact is replacement costs of these assets. Development would also lead to costs for incremental costs for police, medical, social services but relatively small compared to Region as a whole.</p> <p>The development of these lands is expected to generate over \$1.5 billion in additional assessment and annual Regional taxation revenue of \$3 million.</p>
<p>MCR Justification Report (May 2017 by MSH)</p>	<p>Study evaluated and confirmed conformity with ROP Section 7.9.2.12, and with the Growth Plan. Refer to 2 C of this report for details.</p>



Ninth Line Lands

Municipal Comprehensive Review

SHAPING
NINTH
LINE

Mississauga's
Northwestern
Gateway

Prepared for:
Regional Municipality of Peel

By:
Macaulay Shiomi Howson Ltd.

In association with:
Hemson Consulting Ltd.
Amec Foster Wheelere
MMM Group
Brook McIlroy Inc.

May 2017

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EXECUTIVE SUMMARY

The Ninth Line Lands are located on the western boundary of the City of Mississauga. The 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. The land budget identifies an area of approximately 350 hectares (865 acres) for the Ninth Line Lands.

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.

This situation required the future of the area to be considered in this new jurisdictional context. As a result, a planning study was necessary to consider the future of the area including a municipal comprehensive review (MCR) to determine if there is justification for inclusion of some or all of the lands within the Regional Urban Boundary.

In January 2014, the Macaulay Shiomi Howson Ltd. (MSH) Team, including Hemson Consulting Ltd.(Hemson) was retained, jointly by the Region of Peel and City of Mississauga, to provide professional and technical services to carry out the required planning study including the MCR.

This report documents the results of the MCR carried out with respect to the Ninth Line Lands in the City of Mississauga and specifically conformity with Section 7.9.2.12 of the Region of Peel Official Plan which requires that:

“Consider an expansion to the 2031 Urban Boundary.....only through a Regional Official Plan Amendment which is based on municipal comprehensive review which demonstrates the following....”

Section 7.9.2.12 establishes seventeen criteria which must be satisfied as a basis for an expansion of the 2031 Urban Boundary, fifteen of which are applicable to the Ninth Line Lands. Five of those criteria relate to growth management and Official Plan conformity, five relate to agricultural considerations and six relate to other Regional considerations including:

- environmental and resource protection and enhancement including identification of a natural heritage system;
- fiscal impact;
- the ability to provide the necessary Regional infrastructure (i.e. transportation, servicing);
- sustainable development; and,
- Sections 2 and 3 of the Provincial Policy Statement.

The proposed expansion of the 2031 Urban Boundary to include the Ninth Line Lands was evaluated with respect to the relevant criteria of Section 7.9.2.12 based on the Emerging

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THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT
- REQUEST TO HOLD A STATUTORY PUBLIC MEETING

PEEL REGION
Ninth Line Lands Municipal Comprehensive Review

Land Use Concept developed for the Ninth Line Lands. In addition consideration was given to a range of technical background work including a Growth Management Analysis prepared by Hemson; the Ninth Line Agricultural Impact Assessment prepared by Amec, as well as transportation and servicing analyses prepared by MMM Group and Amec respectively, a Scoped Subwatershed Study prepared by Amec and a Fiscal Analysis carried out by Hemson.

Based on the results of this evaluation, the proposed expansion of the 2031 Urban Boundary to include the Ninth Line Lands has been deemed to conform with the requirements of Section 7.9.2.12 of the Region of Peel Official Plan, as well as the requirements of Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2006 (Growth Plan).

1. INTRODUCTION

1.1 Background

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 Region of Peel Official Plan was amended by the addition of Section 5.10 to recognize the status of the Ninth Line Lands as follows:

“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 the 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.”

This situation required the future of the area to be considered in this new jurisdictional context. In addition, the most recent planning reviews of the Ninth Line Lands had been carried out in 2005 and 2007 prior to significant changes in the planning policy framework, in particular Amendment 2 to the Growth Plan, as well as new Region of Peel and City of Mississauga Official Plans. As a result, a planning study was required to consider the future of the area including a municipal comprehensive review (MCR) to determine if there is justification for inclusion of some or all of the lands within the Regional Urban Boundary.

In January 2014, the Macaulay Shiomi Howson Ltd. (MSH) Team, including Hemson Consulting Ltd. was retained, jointly by the Region of Peel and City of Mississauga, to provide professional and technical services to carry out the required planning study including the MCR. The study was carried out by the City and the Region in accordance with Planning Act. It involved two phases:

- Phase One, which included a background review and the development of an Emerging Land Use Concept prepared in accordance with Provincial, Regional and local growth management and planning policy objectives; and,
- Phase Two, which included the preparation of a Regional Official Plan Amendment (ROPA) based on a preferred land use scenario to satisfy requirements of an MCR as outlined in section 7.9.2.12 of the Regional OP, as well as a related amendment to the City of Mississauga Official Plan.

1.2 The Ninth Line Lands

The Ninth Line Lands are located on the western boundary of the City of Mississauga. The 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. The land

budget identifies an area of approximately 350 hectares (865 acres) for the Ninth Line Lands.

Detailed background information with respect to the Ninth Line Lands is found in Ninth Line Lands, Background Report, September 2015, Macaulay Shiomi Howson Ltd. et. al. found under separate cover.

1.3 Report Purpose and Framework

This report documents the results of the MCR carried out with respect to the Ninth Line Lands and specifically conformity with Section 7.9.2.12 of the Region of Peel Official Plan which requires that:

“Consider an expansion to the 2031 Urban Boundary.....only through a Regional Official Plan Amendment which is based on municipal comprehensive review which demonstrates the following....”

A municipal comprehensive review is defined in the Regional Official Plan as:

“An official plan review or an official plan amendment, initiated by a municipality that comprehensively applies the policies and schedules of the Growth Plan for the Greater Golden Horseshoe, 2006.”

The Report is organized as follows:

- Section 2 Growth Management;
- Section 3 Agricultural Considerations;
- Section 4 Other Regional Interests; and,
- Section 5 Conclusions.

2. GROWTH MANAGEMENT

2.1 Background Analysis

Hemson Consulting Ltd. (Hemson) carried out supporting analysis and documentation related to the housing and non-residential development potential of Ninth Line lands as input to the development of a preferred land use scenario and the municipal comprehensive review. Their report, *Shaping Ninth Line Growth Management Analysis, 2017*, is found under separate cover and was prepared in accordance with Provincial, Regional and local growth management and planning policy objectives.

The Growth Management Analysis was prepared for the Region of Peel to address the growth management components of the MCR process. It examines the degree to which the Ninth Line Lands Emerging Land Use Concept (Map 2), on which the City's preferred land use scenario is to be based, supports City forecasts, policy directions for managing growth and land use planning. Further, the analysis considers whether the proposed Emerging Land Use Concept meets the tests of a municipal comprehensive review (MCR) under Provincial and Regional policy in order to designate the Ninth Line Lands as urban in the Region of Peel Official Plan and the City of Mississauga Official Plan. The study provides a basis for bringing the Ninth Line Lands into the City of Mississauga.

The Growth Management Analysis concluded the following:

- The City of Mississauga has historically played a key role in the Greater Toronto and Hamilton Area (GTAH) and Peel population, housing and employment growth. The City has now evolved from a rapidly growing suburban past, into a mature urban centre. The greenfield land supply which drove rapid growth in prior decades, has been exhausted and growth has slowed in the City, in particular for lower density ground-oriented housing. As a result, Mississauga's share of the Peel housing market for single and semi-detached units has declined significantly while the City continues to maintain the largest share of apartment growth in the Region. Most of Mississauga's future growth will be through intensification and higher density development.
- The Ninth Line Lands is a unique parcel of land in terms of growth management planning because of its history, location, and configuration and planned development. The rules and practice of planning for urban boundary expansions, including in the Growth Plan, are constructed to address more typical greenfield expansion areas.
- The Ninth Line Lands, while a greenfield expansion, is different owing largely to its annexation history. It only exists as a potential expansion area as an "accident of history" because it was annexed recently in order to rationalize a municipal boundary that was no longer in a logical location once Highway 407 was constructed and any long term infrastructure needs associated with Parkway Belt West lands were identified. The result is a strip of land, much of which is in floodplain or public use

with only a few pockets of development, which means it is not a substantial block (in the context of Mississauga), nor is it configured in as a typical greenfield expansion area.

- Because the Ninth Line Lands consist of a number of small parcels adjacent to historic development (and adjacent to planned transit infrastructure), the land use concept is planned at a housing mix and density that would be more typically expected in intensification areas rather than a new greenfield area. The employment land parcels at the north end of the Ninth Line, adjacent to the Highway 407 are more typical of greenfield expansion, but are still relatively small in terms of land area when compared with normal greenfield expansions.
- While the boundary adjustment at annexation normalized the location of the municipal boundary between Halton and Peel, the urban boundary expansion is the next step in normalizing the land use relationships. Further, Hemson have concluded that the approach to the MCR for the Ninth Line Lands while somewhat different from normal and the tests of how it meets the requirements of the Growth Plan are equally unique, it nonetheless meets the growth management tests required.
- The Region of Peel through Regional Official Plan Amendment 24 (ROPA 24) updated the remaining growth management elements required to bring the Region of Peel Official Plan into conformity with the Growth Plan, including establishing intensification and density targets and the 2031 land budget. Through ROPA 24 urban boundary expansions were anticipated. While most of this was for greenfield ground related housing and employment land development in Caledon, Hemson has concluded that the Ninth Line Lands in Mississauga equally qualifies.
 - In the Mississauga context, the Ninth Line Lands are appropriately being planned for employment land development near existing employment areas primarily those near the Highways 407 and 401 interchange. There is very little remaining greenfield employment land in Mississauga. And, like elsewhere in the western GTAH, the employment density of new employment land development in recent years has been lower than was generally planned in the past. The additional employment lands, while relatively minimal in size, will contribute to meeting Mississauga's employment targets.
 - For residential development, it is acknowledged that most new development in Mississauga will – and should – be for medium and higher density housing. While Mississauga has a large supply potential for this type of development through intensification, not all of it is expected to come to market in the near future nor in a location where supporting infrastructure already exists and transit infrastructure is planned in the near term.

APPENDIX IV
THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT
- REQUEST TO HOLD A STATUTORY PUBLIC MEETING

In terms of the land use concept for the Ninth Line Lands (See Map 2), it:

- provides for medium and high density residential areas, comprising row houses and apartments;
- includes mixed use areas with residential and commercial employment opportunities;
- provides for higher order transit;
- an overall minimum density target of 82 persons and jobs per gross hectare has been set;
- a minimum density target of 160 persons and jobs per hectare around transit station areas;
- provision of well-located business employment lands in proximity to 400-series highways; and,
- protection for natural heritage and flood plain features.

The Ninth Line Lands land use concept would accommodate approximately 3,500 housing units, 8,500 residents and 510 jobs:

Shaping Ninth Line - Land Use Concept					
Estimated Population, Housing and Employment					
Area	ha	Estimated Development Potential			
		Housing Units	Population	Non-Res Space m²	Jobs
Total Study Area	350				
Non-Developable Areas*	240				
Developable Areas	-				
Residential	50	2,850	6,850	-	-
Mixed Use	15	690	1,660	3,290	80
Business Employment	10	-	-	31,230	430
Other Developable Lands**	35	-	-	-	-
Total Developable	110	3,550	8,510	34,530	510

Figures are rounded.

*Includes Hwy 407 and Ninth Line Right-of-Ways, Natural Heritage System, existing utility uses and proposed Transitway & setback.

**Transit station areas, Public Open Space.

Development of the Ninth Line Lands gives Mississauga a much better prospect of meeting its growth targets to 2031 while providing an appropriate density and mix of housing to support Provincial, Regional and City policies favouring denser and more intensified development. At the same time, the concept provides for higher density ground-oriented units, such as row houses, for which there is a very limited land supply in Mississauga, particularly in a greenfield setting. The ground-related units can help meet demand for those households not seeking apartment forms which now dominant the Mississauga market.

The proposed land use concept and urban boundary expansion meet the conditions of the Growth Plan including the quantitative targets established by the Province and the Region through ROPA 24. In particular, the high greenfield density of 82 persons and jobs per

hectare results in a very small increase in the overall planned greenfield density in Peel at 50 persons and jobs per hectare. While this is higher density development typically associated with intensification, it is outside of the built up area. As a result, Mississauga’s intensification rate for the 2016 to 2031 period set at 97% without the Ninth Line Lands becomes 86% with the addition of the Ninth Line Lands. Similarly, the Region’s intensification rate for the same period is 48% without Ninth Line Lands and becomes 44% with the Ninth Line Lands. This rate remains well above the Growth Plan’s mandated 40% minimum intensification target.

2.2 Evaluation

Section 7.9.2.12 of the Region of Peel Official Plan establishes seventeen criteria which must be satisfied as a basis for an expansion of the 2031 Urban Boundary. Five of those criteria relate to growth management and the Official Plan. These are evaluated below based on the results of the Hemson analysis and a review of the Region of Peel Official Plan:

Table 1 Growth Management	
Criteria	Evaluation
a) that the proposed expansion is based on the population, household and employment growth forecasts contained in Table 3;	<p>The Hemson analysis has been prepared in the context of the Region of Peel Official Plan. The report notes that:</p> <p>“The Region of Peel Official Plan guides long range planning for the Cities of Mississauga and Brampton and the Town of Caledon. Through the Official Plan, the Region allocates the Growth Plan Schedule 3 forecasts to each lower tier municipality and provide policy guidance, including local municipal level targets for density and intensification that work to achieve the Provincial mandated Regional minimums.” (Section II, Subsection B, page 11).</p> <p>In addition, the report concludes:</p> <p>“The Region is currently planning to Growth Plan 2031A, per ROPA 24.....Ninth Line is still within 2031A and ROPA 24.”</p> <p>The 2031A forecasts are set out in Table 3 to the Region of Peel Official Plan. The Hemson analysis therefore conforms with criteria a).</p>
b) that sufficient opportunities, as determined by the Region, are not available in the area municipality to accommodate the	<p>The Hemson analysis concludes that “growth in the City of Mississauga, including Ninth Line is being planned within the approved ROPA 24 allocation within the Region. ROPA 24 was approved in 2012. ROPA 24 always envisioned that its implementation would include the subsequent addition of greenfield lands. Such expansions have included Mayfield West Phase 1, Mayfield West Phase 2, the west Bolton employment</p>

Table 1 Growth Management	
Criteria	Evaluation
<p>forecasted growth for the area municipality contained in Table 3, through intensification and in designated greenfield areas;</p>	<p>lands and now the proposed residential expansion in Bolton, all within the Town of Caledon. Similarly, Ninth Line is a small greenfield expansion area to help accommodate the allocated growth in the City of Mississauga. The units in the Ninth Line plan add to DGA development, but do not affect to affect the Region of Peel’s plan to far exceed the minimum 40% intensification rate mandated in the Growth Plan. The DGA density of 80 persons plus jobs per ha will act to increase the greenfield density in the City of Mississauga and in the Region of Peel compared to existing calculations without Ninth Line.”(Section IV, Subsection B, pages 38-39)</p> <p>The Hemson analysis also concludes:</p> <p>“The Emerging Land Use Concept results in a complete Ninth Line community that can play a key role in achieving the City’s growth forecasts in an era of slowing growth in Mississauga while at the same time supporting policy goals for mixed use, transit-supportive and higher density development.” (Section IV, Subsection A. page 36)</p> <p>“Overall, the Emerging Land Use Concept for Ninth Line fits within the Regional land budget as planned to 2031 and would help Mississauga to achieve its growth outlook while still making an important contribution to density and intensification in Peel which meets or exceeds Provincially mandated minimums.” (Section IV, Subsection B, page 38)</p>
<p>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;</p>	<p>The Hemson report concludes:</p> <p>“The Ninth Line lands present a critical opportunity to assist in the achievement of City and Regional density targets, beyond the <i>Growth Plan</i> minimum. Virtually all of Mississauga’s future development will be through intensification and redevelopment. Ninth Line represents a minimal addition of greenfield lands within a Regional context however presents a key opportunity for the City to provide higher density residential development in a greenfield context where the economics are more favourable for immediate development.”(Section IV, Subsection B, page 40)</p>
<p>d) the proposed expansion makes available sufficient lands for a time</p>	<p>The Hemson analysis concludes:</p> <p>“The Ninth Line lands are being planned to accommodate forecast demand within the 2031 planning horizon. It is anticipated that the lands will be needed to meet housing</p>

Table 1 Growth Management	
Criteria	Evaluation
horizon not exceeding 2031;	demand within this timeframe as a number of other identified development areas in Mississauga are subject to constraints and not be reasonably expected to develop prior to 2031 owing to significant site remediation costs, lengthy planning processes and the economics of assembly and redevelopment. These greenfield lands in Ninth Line can bring medium and high-density housing to market very quickly once approved, allowing Mississauga to be more likely to achieve its population growth targets within the time frame of the plan.”(Section IV, Subsection B, page 40)
e) conformity with the Regional Official Plan;	<p>In addition to Section 7.9.2.12, the key relevant directions in the Region of Peel Official Plan to the proposed boundary expansion are found in Chapter 4: Regional Forecasts and Chapter 5:Regional Structure. As discussed above with respect to subsections a) and b), Chapter 4 establishes in Table 3 the Population, Household and Employment Forecasts for Peel. As demonstrated in the Hemson analysis, the Ninth Line Lands are “still within 2031A and ROPA 24.”</p> <p>With respect to the directions in Chapter 5, the key policies are found in Section 5.5.4, Greenfield Density including the objectives in Section 5.5.4.1. The objectives establish the general directions for the development of greenfield areas including:</p> <ul style="list-style-type: none"> • the creation of complete communities; • achievement of compact urban form that support walking, cycling and early integration and sustained viability of transit services; • a compatible and diverse mix of land uses to support vibrant neighbourhoods; • optimization of the use of the greenfield area; • enhancement of the natural environment and resources; and, • management of the growth to support Peel economy. <p>The Emerging Land Use Concept for the Ninth Line Lands is designed to implement these objectives and the relevant policies as it designed to:</p> <ul style="list-style-type: none"> • create a complete community, provide for a compatible and diverse mix of and uses to support vibrante neighbourhoods and support Peel’s economy including a range of residential

Table 1 Growth Management	
Criteria	Evaluation
	<p>and employment opportunities; as well as recreational and cultural activities, in particular:</p> <ul style="list-style-type: none"> ○ medium and high density residential areas, comprising row houses and apartments, ○ mixed use areas with residential and commercial employment opportunities, and ○ provision of well-located business employment lands in proximity to 400-series highways; <ul style="list-style-type: none"> ● the development form is compact and efficient at a density of 80 persons and jobs per gross hectare which supports walking, cycling and transit services including the extension of the 407 Transitway and optimizes use of the greenfield area. The density: <ul style="list-style-type: none"> ○ significantly exceeds the minimum greenfield density target of 50 persons and jobs per hectare combined to be measured over Peel’s designated Greenfield area as established in the Region of Peel Official Plan (Section 5.5.4.2.1), ○ the density also exceeds the current density of 77 residents and jobs combined per hectare applicable to the current existing designated greenfield area in Mississauga which is to be revised if additional greenfield areas are added to the City (Section 5.5.4.2.2), and ○ the density adjacent to the proposed 407 Transitway stations which would be considered major transit stations has a minimum density target of 160 persons and jobs per ha which exceeds the target established in the Plan for designated greenfield areas of 100 residents and jobs combined per hectare; and, ● establish an extensive linked natural heritage system which also includes extensive hazard lands.

3. AGRICULTURE

3.1 Background Analysis

Amec Foster Wheeler Environment & Infrastructure (Amec) conducted an agricultural impact assessment of the Ninth Line Lands. Their report, Ninth Line Lands Agricultural Impact Assessment, Final Report, August 2016, is found under separate cover.

The report includes an assessment of soils in the subject lands for their Agricultural Capability Classification according to the Canada Land Inventory (CLI) using available soil survey information from Agricultural and Agri-food Canada, supplemented by on – site inspections where possible. It also includes an assessment of livestock facilities located on adjacent agricultural properties using calculated minimum separation distances. Site visits and on-site interviews were performed to assess the suitability and current use of livestock facilities located within a 2 kilometre distance from all sides of the Ninth Line Lands. No livestock operations are currently located within the Ninth Line Lands.

The assessment concludes (See also Map 3, Soil Classification and Map 4, MDS Setbacks):

- i. All soils in the Ninth Line Lands are classified as prime agricultural lands with 85% being Class 1 land (Chinguacousy, Tuscola, and Onida series) and 15% being Class 3DW land (Jeddo series) limited for agricultural production by poor drainage (See Map 3). Development of the subject lands according to the Regional Official Plan will permanently remove all 307 ha (+/-) of prime agricultural land from food production; however, there appears to be no reasonable alternatives to avoid prime agricultural areas given the continuous orientation of the lands in relationship to the adjacent urban form.
- ii. Calculated setback distances based on MDS I formulae for livestock facilities within 2 km of the perimeter, south west and north of the subject lands, ranged from 197 to 547 m; however, all areas within the setback distances from the facilities did not overlap with the subject lands. Based on the calculated distances, it is anticipated that livestock operations in adjacent areas are not expected to impact on development and expansion of the subject lands.
- iii. Development and expansion into the subject lands will limit expansion of potential livestock operations on adjacent agricultural lands. The extent of the potential expansion of existing or new livestock facilities would have to be based

on MDS II formulae under current provincial legislation. Potential effects, if any, on adjacent lands could be reduced by restricting expansion into the subject lands to Type A (low intensity) applications.

- iv. The existing Highway 407 corridor is expected to act as a buffer between the subject lands and adjacent agricultural areas within the Town of Milton to the southwest. The setback provided by the Highway 407 corridor (at least 100 m) overshadows the need for typical mitigation measures such as buffer mounds or tree barriers. From a strict agricultural perspective such mitigation measures would not be necessary.....
- v. It should be noted that consideration should be given to any potential changes to water quality and quantity as part of storm water management measures to mitigate potential influences on water runoff used for the adjacent agricultural production (i.e. irrigation and farm animal consumption).”

3.2 Evaluation

Of the seventeen criteria in Section 7.9.2.12 of the Region of Peel Official Plan which relate to expansion of the 2031 Urban Boundary, five relate to agricultural considerations. These are reviewed below based on the results of the Amec assessment:

Table 2 Agricultural Considerations	
Criteria	Evaluation
g) that there is no reasonable alternative locations to avoid the <i>Prime Agricultural Areas</i> ;	The “Ninth Line Lands Agricultural Impact Assessment Final Report” indicates that all of the lands in the Ninth Line Lands are Canadian Land Inventory Class 1 and Class 3 lands. As such they constitute prime agricultural lands. Given that the entire area is classified as prime agricultural lands and that it is the last remaining greenfield area in the City of Mississauga, there is no reasonable alternative locations for development which would avoid these prime agricultural lands.
h) Impacts of a proposed settlement boundary expansion on agricultural operations which are adjacent or close to the settlement area, and if impacts are identified, the analysis is to identify	The Amec report identifies adjacent livestock facilities, none of which are located in the Ninth Line Lands. It indicates that settlement expansion on the Ninth Line Lands could limit, new, or the expansion of existing livestock facilities within two kilometers of the Ninth Line Lands. It does indicate that potential effects, if any, on adjacent lands could be reduced by restricting expansion into the subject lands to Type A (low intensity) applications. However, it also indicates that the existing Highway 407 corridor is expected to act as a buffer

Table 2 Agricultural Considerations	
Criteria	Evaluation
mitigation or the impacts to the greatest extent feasible;	between the subject lands and adjacent agricultural areas within the Town of Milton to the southwest. The setback provided by the Highway 407 corridor (at least 100 m) overshadows the need for typical mitigation measures such as buffer mounds or tree barriers. From a strict agricultural perspective such mitigation measures would not be necessary. Further, subsequent to the completion of the Amec report the preferred land use scenario was developed. It includes a further substantive buffer in addition to the Highway 407 corridor which includes the 407 Transitway and associated natural heritage and hazard land areas. Together the proposed land use provides significant mitigation and satisfies this criterion.
i) within the <i>Prime Agricultural Area</i> there is no reasonable alternative locations on lower priority agricultural lands;	As noted in the discussion of criterion g), given that the entire area is classified as prime agricultural lands and that it is the last remaining greenfield area in the City of Mississauga, there are no reasonable alternative locations on lower priority agricultural lands for development which would avoid these prime agricultural lands.
j) impacts from expanding settlement areas on agricultural operations are mitigated to the greatest extent feasible;	As noted in the discussion of criterion h) Highway 407 and related proposed lands uses together provides significant mitigation and satisfies this criterion.
k)compliance with the <i>minimum distance separation formulae</i> ;	Based on the Amec report calculations there is compliance with this criteria as there are no agricultural operations within the Ninth Line Lands. Further, development of the Ninth Line Lands would not encroach on any minimum distance separation (MDS) setbacks from livestock facilities within two kilometers of the Ninth Line Lands.

4. OTHER REGIONAL INTERESTS

4.1 Background

Section 7.9.2.12 identifies a number of criteria with respect to Urban Boundary expansion which relate to a range of Regional interests including:

- fiscal impact;
- provision of Regional infrastructure and services including Regional and local transportation and water and wastewater servicing;
- environmental and resource protection and enhancement, including the identification of a natural heritage system;
- sustainable development;
- other Regional interests identified which are healthy development and affordable housing; and,
- policies of Sections 2 and 3 of the Provincial Policy Statement, 2005 which relate to use and management of resources and protecting public health and safety.

The following summarizes the analysis carried out with respect to these criteria. The analysis generally is with respect to the Emerging Land Use Concept (See Map 2) developed in Phase One of the study. The Emerging Land Use Concept, and the related technical evaluations and public input, will form the basis for the development of the preferred land use scenario.

4.1.1 Fiscal Impact

Hemson has carried out a fiscal analysis of the Emerging Land Use Concept. This report, Shaping Ninth Line Fiscal Analysis, May 2017, concludes:

- “The development of the Ninth Line area will not place any undue financial burden on the Region.
- The dense nature of the proposed development plan will likely lead to water and wastewater servicing costs below the Regional average.
- Road-related servicing costs are calculated to be higher than the Regional average. However, the widening of Ninth Line will likely benefit growth occurring beyond the borders of the development area, which would lessen the variance.
- Tax revenue associated with the development is likely to be slightly higher than the Regional average on a population and employment basis.”

4.1.2 Infrastructure and Services

The provision of Regional infrastructure and services including Regional and local transportation and water and wastewater servicing has been carefully evaluated and determined to be appropriate. The fiscal impact analysis addresses its financial sustainability. The transportation and servicing evaluations address viability of the proposed transportation and servicing approaches and their environmental sustainability.

With respect to Regional and local transportation requirements, MMM Group prepared the Ninth Line Lands Study Transportation Assessment, 2017 (report found under separate cover). The analysis focuses on the creation of a sustainable transportation system which provides for a balanced transportation system for all modes of transportation including transit and active transportation.

The Transportation Assessment examines existing traffic conditions, trucks, transit, active transportation, collision data, future background conditions (business as usual), Emerging Land Use Concept trip generation, future total conditions (with Concept land use) and transportation demand management strategies. Five future total scenarios are evaluated:

- Scenario 1: Emerging Land Use Concept – with 5% increase in non-auto modal split from the implementation of the 407 Transitway. The traffic volumes associated with this scenario can be accommodated with the widening of Ninth Line and the signalization of Ninth Line and Terragar Boulevard.
- Scenario 2: Emerging Land Use Concept – with 10% increase in non-auto modal split from the implementation of 407 Transitway. The traffic volumes associated with this scenario can be accommodated with the widening of Ninth Line and the signalization of Ninth Line and Terragar Boulevard.
- Scenario 3: Emerging Land Use Concept – with 20% increase in non-auto modal split from the implementation of 407 Transitway. The traffic volumes associated with this scenario can be readily accommodated with the widening of Ninth Line and the signalization of Ninth Line and Terragar Boulevard.
- Scenario 4 Emerging Land Use Concept plus extension of Argentia: – with 10% increase in non-auto modal split from the implementation of 407 Transitway. The traffic volumes associated with this scenario can be accommodated without

additional improvements beyond what is required for the future total Scenarios 1 to 3.

- Scenario 5 Emerging Land Use Concept plus the Greater Toronto Area West Highway Corridor: – with 10% increase in non-auto modal split from the implementation of 407 Transitway. The traffic volumes associated with this scenario can be accommodated without additional improvements beyond what is required for the future total Scenarios 1 to 3.

With respect to water and wastewater, the Region of Peel conducted an evaluation of the Emerging Land Use Concept based on their current Master Plan system model in November 2016 and reflecting input from Amec, the project servicing consultant. Estimated water and wastewater demands were prepared by Amec based on population and employment forecasts and land type and use. Amec reviewed the Region of Peel report (review found under separate cover) and concluded that:

- **Water Services**
The Region of Peel's assessment confirms that there is capacity within their system and that some planned component upgrades may be required or eliminated based on the proposed demands. It is recommended that the Ninth Line Lands be serviced by three out of the four adjacent pressure zones in order to simplify the servicing requirements and eliminate the need to increase demand in Pressure Zone 4a. A summary of external services required is provided by Amec. In addition, Amec note that an internal network of 250 mm or 300 mm pipes will be required along internal roads.
- **Wastewater Services**
The Ninth Line Lands will be serviced by the West Trunk Sewer System, draining by gravity via the West Trunk System to the Clarkson WPCP. As per the Region's hydraulic wastewater servicing analysis, there are no concerns for the Ninth Line Lands regarding the trunk sewer system capacity except the existing 450 mm sanitary sewer system on the Ninth Line north of Britannia Road West. This section of the sanitary sewer system does not have sufficient capacity for the proposed development. The Region's preferred servicing strategy is a new local sanitary sewer (within the new development area) parallel to Ninth Line to convey the sewage that cannot be accommodated to the existing 450 mm sanitary sewer and connecting further downstream north of Britannia Road West. There are no significant external trunk services required for wastewater servicing. An internal system of 250 mm and 300 mm sanitary sewers will be required along the roads.

- Stormwater Management

The Ninth Line Sixteen Mile Creek Tributary Scoped Subwatershed Plan is being prepared by a consultant team led by Amec. As part of Phase II of the study (report found under separate cover), a recommended stormwater management plan has been developed. Key components include:

- Wet ponds are recommended for future urban development north of Britannia Road and north of Derry Road, as well as in the Sawmill Creek Subwatershed;
- Source controls are recommended for the future development lands south of Britannia Road within the Sixteen Mile Creek Watershed.
- Low Impact Development (LID) Best Management Practices (BMPs) are to be applied throughout the future development lands and size to capture the first 5 mm of runoff.
- The stormwater management plan for the future 407 Transitway is to be determined through a separate Class Environmental Assessment process for the Transitway.

4.1.3 Environmental and Resource Protection and Enhancement

The Ninth Line Sixteen Mile Creek Tributary Scoped Subwatershed Study (Scoped Subwatershed Study) addresses a range of matters related to environmental and resource protection and enhancement. Phase I involved an analysis of the significance and sensitivity of existing natural features and species which formed the basis for the establishment of a natural heritage system in Phase II. The natural heritage system for the Ninth Line Lands is reflected in the Emerging Land Use Concept and the preferred land use scenario.

Analyses and assessments have also been completed to determine the potential impacts of the Emerging Land Use Concept on the area's resources. The impact assessment has addressed:

- surface water/groundwater/water quality;
- stormwater management systems sizing (quantity and quality);
- water budget and runoff volume reduction;
- stream morphology; and,
- natural environment.

4.1.4 Sustainable Development

Section 1.3.5 of the Region of Peel Official Plan identifies sustainable development directions which must be addressed as part of the consideration of any proposed boundary expansion. As noted in Section 1.3.5:

“The over-arching theme of this Plan is sustainability which refers to meeting the needs of the present without compromising the ability of future generations to meet their own needs. Regional Council will work towards sustainability by apply a sustainable development framework which will provide a holistic approach to planning, action and measurement. The principle of sustainable development is important given the need to address significant issues such as developing a sustainable society and addressing specific issues such as the impacts of climate change through mitigation and adaptation measures. The aim is to create a strong, vibrant and resilient society that can adapt to changes while meeting the human services and infrastructure needs of the community.”

Further, Section 1.3.5 identifies the sustainable development framework as enabling “integration of environmental, social, economic and cultural imperatives.” These imperatives “provide an integrated and flexible basis for the formulation of policy and decision-making.”

The Emerging Land Use Concept reflects this sustainable development framework. In particular:

- Environmental Imperative -The Emerging Land Use Concept for the Ninth Line Lands reflects the results of the Scoped Subwatershed Study including the establishment of a natural heritage system;
- Social and Economic Imperatives– Development is proposed which will allow for the creation of a complete community providing a range of housing, commercial and employment opportunities. In addition, the development is designed to be supportive of transit and active transportation; and,
- Cultural Imperative – The Ninth Line Lands has been planned to provide a range of community facilities including a major community park and community centre, as well as providing for the protection of cultural heritage resources.

4.1.5 Other Regional Interests

Other Regional interests identified are affordable housing and healthy development. As noted in the discussion in Section 2, Growth Management, development of the Ninth Line Lands gives Mississauga a much better prospect of meeting its growth targets to

2031 while providing an appropriate density and mix of housing to support Provincial, Regional and City policies favouring denser and more intensified development which has to potential to provide affordable housing. At the same time, the concept provides for higher density ground-oriented units, such as row houses, for which there is a very limited land supply in Mississauga, particularly in a greenfield setting. The ground-related units can help meet demand for those households not seeking apartment forms which now dominant the Mississauga market in an affordable manner.

With respect to healthy development, in conformity with Section 5.3.1.3 of the Region of Peel Official Plan, the Emerging Land Use Concept is designed to establish a healthy and complete community “that includes living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.” In particular, development is focused on the proposed 407 Transitway and is designed to promote the use of transit and active transportation through the establishment of transit-supportive and pedestrian and bicycle friendly urban development. Further, it will promote mixed use development including a range of housing and employment uses. Finally, as outlined in Section 4.1.3, the Scoped Subwatershed Study addresses a range of matters related to environmental and resource protection and enhancement. The natural heritage system for the Ninth Line Lands is reflected in the Emerging Land Use Concept and the preferred land use scenario.

4.1.6 Sections 2 and 3 Provincial Policy Statement

Section 2 of the PPS provides for the wise use and management of resources including natural heritage, water, agriculture, minerals and petroleum, mineral aggregate resources and cultural heritage and archaeology. The Emerging Land Use Concept and supporting technical studies address this direction as follows:

- Natural Heritage – the Emerging Land Use Concept provides for the protection of a natural heritage system including significant natural features;
- Water – the Scoped Subwatershed Study provides direction with respect to the protection, improvement and restoration of the quality and quantity of water resources;
- Agriculture – issues related to agriculture have been addressed through the Ninth Line Lands Agricultural Impact Assessment, Final Report, August 2016 as discussed in Section 3 of this report;
- Minerals and petroleum, mineral aggregate resources – No such resources have been identified with respect to the Ninth Line Lands; and,

- Cultural Heritage and Archaeological Resources – Existing and potential cultural heritage and archaeological resources have been identified through the background work and will be protected as required by Provincial policy.

Section 3, Protecting Public Health and Safety includes consideration of natural and human made hazards. A detailed strategy has been identified through the Scoped Subwatershed Study with respect to lands subject to flooding and erosion in the Ninth Line Lands. No human-made hazards have been identified. However the potential for such hazards will be required to be assessed prior to the development of specific sites.

4.2 Evaluation

Of the seventeen criteria in Section 7.9.2.12 of the Region of Peel Official Plan which relate to expansion of the 2031 Urban Boundary, six relate to a range of Regional considerations. These are reviewed below based on the Emerging Land Use Concept and the results of the background analysis and the.

It should be noted that there is a seventh criteria in Section 7.9.2.12 which relates to whether the proposed expansion meets the requirements of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan and the Oak Ridges Moraine Conservation Plan. None of the identified Provincial plans are applicable to the Ninth Line Lands and thus the criterion is not applicable to the evaluation of the proposed boundary expansion.

Criteria	Evaluation
f) environmental and resource protection and enhancement including identification of a natural heritage system, in accordance with the policies of this Plan;	The Scoped Subwatershed Study has provided the basis for the development of a plan for the Ninth Line Lands which ensures environmental and resource protection and enhancement including the identification of a natural heritage system in accordance with the policies of the Region of Peel Official Plan. In addition to the establishment of the natural heritage system, the Scoped Subwatershed Study provides direction with respect to surface water/groundwater /water quality; stormwater management; water budget and runoff volume reduction, and stream morphology.
l) fiscal impact analysis;	Hemson have carried out the required fiscal impact analysis which concludes that development of the Ninth Line area will not place any undue financial burden on the Region.
m) the ability to provide the necessary Regional infrastructure and services, including	MMM Group prepared the Ninth Line Lands Study Transportation Assessment, 2017. In addition, Amec reviewed the Region of Peel servicing evaluation with respect to water and wastewater servicing for the Ninth Line Lands.

Table 3 Other Regional Considerations	
Criteria	Evaluation
Regional and local transportation infrastructure, water and wastewater servicing, in a financially and environmentally sustainable manner;	Amec also addressed stormwater management through the Scoped Subwatershed Study. The Hemson fiscal impact analysis has addressed the financial implications with respect to the provision of transportation and services. This background analysis has demonstrated that servicing can be provide in a financially and environmentally sustainable manner.
n) the sustainable development imperatives in Section 1.3.5 have been addressed;	<p>The Emerging Land Use Concept addresses the sustainable development imperatives as follows:</p> <ul style="list-style-type: none"> • Environmental Imperative -The Emerging Land Use Concept for the Ninth Line Lands reflects the results of the Scoped Subwatershed Study including the establishment of a natural heritage system; • Social and Economic Imperatives– Development is proposed which will allow for the creation of a complete community providing a range of housing, commercial and employment opportunities. In addition, the development is designed to be supportive of transit and active transportation; and, • Cultural Imperative – The Ninth Line Lands has been planned to provide a range of community facilities including a major community park and community centre, as well as providing for the protection of cultural heritage resources.
o) other relevant Regional interests as may be confirmed through pre-consultation;	<p>Other Regional interests identified include affordable housing and healthy development. As noted in the discussion in Section 2, Growth Management, development of the Ninth Line Lands gives Mississauga a much better prospect of meeting its growth targets to 2031 while providing an appropriate density and mix of housing to support Provincial, Regional and City policies including the provision of affordable housing.</p> <p>With respect to healthy development, in conformity with Section 5.3.1.3 of the Region of Peel Official Plan, the Emerging Land Use Concept is designed to establish a healthy and complete community “that includes living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.”</p>
q) in determining the most appropriate	Section 2 of the PPS provides for the wise use and management of resources including natural heritage, water,

Table 3 Other Regional Considerations	
Criteria	Evaluation
location for expansions to the boundaries of settlement areas the policies of Section 2 and 3 of the <i>Provincial Policy Statement, 2005</i> are applied.	<p>agriculture, minerals and petroleum, mineral aggregate resources and cultural heritage and archaeology. The Emerging Land Use Concept and supporting technical studies address this direction as follows:</p> <ul style="list-style-type: none"> • Natural Heritage – the Emerging Land Use Concept provides for the protection of a natural heritage system including significant natural features; • Water – the Scoped Subwatershed Study provides direction with respect to the protection, improvement and restoration of the quality and quantity of water resources; • Agriculture – issues related to agriculture have been addressed through the Ninth Line Lands Agricultural Impact Assessment, Final Report, August 2016 as discussed in Section 3 of this report; • Minerals and petroleum, mineral aggregate resources – No such resources have been identified with respect to the Ninth Line Lands; and, • Cultural Heritage and Archaeological Resources – Existing and potential cultural heritage and archaeological resources have been identified through the background work and will be protected as required by Provincial policy. <p>Section 3, Protecting Public Health and Safety includes consideration of natural and human made hazards. A detailed strategy has been identified through the Scoped Subwatershed Study with respect to lands subject to flooding and erosion in the Ninth Line Lands. No human-made hazards have been identified. However the potential for such hazards will be required to be assessed prior to the development of specific sites.</p>

5. CONCLUSIONS

This report documents the results of the MCR carried out with respect to the Ninth Line Lands in the City of Mississauga and specifically conformity with Section 7.9.2.12 of the Region of Peel Official Plan which requires that:

“Consider an expansion to the 2031 Urban Boundary.....only through a Regional Official Plan Amendment which is based on municipal comprehensive review which demonstrates the following....”

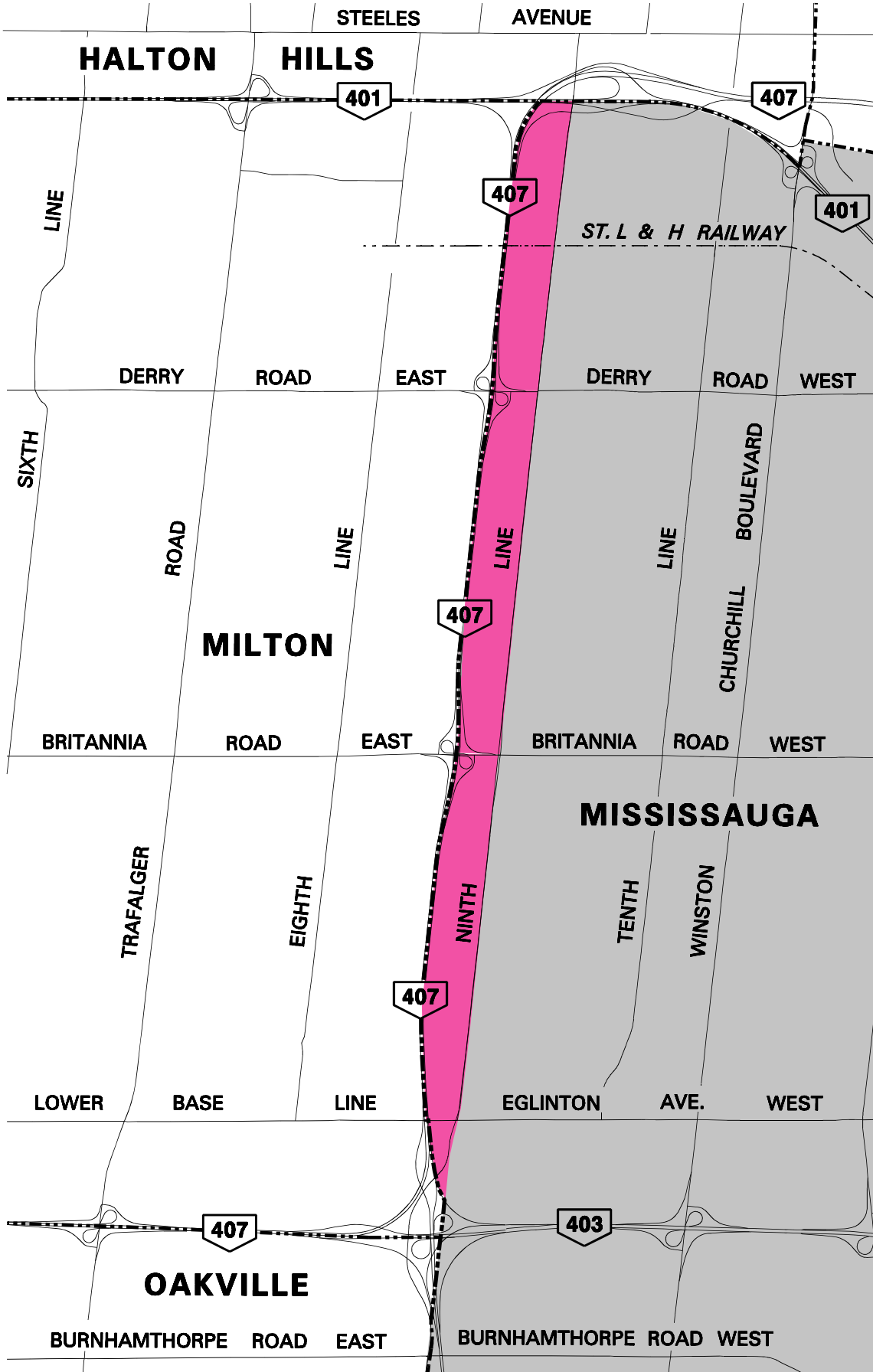
Section 7.9.2.12 establishes seventeen criteria which must be satisfied as a basis for an expansion of the 2031 Urban Boundary, fifteen of which are applicable to the Ninth Line Lands. Five of those criteria relate to growth management and Official Plan conformity, five relate to agricultural considerations and six relate to other Regional considerations including:

- environmental and resource protection and enhancement including identification of a natural heritage system;
- fiscal impact;
- the ability to provide the necessary Regional infrastructure (i.e. transportation, servicing);
- sustainable development;
- other Regional interests identified which are healthy development and affordable housing; and,
- Sections 2 and 3 of the Provincial Policy Statement.

The proposed expansion of the 2031 Urban Boundary to include the Ninth Line Lands was evaluated with respect to the relevant criteria of Section 7.9.2.12 based on the Emerging Land Use Concept developed for the Ninth Line Lands. In addition consideration was given to a range of technical background work including a Growth Management Analysis prepared by Hemson; the Ninth Line Agricultural Impact Assessment prepared by Amec, as well as transportation and servicing analyses prepared by MMM Group and Amec respectively and a Scoped Subwatershed Study prepared by Amec.

Based on the results of this evaluation, the proposed expansion of the 2031 Urban Boundary to include the Ninth Line Lands has been deemed to conform with the requirements of Section 7.9.2.12 of the Region of Peel Official Plan, as well as the requirements of the Growth Plan, 2006.

**THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT
- REQUEST TO HOLD A STATUTORY PUBLIC MEETING**



MAP 1
Ninth Line Lands
Area Context



Date: May 2017



APPENDIX IV



LEGEND

SYMBOL	UNIT	SOIL SERIES
	Ch:C1	Chinguacousy (Total Area: 252 ha)
	Jc:B1	Jeddo (Total Area: 45 ha)
	On:c1	Onida (Total Area: 7 ha)
	Tu:c0	Tuscola (Total Area: 3 ha)

NOTES
 Source: Cartography Section, Soil Research Institute, Research Branch, Canada Department of Agriculture, Ottawa. Printed for the Canada Department of Agriculture by the Survey and Mapping Branch, Department of Energy, Mines and Technical Surveys, 1971.

Unreferenced and Digitized Vector Representations derived from visual interpretation and manual tracing of soil features using the above cited source.
 Background image extracted from Google Earth Pro, data is May 2015.

MISSISSAUGA
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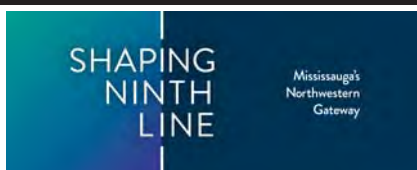
NINTH LINE CORRIDOR REVIEW PROJECT

Soil Classification

PROJECT N°: TP114008	FIGURE: 1
SCALE: 1:28,000	DATE: July 2016

MAP 3
 Ninth Line Lands
 Soil Classification

Date: May 2017



APPENDIX IV



MAP 4
Ninth Line Lands
MDS Setbacks



Date: May 2017

SHAPING NINTH LINE

Mississauga's Northwestern Gateway

APPENDIX V
THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT
- REQUEST TO HOLD A STATUTORY PUBLIC MEETING

The June 22, 2017, Council Report to request permission to hold a public meeting for the public to comment on a draft ROPA to expand the 2031 Urban Boundary to include the Ninth Line lands into the Region of Peel Official Plan can be downloaded from <http://www.peelregion.ca/council/agendas/index.htm>

**APPENDIX V
THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT
- REQUEST TO HOLD A STATUTORY PUBLIC MEETING**

REGION OF PEEL

REGIONAL OFFICIAL PLAN

REGIONAL OFFICIAL PLAN AMENDMENT
NUMBER _____

AN AMENDMENT TO INCLUDE THE NINTH LINE LANDS IN THE
REGIONAL URBAN BOUNDARY AND ESTABLISH AN UPDATED
PLANNING FRAMEWORK

**APPENDIX V
THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT
- REQUEST TO HOLD A STATUTORY PUBLIC MEETING**

THE CONSTITUTIONAL STATEMENT

Part A, THE PREAMBLE, including modifications to the Figures, does not constitute part of this Amendment

Part B, THE AMENDMENT, consisting of amendments to the Text and Schedules of the Region of Peel Official Plan, constitutes Amendment Number ___to the Region of Peel Official Plan.

APPENDIX V
THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT
- REQUEST TO HOLD A STATUTORY PUBLIC MEETING

PART A – THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to include the Ninth Line Lands in the Regional Urban Boundary of the Region of Peel Official Plan.

This Amendment also provides an updated policy framework to guide further planning review on the Ninth Line Lands.

Location:

This Amendment applies to lands in the City of Mississauga as legally described as Concession 2 North of Dundas Street , Part Lot 6 (Township of Trafalgar), as Concession 9 NS, Part Lot 1 to 14 (Township of Trafalgar), and as shown in the attachments to this Appendix as PART B – THE AMENDMENT.

Basis:

Places to Grow, Growth Plan for the Greater Golden Horseshoe,

The Growth Plan provides growth management policy direction and population and employment forecasts for single- and upper-tier municipalities within the Greater Golden Horseshoe.

The inclusion of the Ninth Line Lands in the Regional Urban Boundary implements the Growth Plan population and employment forecasts for the Region for 2031.

Region of Peel Official Plan

The Regional Official Plan assigns population and employment growth to the Growth Plan policy areas in Peel. For Mississauga the 2031 population and employment totals are 805,000 people and 510,000 jobs. The Regional Land Budget set the 2031 designated greenfield area population and employment totals for Mississauga at 13,000 people and 1,000 jobs.

Ninth Line Lands Status

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 Region of Peel Official Plan was amended by the addition of Section 5.10 to recognize the status of the Ninth Line Lands as follows:

“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 the 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

APPENDIX V
THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT
- REQUEST TO HOLD A STATUTORY PUBLIC MEETING

Plan. The Ninth Line Lands are shown on Schedule D, Schedule D3 and Schedule D4 for reference purposes.”

This situation required the future of the area to be considered in this new jurisdictional context. In addition, the most recent planning reviews of the Ninth Line Lands had been carried out in 2005 and 2007 prior to significant changes in the planning policy framework, in particular Amendment 2 to the Growth Plan, as well as new Region of Peel and City of Mississauga Official Plans. As a result, a planning study was required to consider the future of the area including a municipal comprehensive review (MCR) to determine if there is justification for inclusion of some or all of the lands within the Regional Urban Boundary.

In January 2014, the Macaulay Shiomi Howson Ltd. (MSH) Team, including Hemson Consulting Ltd., was retained jointly by the Region of Peel and City of Mississauga, to provide professional and technical services to carry out the required planning study including the MCR. The study was carried out by the City and the Region in accordance with Planning Act processes. It involved two phases: Phase One, which included a background review and the development of an Emerging Land Use Concept prepared in accordance with Provincial, Regional and local growth management and planning policy objectives; and Phase Two, which included the preparation of a Regional Official Plan Amendment (ROPA) to satisfy requirements of an MCR as outlined in section 7.9.2.12 of the Regional OP and a City Official Plan amendment. MCR The Ninth Line Lands is a unique parcel of land in terms of growth management planning because of its history, location, and configuration and planned development. The rules and practice of planning for urban boundary expansions, including in the Growth Plan, are constructed to address more typical greenfield expansion areas.

Ninth Line, while a greenfield expansion, is different owing largely to its annexation history. It only exists as a potential expansion area as an “accident of history” because it was annexed recently in order to rationalize a municipal boundary that was no longer in a sensible location once Highway 407 was constructed, and any long term infrastructure needs associated with Parkway Belt West lands were identified. The result is a strip of land, much of which is in floodplain or public use with only a few pockets of development, which means it is not a substantial block (in the context of Mississauga), nor is it configured in a normal greenfield expansion way.

Because Ninth Line consists of a number of small parcels adjacent to historic development (and adjacent to planned transit infrastructure), the Emerging Land Use Concept developed by the City is planned at a housing mix and density that would be more typically expected in intensification areas rather than a new greenfield area. The employment land parcels at the north end of Ninth Line, adjacent to the Highways 401/ 407 are more typical of greenfield expansion, but are still relatively small in terms of land area when compared with normal greenfield expansions.

The Emerging Land Use Concept provides for:

- medium and high density residential areas, comprising row houses and apartments;
- mixed use areas with residential and commercial employment opportunities;
- higher order transit (i.e. 407 Transitway);

APPENDIX V
THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT
- REQUEST TO HOLD A STATUTORY PUBLIC MEETING

- an overall minimum density target of 80 persons and jobs per gross hectare;
- a minimum density target of 160 persons and jobs per hectare around transit station areas;
- well-located business employment lands in proximity to 400-series highways;
- protection for natural heritage and flood plain features.

The Ninth Line Lands Preferred Land Use Scenario would accommodate roughly 3,500 housing units, 8,500 residents and 510 jobs.

MCR Process

The MCR, which included the Shaping Ninth Line Growth Management Analysis, prepared for the Region and the City addressed the degree to which the Emerging Land Use Concept supports City forecasts, policy directions for managing growth and land use planning. Further, the analysis considers whether the proposed development plan meets the tests of a MCR under Provincial and Regional policy in order to designate the Ninth Line Lands as part of the “Urban System” in the Region of Peel Official Plan and the City of Mississauga Official Plan. The study provides a basis for bringing the Ninth Line Lands into the City of Mississauga concluding the following:

- The Region of Peel through Regional Official Plan Amendment 24 (ROPA 24) anticipated urban boundary expansions. While most of this was for greenfield ground related housing and employment land development in Caledon, the Ninth Line Lands in Mississauga equally qualify:
 - In the Mississauga context, the Ninth Line Lands are appropriately being planned for employment land development near existing employment areas in proximity to the Highways 407 and 401 interchange. There is very little remaining greenfield employment land in Mississauga. And, like elsewhere in the western Greater Toronto and Hamilton Area (GTAH), the employment density of new employment land development in recent years has been lower than was generally planned in the past. The additional employment lands can help meet Mississauga’s employment targets.
 - For residential development, it is acknowledged that most new development in Mississauga will – and should – be for medium and higher density housing. While Mississauga has a large supply potential of this type of development through intensification, not all of it is expected to come to market in the near future nor in a location where supporting infrastructure already exists and transit infrastructure in planned in the near term such is found in the Ninth Line Lands.
- Development of the Ninth Line Lands gives Mississauga a much better prospect of meeting its growth targets to 2031 while providing an appropriate density and mix of housing to support Provincial, Regional and City policies favouring denser and more intensified development.
- The Emerging Land Use Concept and urban boundary expansion meets the conditions of the Growth Plan including the quantitative targets established by the Province and the Region through ROPA 24. In particular, the high greenfield density of 82 persons

APPENDIX V
THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT
- REQUEST TO HOLD A STATUTORY PUBLIC MEETING

and jobs per hectare results in a very small increase in the overall planned greenfield density in Peel at 50 persons and jobs per hectare. While this is higher density development typically associated with intensification, it is outside of the built up area. As a result, Mississauga's intensification rate for the 2016 to 2031 period set at 97% without the Ninth Line Lands becomes 86% with the addition of Ninth Line Lands. Similarly, the Region's intensification rate for the same period is 48% without Ninth Line Lands and becomes 44% with Ninth Line Lands. This rate remains well above the Growth Plan's mandated 40% minimum intensification target.

Based on this review, Regional staff concludes the MCR criteria have been met for this proposed expansion to the 2031 Urban Boundary to include the Ninth Line Lands in the Regional Urban Boundary of the Regional Official Plan.

ROPA Policy Framework

This ROPA is based on the planning study conducted with respect to the Ninth Line Lands including the MCR. It amends the Regional Official Plan to include the Ninth Line Lands in its entirety within the Regional Urban System and the Regional Urban Boundary as "Designated Greenfield Area". The ROPA provides a policy framework for the Ninth Line Lands which recognizes that the Ninth Line Lands include lands in the Parkway Belt West Plan where development is restricted, as well as Core Areas of the Greenlands System which will remain undeveloped. The policy framework also addresses a range of matters including infrastructure, financing, healthy development, transportation and natural heritage.

The ROPA includes proposed Schedule amendments which update the 2031 Regional Urban Boundary on all the Schedules to include the Ninth Line Lands. In addition, the Schedules are amended to include the following with respect to the Ninth Line Lands:

- Schedule A – Core Areas of the Greenlands System in Peel
 - Add the Core Areas of the Greenlands System designation to reflect identified natural areas in the Ninth Line Lands
- Schedule D – Regional Structure
 - Add the Urban System designation to the Ninth Line Lands
- Schedule D4 – The Growth Plan Policy Areas in Peel
 - Add the Designated Greenfield Area designation to the Ninth Line Lands
- Schedule G – Rapid Transit Corridors
 - Add two 407 Transitway Station symbols to the Other Rapid Transit Corridor designation in the Ninth Line Lands and to the Legend

APPENDIX V
THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT
- REQUEST TO HOLD A STATUTORY PUBLIC MEETING

The following figures are proposed to be amended by including the Ninth Line Lands in the 2031 Regional Urban Boundary as shown in the attachments to PART A- THE PREAMBLE:

- Figure 2 – Selected Areas of Provincial Interest;
- Figure 6 – Aircraft Noise Exposure Composite Contours;
- Figure 9 – Existing Water And Wastewater Facilities; and,
- Figure 10 – Waste Management Sites.

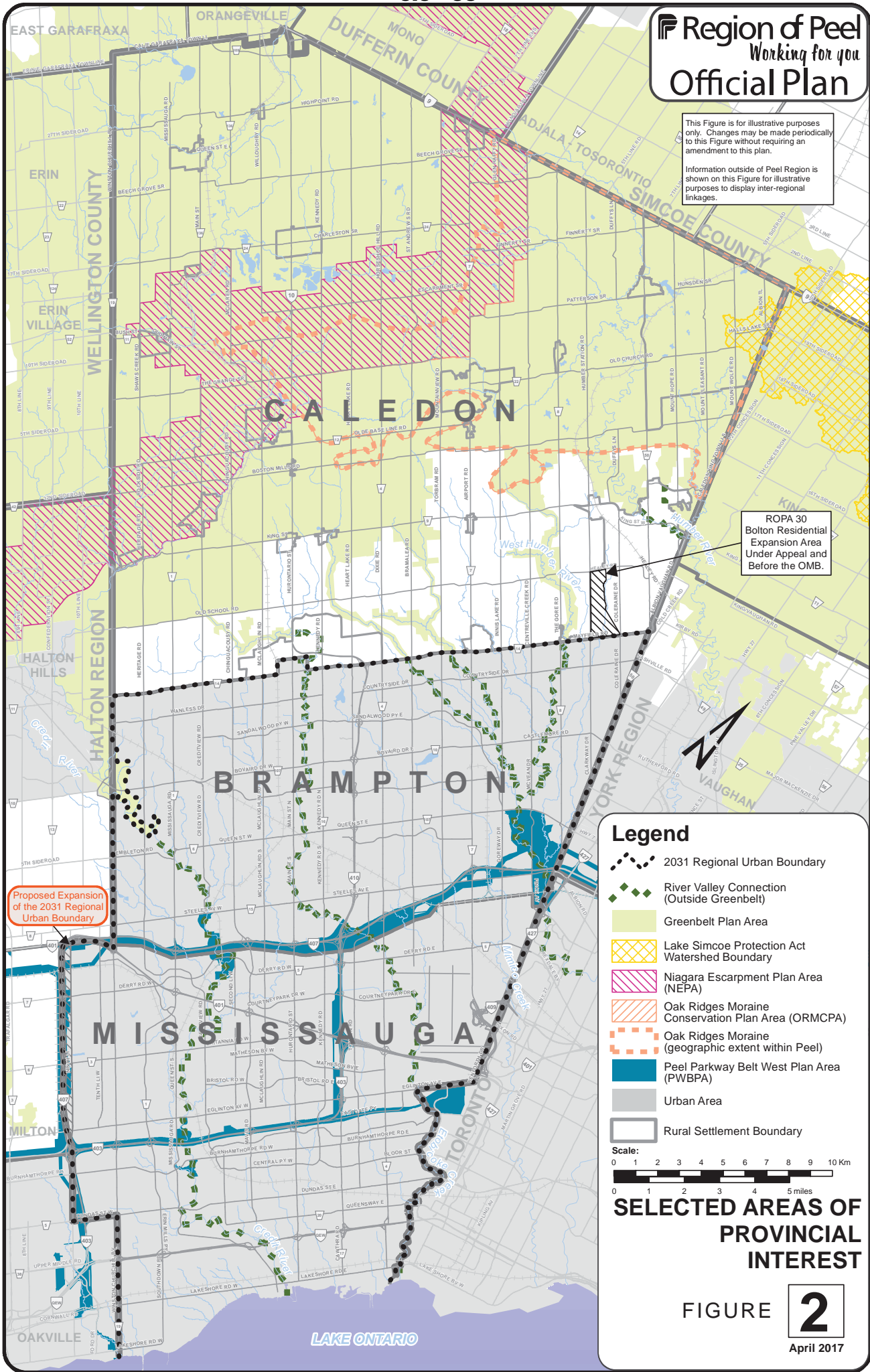
PART A – THE PREAMBLE. Section 1.3.3 of the Peel Official Plan notes Figures may be changed by Regional Council, without requiring an amendment. Figures 2, 6, 9 and 10 will be approved by Regional Council and take effect when the ROPA is in effect.

This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this plan.

Information outside of Peel Region is shown on this Figure for illustrative purposes to display inter-regional linkages.

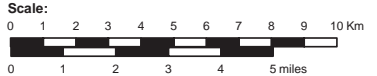
ROPA 30 Bolton Residential Expansion Area Under Appeal and Before the OMB.

Proposed Expansion of the 2031 Regional Urban Boundary



Legend

- 2031 Regional Urban Boundary
- River Valley Connection (Outside Greenbelt)
- Greenbelt Plan Area
- Lake Simcoe Protection Act Watershed Boundary
- Niagara Escarpment Plan Area (NEPA)
- Oak Ridges Moraine Conservation Plan Area (ORMCPA)
- Oak Ridges Moraine (geographic extent within Peel)
- Peel Parkway Belt West Plan Area (PWBPA)
- Urban Area
- Rural Settlement Boundary



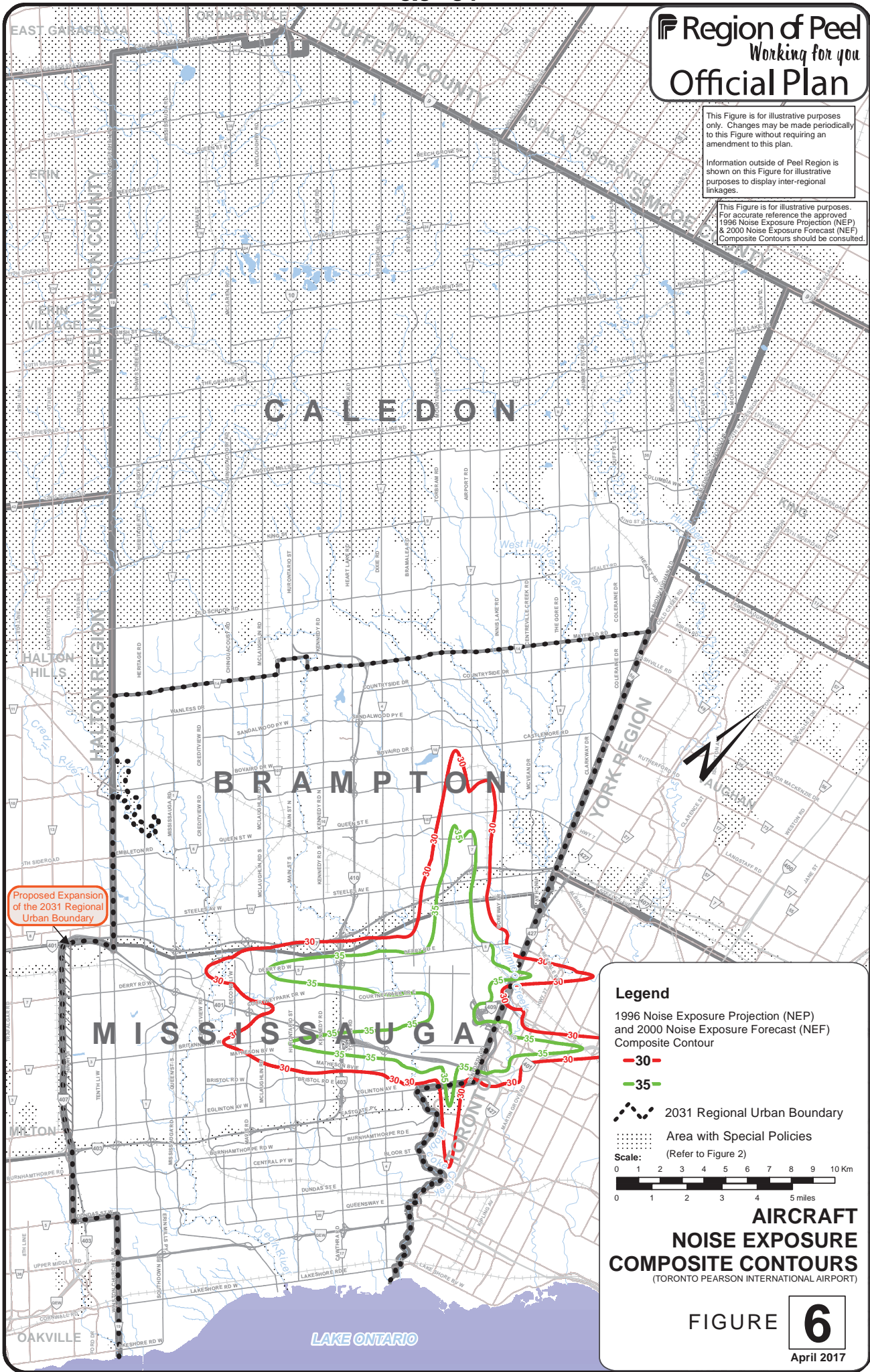
SELECTED AREAS OF PROVINCIAL INTEREST

FIGURE **2**
April 2017

This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this plan.

Information outside of Peel Region is shown on this Figure for illustrative purposes to display inter-regional linkages.

This Figure is for illustrative purposes. For accurate reference the approved 1996 Noise Exposure Projection (NEP) & 2000 Noise Exposure Forecast (NEF) Composite Contours should be consulted.



Proposed Expansion of the 2031 Regional Urban Boundary

Legend

1996 Noise Exposure Projection (NEP) and 2000 Noise Exposure Forecast (NEF) Composite Contour

- 30
- 35

- 2031 Regional Urban Boundary
- Area with Special Policies (Refer to Figure 2)

Scale:

0 1 2 3 4 5 6 7 8 9 10 Km

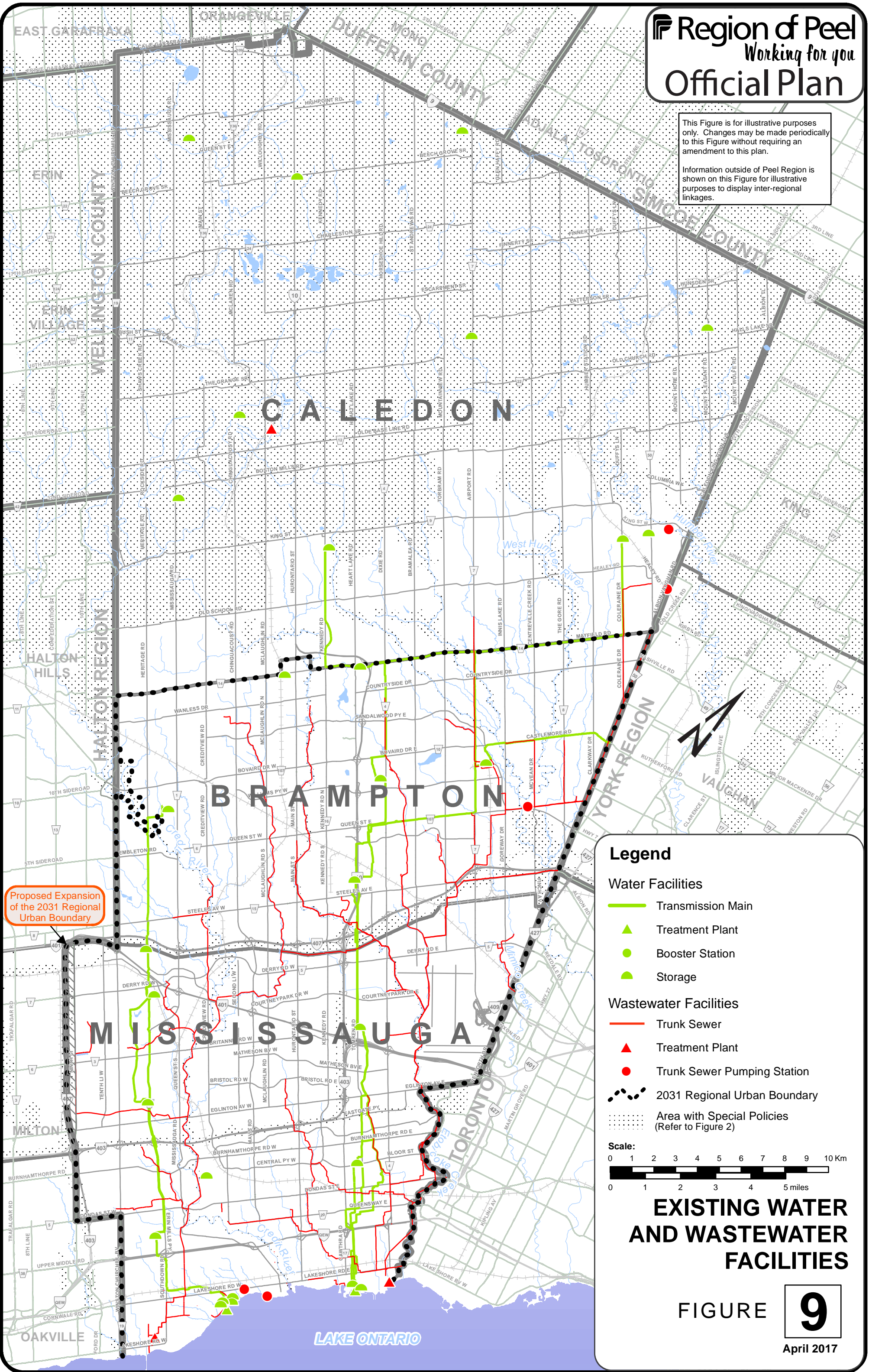
0 1 2 3 4 5 miles

AIRCRAFT NOISE EXPOSURE COMPOSITE CONTOURS
(TORONTO PEARSON INTERNATIONAL AIRPORT)

FIGURE **6**
April 2017

This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this plan.

Information outside of Peel Region is shown on this Figure for illustrative purposes to display inter-regional linkages.



Proposed Expansion of the 2031 Regional Urban Boundary

Legend

Water Facilities

- Transmission Main
- Treatment Plant
- Booster Station
- Storage

Wastewater Facilities

- Trunk Sewer
- Treatment Plant
- Trunk Sewer Pumping Station
- 2031 Regional Urban Boundary
- Area with Special Policies (Refer to Figure 2)

Scale:

0 1 2 3 4 5 6 7 8 9 10 Km

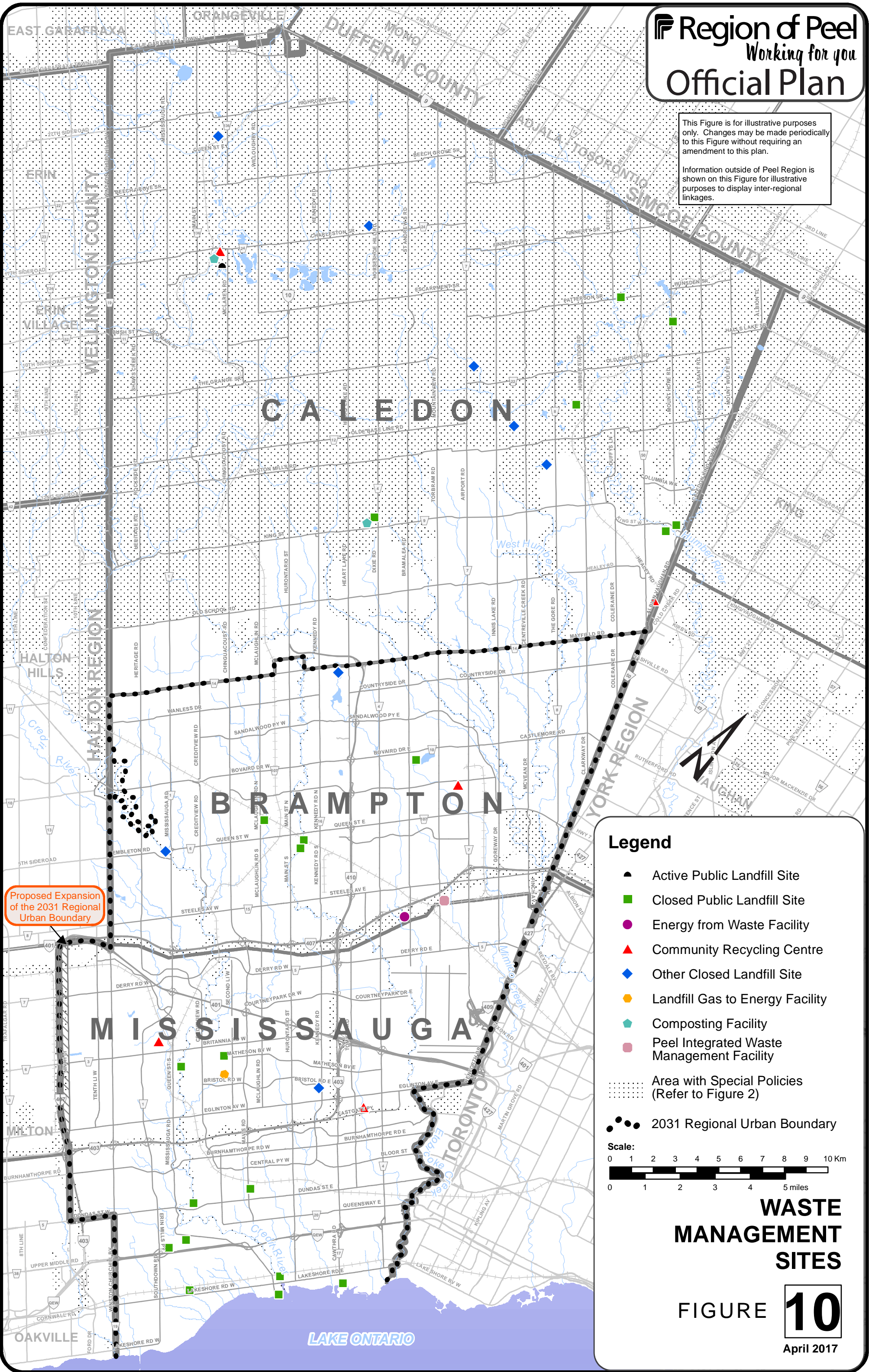
0 1 2 3 4 5 miles

EXISTING WATER AND WASTEWATER FACILITIES

FIGURE **9**
April 2017

This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this plan.

Information outside of Peel Region is shown on this Figure for illustrative purposes to display inter-regional linkages.



Proposed Expansion of the 2031 Regional Urban Boundary

Legend

- ▲ Active Public Landfill Site
- Closed Public Landfill Site
- Energy from Waste Facility
- ▲ Community Recycling Centre
- ◆ Other Closed Landfill Site
- Landfill Gas to Energy Facility
- ◆ Composting Facility
- Peel Integrated Waste Management Facility
- ⋯ Area with Special Policies (Refer to Figure 2)
- 2031 Regional Urban Boundary

Scale:
0 1 2 3 4 5 6 7 8 9 10 Km
0 1 2 3 4 5 miles

WASTE MANAGEMENT SITES

FIGURE **10**
April 2017



PART B – THE AMENDMENT

All of the Amendment entitled PART B – THE AMENDMENT, consisting of the attached text and schedules constitute Amendment Number ___ to the Region of Peel Official Plan.

Amendments to Text and Schedules

1. Chapter 5, Regional Structure, Section 5.3, The Urban System, is amended by inserting a new Section 5.3.5, Ninth Line Lands Policy Area, as follows:

5.3.5 Ninth Line Lands Policy Area

The Ninth Line Lands within the Urban System as shown on Schedule D are bounded by 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. The Ninth Line Lands have an area of approximately 350 hectares (865 acres). The following objectives and policies are applicable to the Ninth Line Lands.

5.3.5.1 Objectives

- 5.3.5.1.1 To establish the Ninth Line Lands designated greenfield area in Mississauga as a healthy, complete, transit-supportive urban community, which provides appropriate transitions to existing neighbourhoods to the east.
- 5.3.5.1.2 To achieve compact urban form and densities which are supportive of transit and active transportation as key components of the transportation network.
- 5.3.5.1.3 To recognize, protect, and enhance a linked natural heritage system within the Ninth Line Lands including features of Provincial and Regional significance which form part of the Region's Core Areas of the Greenlands System.
- 5.3.5.1.4 To plan for the provision of major infrastructure, including the Provincial *rapid transit* corridor along Highway 407 and other transit infrastructure, while minimizing the financial impact on Peel Region and member area municipalities.
- 5.3.5.1.5 To achieve orderly, cost effective and timely development.

5.3.5.2 Policies

It is the policy of Regional Council to:

- 5.3.5.2.1 Plan for the development of the Ninth Line Lands in conformity with the 2031 Population, Household and Employment Forecasts for the City of Mississauga in Table 3 to this Plan.

THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT

Preliminary Draft Ninth Line Lands ROPA For Review and Discussion

- 5.3.5.2.2 Plan for the development of the Ninth Line Lands in conformity with the designated greenfield area policies in Section 5.5.4.2 of this Plan and the applicable policies of Section 5.6, Employment Areas.
- 5.3.5.2.3 Encourage and support the efforts by City of Mississauga to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, within Ninth Line Lands that contribute to Mississauga's annual minimum new housing unit targets in Figure 17 and the Region's annual minimum new housing targets in Table 4 of this Plan.
- 5.3.5.2.4 Work with Metrolinx and the City of Mississauga, to support the implementation of a *rapid transit* corridor along Highway 407 in the Region of Peel including the Ninth Line Lands.
- 5.3.5.2.5 That the policies of the City of Mississauga Official Plan, including all amendments and secondary plans, will reflect the following policy directions, in addition to the policies in this Plan that govern the Region's Urban System:
- a) That the form and density of development and the transportation network be designed to maximize the role of a *rapid transit* corridor along Highway 407 , in addition to other transit and active transportation facilities including two *rapid transit* station areas, and to ensure these facilities:
 - i. serve as key components of the transportation network in the Ninth Line Lands;
 - ii. support the development of healthy, complete, compact and transit-supportive communities; and
 - iii. maximize connectivity to existing communities;
 - b) That the application of transportation demand management strategies be encouraged to reinforce the use of transit and active transportation and other alternative modes of transportation beyond the single occupancy vehicle.
 - c) That a well-connected and sustainable natural heritage system be designated to identify, protect and enhance natural heritage features in conformity with the Ninth Line Scoped Subwatershed Study, including the identification of Region of Peel's Core Areas of the Greenlands System in Schedule A of this Plan;
 - d) That development be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner that is co-ordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans;
 - e) That the City of Mississauga to:

THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT

Preliminary Draft Ninth Line Lands ROPA For Review and Discussion

- i. Conduct a health assessment of the secondary plan that implements the settlement area boundary expansion in consultation with the Region, in accordance with the Region of Peel's Healthy Development Framework;
 - ii. Include a policy to require the completion of a health assessment as part of a complete application for any future development in accordance with the Region of Peel's Healthy Development Framework;
 - iii. Report results of (i) and (ii) to Mississauga Council prior to secondary plan approval in consultation with the Region.
 - iv. Integrate the Region of Peel's Healthy Development Assessment elements into the secondary plan to optimize its health promoting potential.
 - f) Affordable housing will be provided in accordance with housing policies in Section 5.8 of this Plan.
2. Chapter 5, Regional Structure, Section 5.5, Growth Management, Policy 5.5.4.2.2 is amended by deleting the term "77" and replacing it with "79" as follows:
- Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:
- City of Mississauga: ~~77~~ 79 residents and jobs combined per hectare (applicable to existing designated greenfield area as shown on Schedule D4);
3. Chapter 5, Regional Structure, is amended by deleting Section 5.10 Ninth Line Lands as follows:
- ~~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 the 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.~~
4. Schedule A, Core Areas of the Greenlands System in Peel, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary and identify certain areas within Ninth Line Lands designated as "Core Areas of the Greenlands System" as shown on the attached Schedule A.
 5. Schedule B, Prime Agricultural Area, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary as shown on the attached Schedule B.

THE NINTH LINE LANDS REGIONAL OFFICIAL PLAN AMENDMENT

Preliminary Draft Ninth Line Lands ROPA For Review and Discussion

6. Schedule C, High Potential Mineral Aggregate Resource Areas, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary as shown on the attached Schedule C.
7. Schedule D, Regional Structure, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary, to identify the lands as “Urban System”, to show Ninth Line Lands in the legend, to remove the “Ninth Line Lands**” reference from the Legend and to remove the note which follows, all as shown on the attached Schedule D:

~~**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 the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.~~

8. Schedule D3, Greenbelt Plan Area Land Use Designations, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary, to remove the “Ninth Line Lands**” reference from the Legend and to remove the note which follows, all as shown on the attached Schedule D3:

~~**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 the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.~~

9. Schedule D4, The Growth Plan Policy Areas in Peel, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary, to show the Ninth Line Lands as a “Designated Greenfield Area”, to remove the “Ninth Line Lands**” reference from the Legend and to remove the note which follows, all as shown on the attached Schedule D4:

~~**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 the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.~~

10. Schedule E, Major Road Network, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary and to extend the “Major Road” designation applicable to Derry Road, Britannia Road and Eglinton Avenue westerly to the Region of Peel/City of Mississauga boundary as shown on the attached Schedule E.
11. Schedule F, Regional Road Mid-Block Right-of-Way Requirements, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary,
12. Schedule G, Rapid Transit Corridors, is amended to include the Ninth Line lands in the 2031 Regional Urban Boundary.

Preliminary Draft Ninth Line Lands ROPA For Review and Discussion

13. Schedule H, Toronto Pearson International Airport Operating Area, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary as shown on the attached Schedule H.

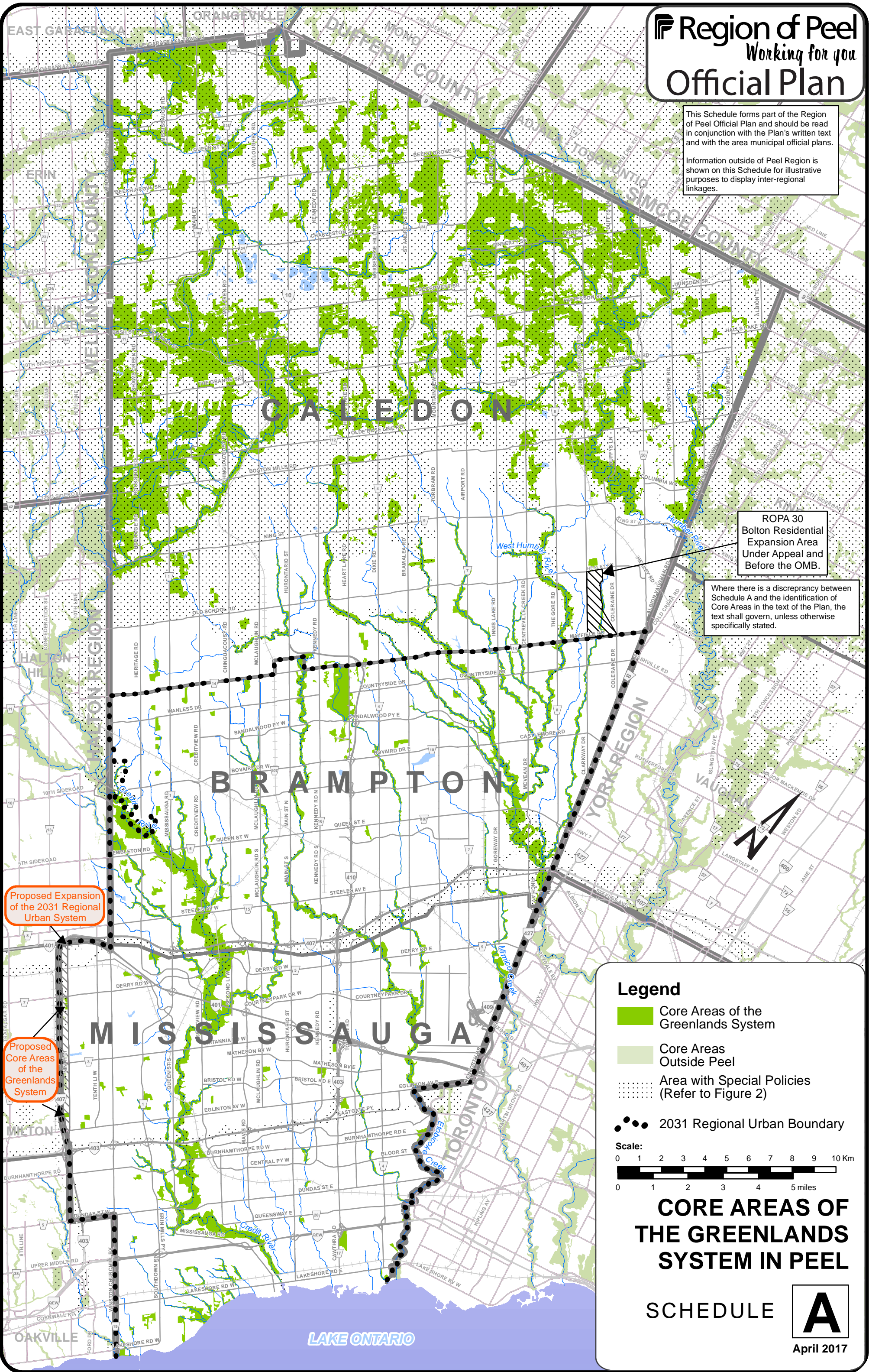
DRAFT

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

ROPA 30
Bolton Residential
Expansion Area
Under Appeal and
Before the OMB.

Where there is a discrepancy between Schedule A and the identification of Core Areas in the text of the Plan, the text shall govern, unless otherwise specifically stated.



Proposed Expansion of the 2031 Regional Urban System

Proposed Core Areas of the Greenlands System

Legend

- Core Areas of the Greenlands System
- Core Areas Outside Peel
- Area with Special Policies (Refer to Figure 2)
- 2031 Regional Urban Boundary

Scale:
0 1 2 3 4 5 6 7 8 9 10 Km
0 1 2 3 4 5 miles

CORE AREAS OF THE GREENLANDS SYSTEM IN PEEL

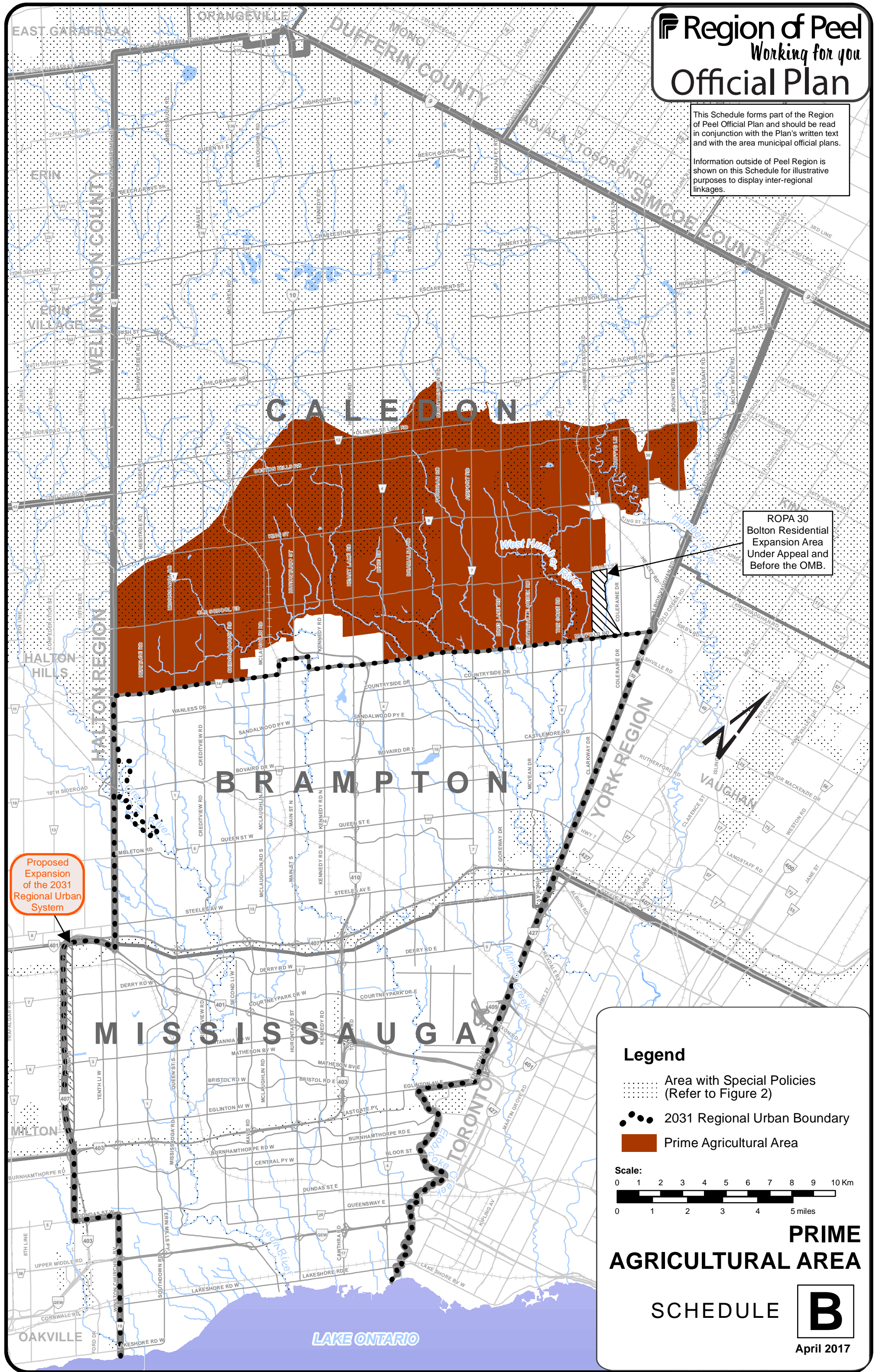
Region of Peel Working for you Official Plan

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

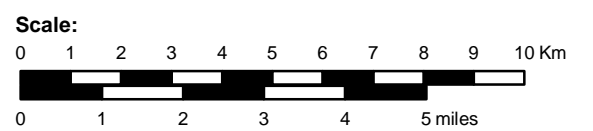
ROPA 30
Bolton Residential
Expansion Area
Under Appeal and
Before the OMB.

Proposed
Expansion
of the 2031
Regional Urban
System



Legend

- Area with Special Policies (Refer to Figure 2)
- 2031 Regional Urban Boundary
- Prime Agricultural Area



PRIME AGRICULTURAL AREA

SCHEDULE

B

April 2017

OFFICIAL PLAN

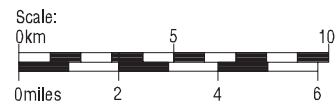
This Schedule forms part of the Regional Municipality of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

High Potential Mineral Aggregate Resource Area within the 2031 Urban Boundary is subject to policy in section 5.3.4.2.2f.

Legend:

- High Potential Mineral Aggregate Resource Area
- Area with Special Policies (Refer to Figure 2)
- 2031 Regional Urban Boundary

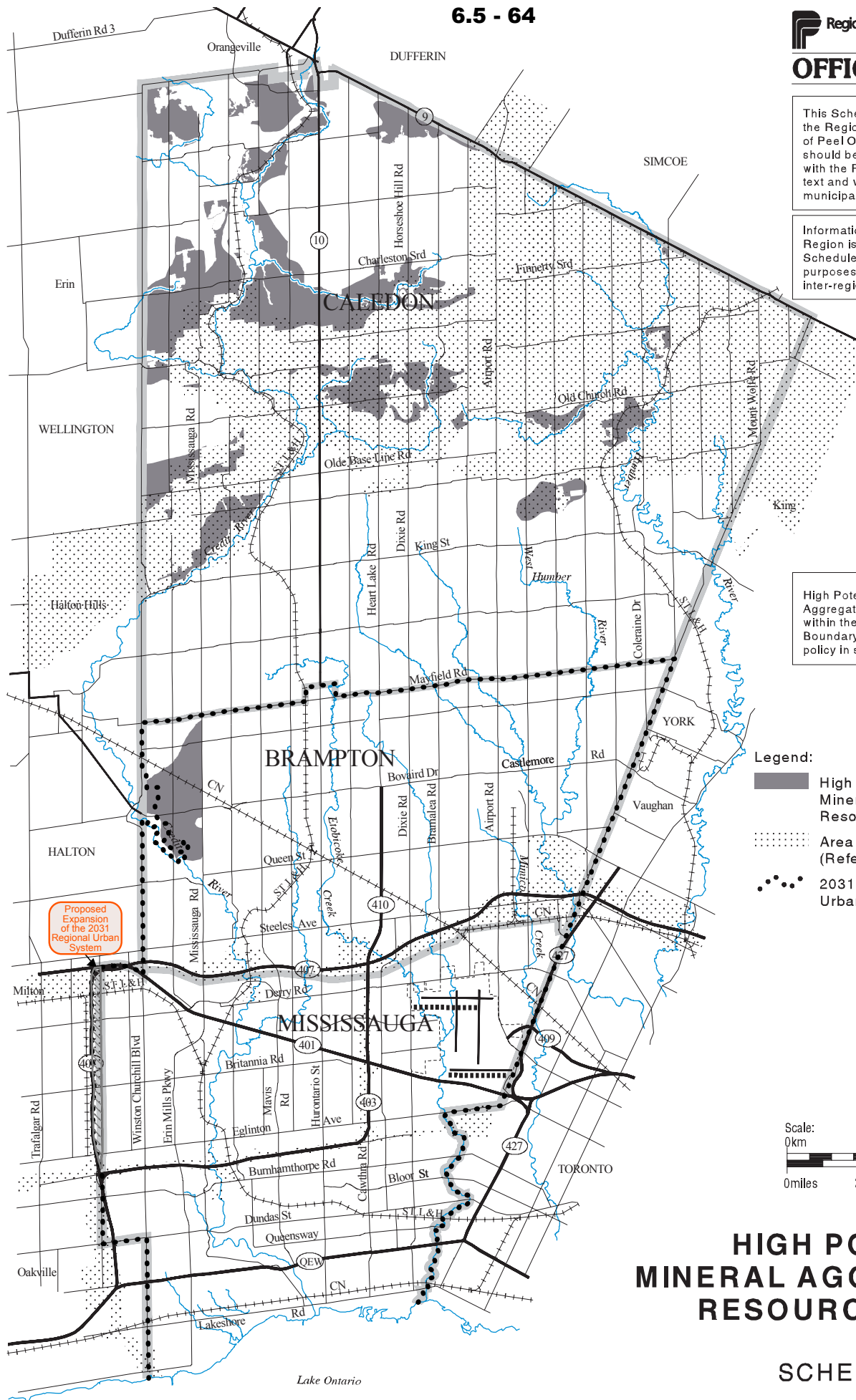


HIGH POTENTIAL MINERAL AGGREGATE RESOURCE AREAS

SCHEDULE



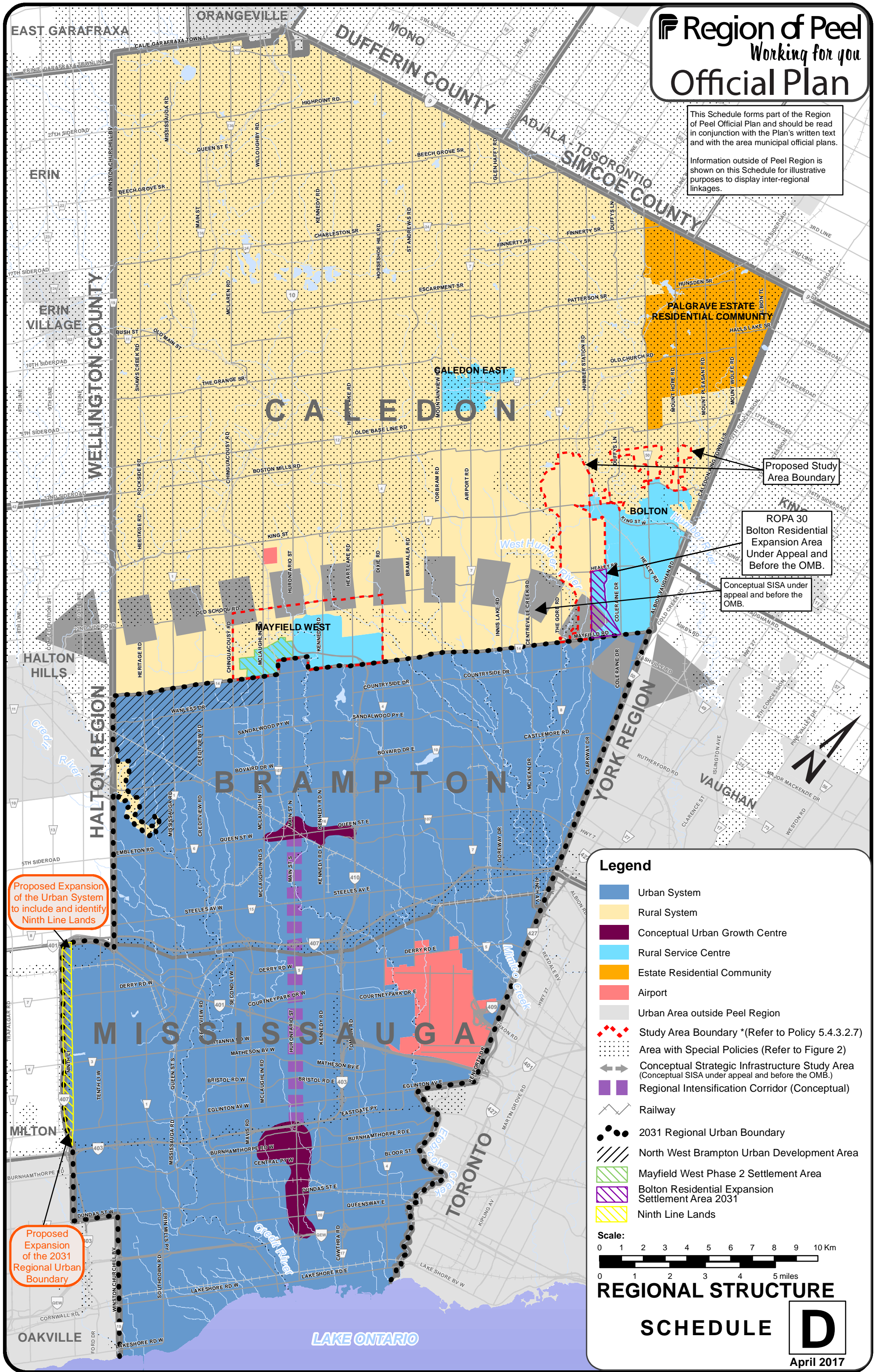
April 2017



Proposed Expansion of the 2031 Regional Urban System

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.



Proposed Expansion of the Urban System to include and identify Ninth Line Lands

Proposed Expansion of the 2031 Regional Urban Boundary

Proposed Study Area Boundary

ROPA 30 Bolton Residential Expansion Area Under Appeal and Before the OMB.

Conceptual SISA under appeal and before the OMB.

Legend

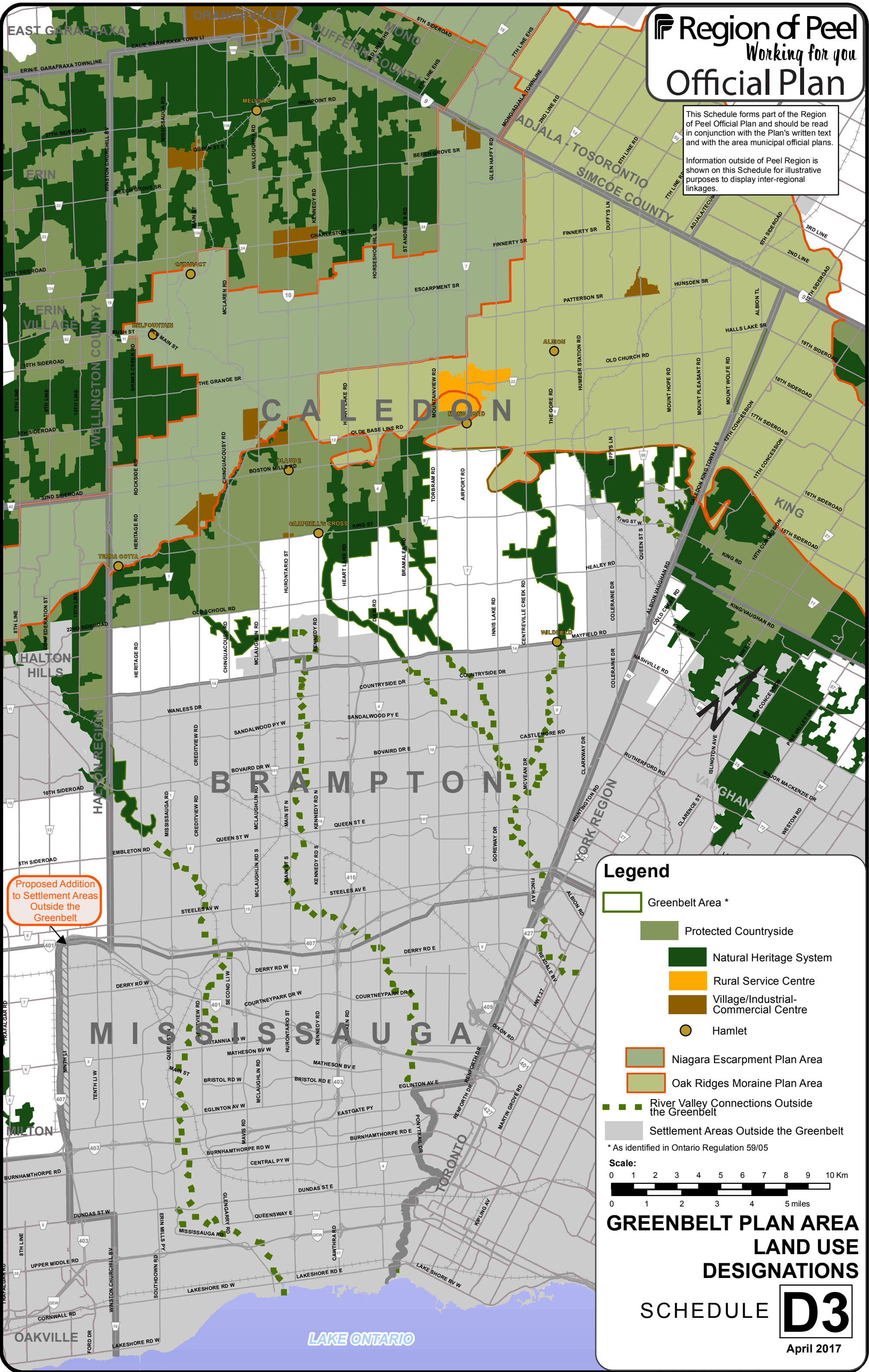
- Urban System
- Rural System
- Conceptual Urban Growth Centre
- Rural Service Centre
- Estate Residential Community
- Airport
- Urban Area outside Peel Region
- Study Area Boundary *(Refer to Policy 5.4.3.2.7)
- Area with Special Policies (Refer to Figure 2)
- Conceptual Strategic Infrastructure Study Area (Conceptual SISA under appeal and before the OMB.)
- Regional Intensification Corridor (Conceptual)
- Railway
- 2031 Regional Urban Boundary
- North West Brampton Urban Development Area
- Mayfield West Phase 2 Settlement Area
- Bolton Residential Expansion Settlement Area 2031
- Ninth Line Lands

Scale:
0 1 2 3 4 5 6 7 8 9 10 Km
0 1 2 3 4 5 miles

Region of Peel Working for you Official Plan

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.



Proposed Addition to Settlement Areas Outside the Greenbelt

Legend

- Greenbelt Area *
- Protected Countryside
- Natural Heritage System
- Rural Service Centre
- Village/Industrial-Commercial Centre
- Hamlet
- Niagara Escarpment Plan Area
- Oak Ridges Moraine Plan Area
- River Valley Connections Outside the Greenbelt
- Settlement Areas Outside the Greenbelt

* As identified in Ontario Regulation 59/05

Scale:

0 1 2 3 4 5 6 7 8 9 10 Km

0 1 2 3 4 5 miles

GREENBELT PLAN AREA LAND USE DESIGNATIONS

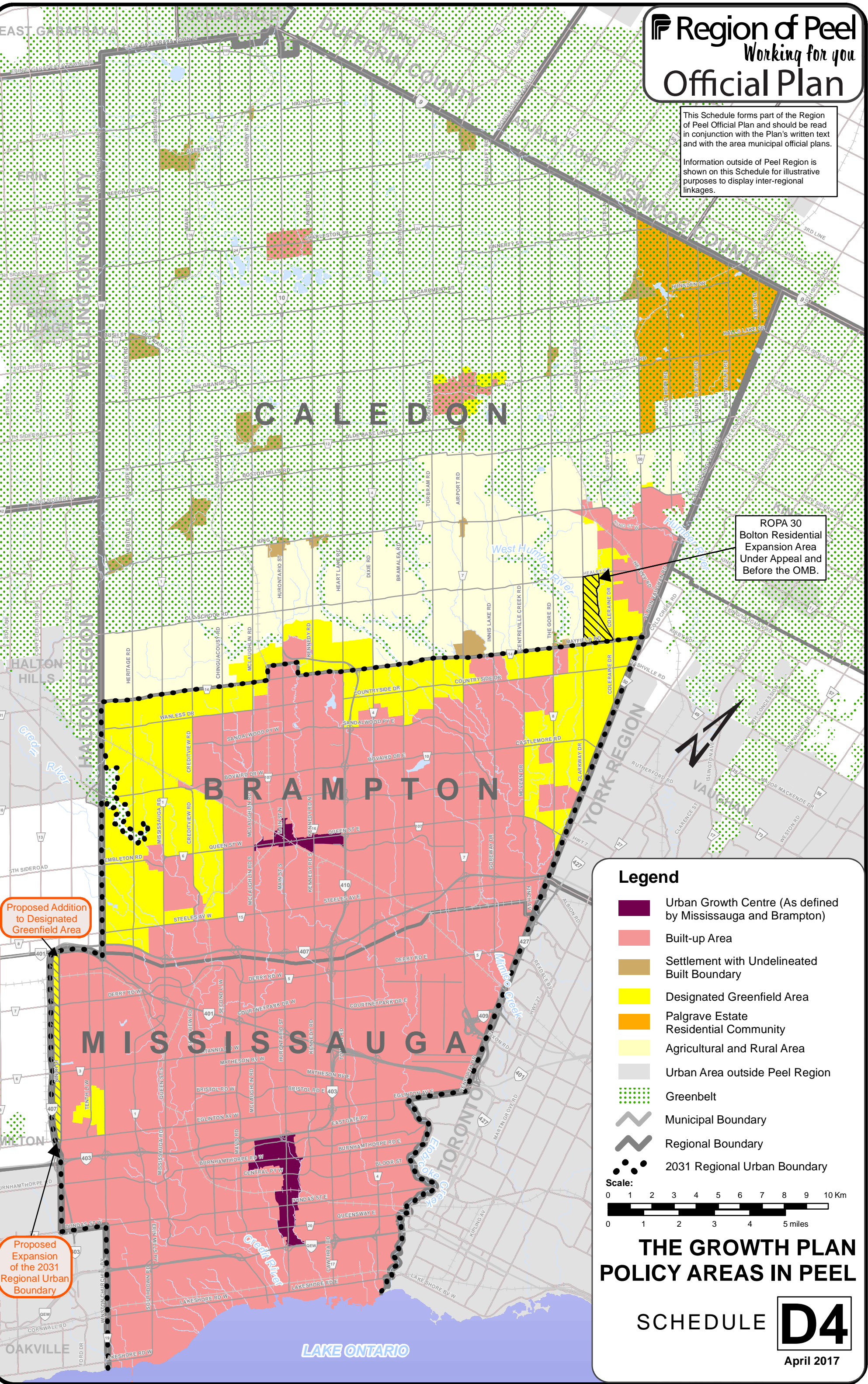
SCHEDULE **D3**
April 2017

Region of Peel
Working for you
Official Plan

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

ROPA 30
Bolton Residential
Expansion Area
Under Appeal and
Before the OMB.

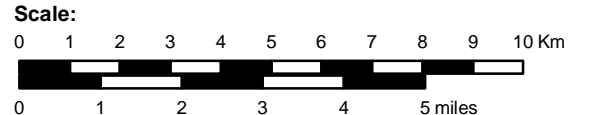


Proposed Addition to Designated Greenfield Area

Proposed Expansion of the 2031 Regional Urban Boundary

Legend

- Urban Growth Centre (As defined by Mississauga and Brampton)
- Built-up Area
- Settlement with Undelineated Built Boundary
- Designated Greenfield Area
- Palgrave Estate Residential Community
- Agricultural and Rural Area
- Urban Area outside Peel Region
- Greenbelt
- Municipal Boundary
- Regional Boundary
- 2031 Regional Urban Boundary



**THE GROWTH PLAN
POLICY AREAS IN PEEL**

SCHEDULE **D4**
April 2017

OFFICIAL PLAN

This Schedule forms part of the Regional Municipality of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

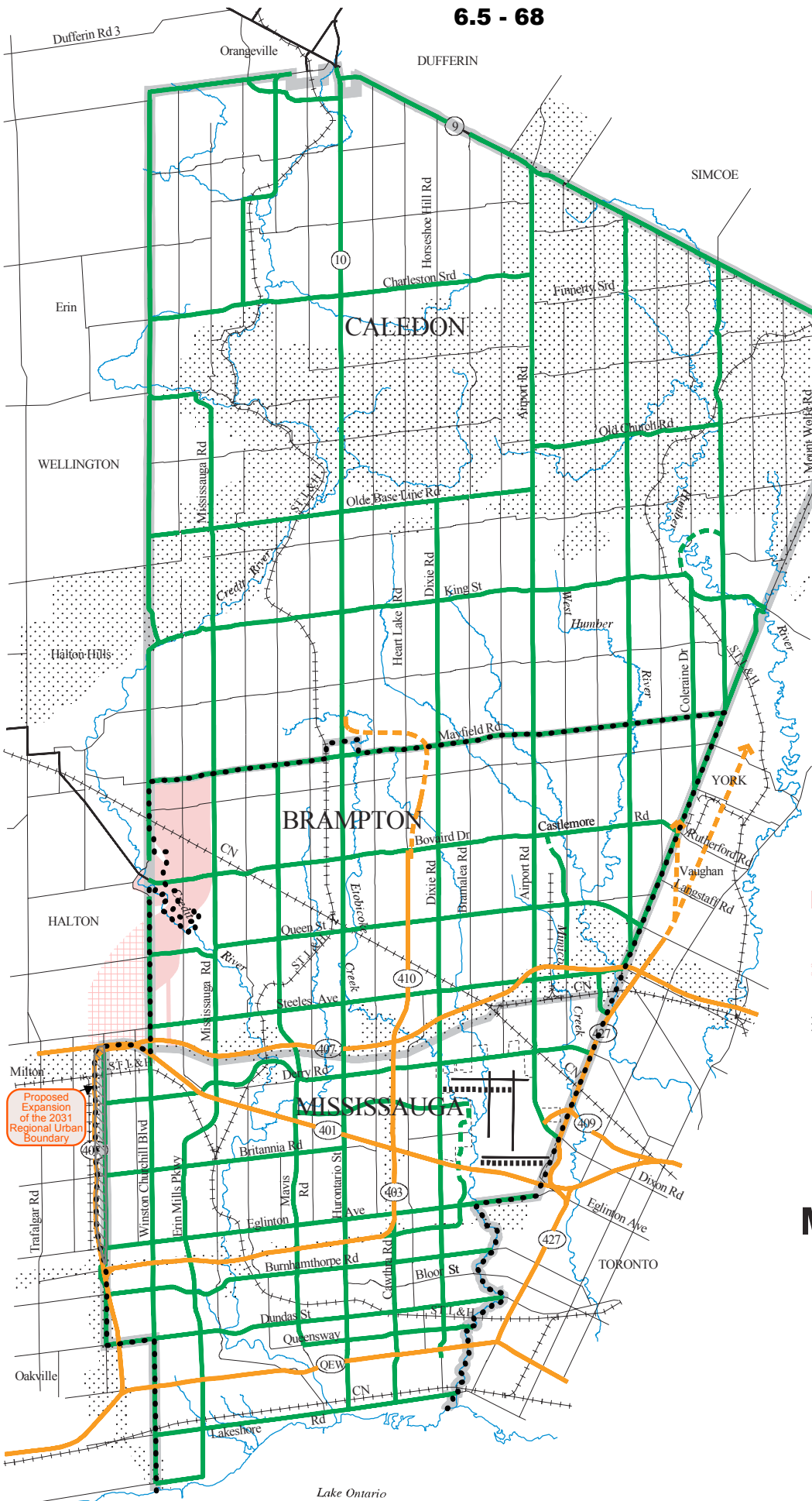
East-West connections to Highway 427 will be determined through future studies and Official Plan Amendment.

North-South Corridor/Bramwest Parkway Study Area - Precise major roads in these areas will be determined through future studies and Official Plan Amendments.

Legend:

- Freeway
- Freeway Extension
- Major Road
- Future Major Road
- Conceptual North-South/East-West Corridor/Bramwest Pkwy Study Area
- Conceptual North-South Corridor Study Area shown in Halton Region does not form part of this Plan
- Area with Special Policies (Refer to Figure 2)
- 2031 Regional Urban Boundary

Scale:
0km 5 10
0miles 2 4 6



MAJOR ROAD NETWORK

Major roads of all jurisdictions are shown. Major roads under the jurisdiction of the Region of Peel are shown on Schedule F.

See section 120 for description on amendments.

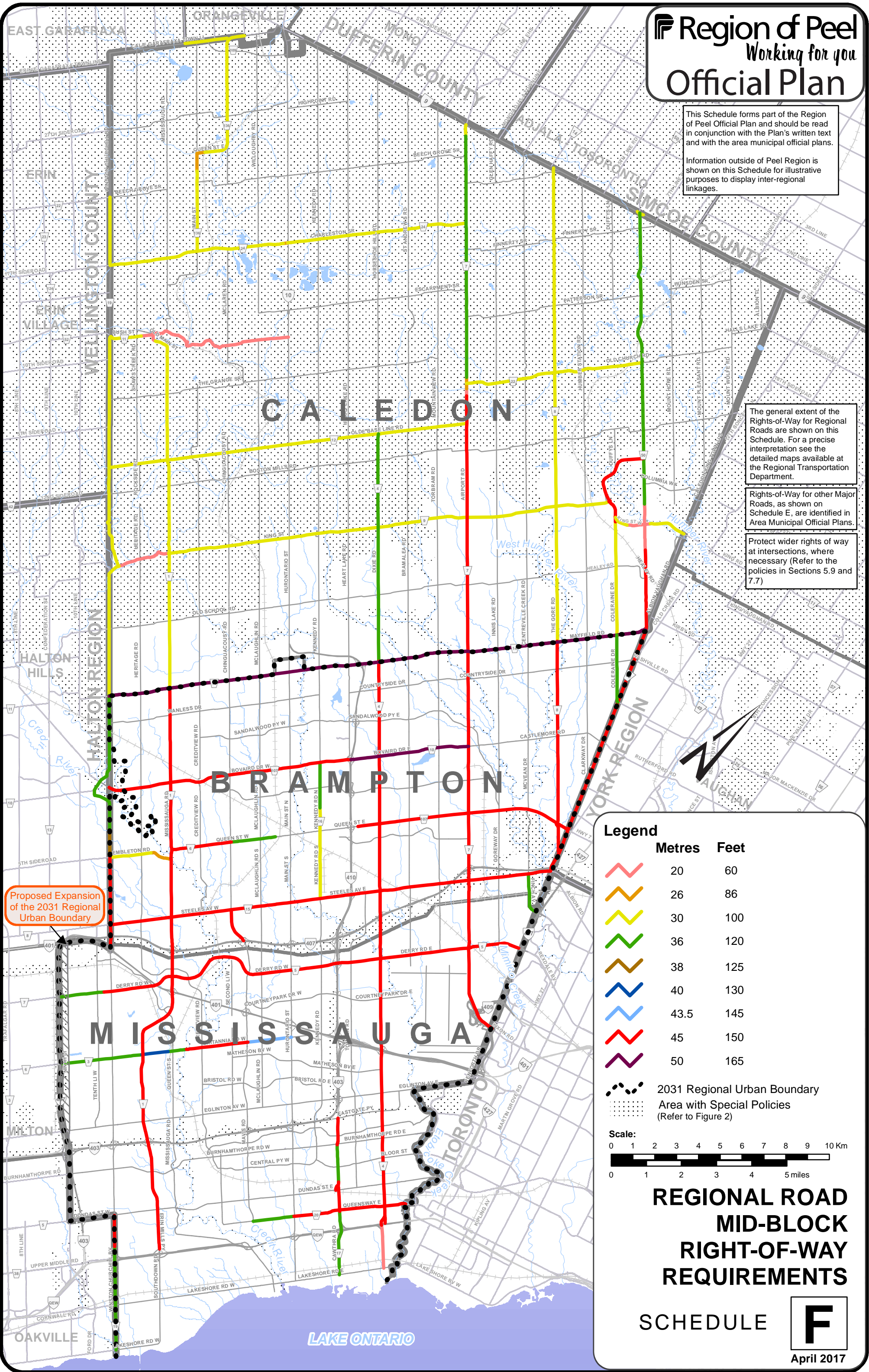
This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

The general extent of the Rights-of-Way for Regional Roads are shown on this Schedule. For a precise interpretation see the detailed maps available at the Regional Transportation Department.

Rights-of-Way for other Major Roads, as shown on Schedule E, are identified in Area Municipal Official Plans.

Protect wider rights of way at intersections, where necessary (Refer to the policies in Sections 5.9 and 7.7)



Proposed Expansion of the 2031 Regional Urban Boundary

Legend

	Metres	Feet
	20	60
	26	86
	30	100
	36	120
	38	125
	40	130
	43.5	145
	45	150
	50	165
	2031 Regional Urban Boundary	
	Area with Special Policies (Refer to Figure 2)	

Scale:
0 1 2 3 4 5 6 7 8 9 10 Km
0 1 2 3 4 5 miles

**REGIONAL ROAD
MID-BLOCK
RIGHT-OF-WAY
REQUIREMENTS**

SCHEDULE



April 2017

Region of Peel
Working for you
Official Plan

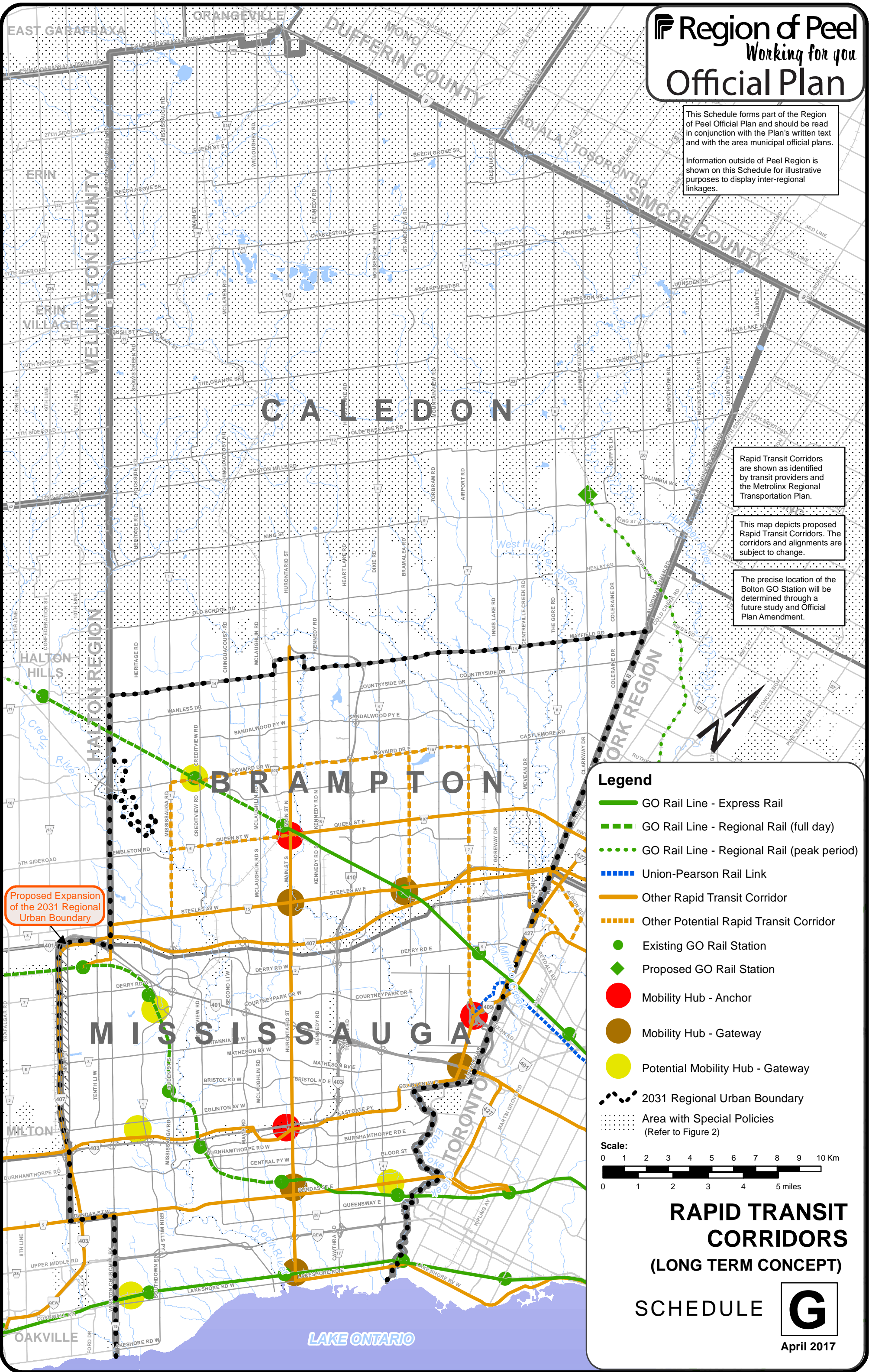
This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

Rapid Transit Corridors are shown as identified by transit providers and the Metrolinx Regional Transportation Plan.

This map depicts proposed Rapid Transit Corridors. The corridors and alignments are subject to change.

The precise location of the Bolton GO Station will be determined through a future study and Official Plan Amendment.



Proposed Expansion of the 2031 Regional Urban Boundary

Legend

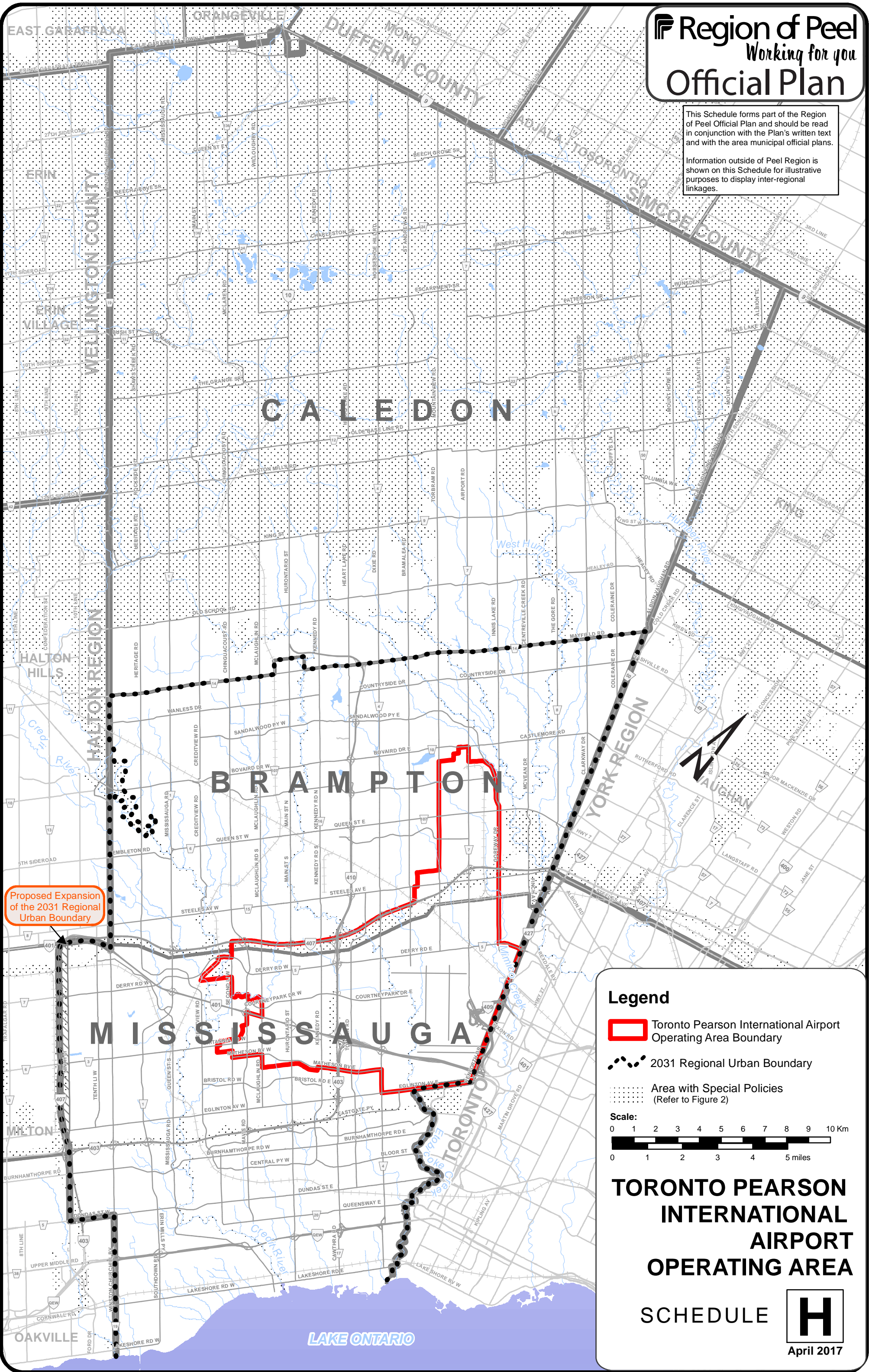
- GO Rail Line - Express Rail
- - - GO Rail Line - Regional Rail (full day)
- · · · · GO Rail Line - Regional Rail (peak period)
- - - Union-Pearson Rail Link
- Other Rapid Transit Corridor
- - - Other Potential Rapid Transit Corridor
- Existing GO Rail Station
- ◆ Proposed GO Rail Station
- Mobility Hub - Anchor
- Mobility Hub - Gateway
- Potential Mobility Hub - Gateway
- · · · · 2031 Regional Urban Boundary
- Area with Special Policies (Refer to Figure 2)

Scale:
0 1 2 3 4 5 6 7 8 9 10 Km
0 1 2 3 4 5 miles

RAPID TRANSIT CORRIDORS
(LONG TERM CONCEPT)

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.



Proposed Expansion of the 2031 Regional Urban Boundary

Legend

- Toronto Pearson International Airport Operating Area Boundary
- 2031 Regional Urban Boundary
- Area with Special Policies (Refer to Figure 2)

Scale:
0 1 2 3 4 5 6 7 8 9 10 Km
0 1 2 3 4 5 miles

TORONTO PEARSON INTERNATIONAL AIRPORT OPERATING AREA

SCHEDULE H

April 2017