

Appendix VII
Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33
(ROPA 33) Adoption

Ninth Line Land Settlement Area Boundary Expansion Technical studies and Key Findings

Study	Details & 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 (August 2016 by AMEC) (see addendum below)</p>	<p>The Ninth Line Lands Agricultural Impact Assessment (AIA) was carried out to address agricultural impact assessment requirements for the settlement expansion. The Assessment concluded:</p> <ul style="list-style-type: none"> • the Ninth Line Lands do not include any specialty crop areas; • there are no reasonable alternatives for the expansion which avoid prime agricultural areas; and • as expansion is the last remaining greenfield area in Mississauga, there are no reasonable alternative locations on lower priority agricultural lands. <p>The AIA assessed soils in the lands and livestock facilities located on adjacent agricultural properties in accordance with Minimum Distance Separation (MDS) Formulae, Publication 707.</p> <p>Development of the Ninth Line lands would not encroach on any MDS setbacks from livestock facilities within two kilometres of the Ninth Line lands.</p> <p>The AIA demonstrated that adjacent agricultural areas and operations in Halton Region would be adequately buffered by the Highway 407 corridor and right-of-way. The location of the expansion east of the 407 corridor avoids and minimizes impacts to agricultural resources and operations.</p>
<p>Addendum Letter Reports – Agricultural Impact Assessment (February 12 and 26, 2018 by DBH Soil)</p>	<p>The DBH Soil Services Inc. addendum letters supplement and provide updates to the previous AIA conducted in 2016 in accordance with the then in effect Growth Plan, 2017 and the updated MDS Document, Publication 853 released by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) in 2016. The MDS analysis confirmed that no MDS setbacks encroach in the proposed settlement area. The analysis concluded that the settlement area to be expanded continues to be in compliance with the MDS</p>

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Services Inc.) (Appendix II)	separation formulae. The AIA addendum memos also address conformity with the Growth Plan for the Greater Golden Horseshoe (2017), specifically conformity requirements related to Section 2.2.8 3 h, i and j (Settlement Area Boundary Expansions). Since the DBH report in 2018, the Province has released the 2019 Growth Plan which is currently in effect. Regional staff have reviewed the previous AIA and AIA addendum memos and are satisfied that the agricultural impact assessment requirements and criteria as outlined in the Growth Plan, 2019 in Section 2.2.8.3 f), g), h) and i) have been satisfied. As it relates to agricultural policy requirements the recommended Ninth Line ROPA is consistent with the Provincial Policy Statement, 2014 and Growth Plan, 2019.
Highway 407 Transitway Corridor Assessment (October 2016 by AMEC Foster Wheeler)	Assessed stormwater conveyance and riparian storage requirements for watercourses/ floodplains, stormwater management requirements, transitway width assessment. Results of study identified a potential revised transitway alignment that addressed development potential within Ninth Line Lands that allowed for detailed planning and future transportation Environmental Assessment (EA) work to progress, while accommodating sensitive stormwater and floodplain features. Study also produced draft land use concept plans for the lands.
Water and Wastewater Master Servicing Background Study (February 2017 by AMEC Environment & Infrastructure)	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. 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.
Scoped Subwatershed Study: Phase 1 & Phase 2 (January 2015, March 2017 by AMEC Foster Wheeler)	Analysed existing natural environment related to opportunities and constraints of the terrestrial and aquatic ecology, stream system, surface water and groundwater resources. 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. Study also included the development of a well-connected, and enhanced Natural Heritage System, and a management strategy to mitigate impacts of proposed land uses on existing natural systems. The City of Mississauga is currently undertaking Phase 3 of the Subwatershed Study: Implementation and Monitoring Plan.
Transportation Assessment of Existing Conditions and Emerging Land Use Scenario (July 2017 by MMM Group)	Documented and assessed the existing conditions of traffic, transit, transportation demand management, active transportation, and safety issues. 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. 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 Long Range Transportation Plan work. Any Ninth line related road improvements will be addressed in future transportation policy work.
Growth Management Analysis (May 2017 by Hemson Consulting) (see addendum below)	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. The development within Ninth Line Lands implements population and employment growth

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	<p>targets to 2031A, and would provide for the inclusion of 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>Addendum Letter Reports: Growth Management Analysis (February 7, 2018 by Hemson Consulting) (Appendix II)</p>	<p>The development within Ninth Line Lands will help the City of Mississauga to meet its growth forecasts to 2041 as planned under the Peel 2041, while also providing for higher density ground-oriented development, for which there is limited opportunity in the City. At the same time, the City's intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the Growth Plan, 2017. The Ninth Line growth concept was already planned to exceed the Growth Plan, 2017 80 residents and jobs per ha minimum DGA density target as well as the 160 residents and jobs per ha minimum around the MTSAs.</p> <p>Study noted that the Region will need to continue to re-assess and plan for Ninth Line and all lands within Peel based on the Province's standard land needs assessment methodology, which has yet to be finalized.</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) (see addendum below)</p>	<p>Study evaluated and confirmed conformity with ROP Section 7.9.2.12, and with the Growth Plan. Various criteria which must be satisfied as a basis for an expansion of the 2031 Urban Boundary were summarized, including matters that relate to growth management, agricultural considerations, environmental and resource protection and enhancement including identification of a natural heritage system, fiscal impact, Regional infrastructure (i.e. transportation, servicing) requirements, sustainable development, and the Provincial Policy Statement, 2014.</p>
<p>Addendum Letter Reports: MCR Justification Report (May 2018 by MSH) (Appendix II)</p>	<p>Study updated the necessary technical work associated with a settlement expansion under the Growth Plan, 2017. This Addendum to the MCR reviews the relevant policies of the Growth Plan, 2017 and demonstrates that the inclusion of the Ninth Line Lands in the City of Mississauga and Region of Peel settlement boundary represents good planning and conforms with the key directions in the Growth Plan, 2017. Regional staff have reviewed the addendum and are satisfied that the requirements and criteria as outlined in the Growth Plan, 2019 in Section 2.2.8 have been satisfied.</p>

As technical studies continue to be updated through the local municipal process, please refer to the City and Region's websites.