

REGION OF PEEL

REGIONAL OFFICIAL PLAN

REGIONAL OFFICIAL PLAN AMENDMENT  
NUMBER 33

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

**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 33 to the Region of Peel Official Plan.

**PART A – THE PREAMBLE**

**1. 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.

**2. Location**

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

**3. Basis**

**A Place to Grow**

A Place to Grow, 2019 provides for growth management policy direction and population and employment forecasts for single and upper tier municipalities within the Greater Golden Horseshoe.

This Amendment provides for the inclusion of the Ninth Line Lands in the Regional Urban Boundary and implements the Growth Plan population and employment forecasts for the Region to 2031. Section 2.2.8 sets out the policy requirements for settlement area boundary expansions. This Amendment would facilitate a settlement area boundary expansion as one of the phases of the Region’s Municipal Comprehensive Review (MCR). The additional ongoing Peel 2041: Official Plan Review and MCR (Peel 2041) work will allow for the full MCR requirements to be undertaken, including the requirements for any additional need for settlement area boundary expansions to account for additional population and employment growth to the 2041 planning horizon.

The proposed land use concept for the Ninth Line Lands fits within the Regional land budget to 2031 and helps Mississauga achieve its growth outlook, while also making a significant contribution to density and intensification in Peel such that the Region can meet or exceed the Provincial mandated minimums.

**Regional 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 approximately 800,000 people and 500,000 jobs. The Regional Land Budget sets the 2031 designated greenfield area (DGA) population and employment totals for Mississauga at 13,000 people and 1,000 jobs.

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The Region of Peel Official Plan also requires that settlement area boundaries be designated based on addressing various technical and policy requirements including comprehensively addressing Provincial policies. This Amendment is being brought forward and comprehensively addresses updated Provincial requirements including those for settlement area boundary expansions and is proceeding through an initial phase of the Peel 2041 recognizing the unique planning history on the subject lands. Future policy work will address further growth allocation needs to the 2041 planning horizon for the Region of Peel. Through Peel 2041, additional work will allow for the full MCR requirements to be undertaken, including the requirements for any additional need for settlement area boundary expansions.

### **Ninth Line Lands**

The Ninth Line Lands are located on the western boundary of the City of Mississauga and the Region of Peel. They comprise an area of approximately 350 hectares (865 acres). These 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 required the Ninth Line Lands to be considered in the Region of Peel, City of Mississauga jurisdictional context. Planning reviews of the Ninth Line Lands had been carried out in the past under the Region of Halton/Town of Milton context (Ninth Line Corridor Protection and Land Use Study, May 2005, Halton Region; and Town of Milton Official Plan Review – Background Study Ninth Line Corridor, May 2007). However, under a new jurisdictional context, the lands required additional planning work to be undertaken to determine the future of the area including addressing the policy requirements for settlement area boundary expansions, to determine if there is justification for inclusion of some or all the lands within the Regional Urban Boundary.

In January 2014, the Macaulay Shiomi Howson Ltd. (MSH) Team, including various subconsultants, was retained jointly by the Region of Peel and City of Mississauga to provide professional and technical services to carry out the required planning studies, including the settlement area boundary technical work. The studies were carried out in accordance with *Planning Act* processes. It involved two phases:

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- Phase One: 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: the preparation of a Regional Official Plan Amendment (ROPA) to satisfy requirements of a settlement area boundary expansion as outlined in section 7.9.2.12 of the Regional OP and a City Official Plan amendment.

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. Ninth Line, while considered a greenfield expansion in the City of Mississauga and Region of Peel, is different due to its annexation history. The municipal boundary was realigned that resulted in a strip of land consisting of many small parcels adjacent to historic development, in floodplain, or in planned transit infrastructure areas. The Land Use Concept is planned at a density that would be more typically expected in intensification areas rather than a new greenfield area. The Ninth Line Lands will include:

- Support for the vision of the Growth Plan and the Regional Official Plan of compact, vibrant and complete communities with medium and high density residential areas, mixed use areas with commercial employment opportunities, and higher order transit (407 transitway) that support healthy, active living;
- A Designated Greenfield Area (DGA) density target that exceeds the minimum target of 50 persons and jobs per hectare combined and would increase the overall Mississauga DGA density of 77 to 79 people and jobs per hectare;
- Accommodating approximately 3,500 housing units, 8,500 people and 500 jobs;
- A minimum density target of 160 people and jobs per ha for major transit station areas;
- Efficient use of existing and planned regional infrastructure, minimizing financial impacts to existing people and businesses, plans for affordable housing, protecting natural heritage and flood plain features, and protecting environmental and agricultural resources.

### **Municipal Comprehensive Review (MCR) Process**

The Ninth Line Lands settlement area boundary expansion technical work was largely completed in May 17, 2017. With a very limited remaining greenfield land supply in Mississauga, the Ninth Line Lands are outside of the built up area and are considered part of Peel’s DGA. Various studies were completed to meet the requirements of a settlement area boundary expansion and are summarized in Appendix V.

The studies were originally undertaken within the Provincial policy framework for the Growth Plan for the Greater Golden Horseshoe, 2006 (Growth Plan, 2006 as amended in 2013). The Regional Official Plan assigns population and employment growth to the Growth Plan policy areas in Peel. Through ROPA 24, the Region updated growth management elements including establishing intensification and density targets to 2031. The Ninth Line Lands and settlement area boundary work is implementing ROPA 24,

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which anticipated that subsequent urban boundary expansions would plan for growth to 2031. The Ninth Line land use concept will accommodate approximately 3,500 housing units, 8,500 people and 500 jobs. A future amendment will implement the Growth Plan, 2019 forecasts through the Region’s Peel 2041 to address the forecasts to 2041.

It should be noted that these lands have in-effect official plan policies and zoning by-law in the City of Mississauga (Mississauga Official Plan Amendment 90 and Zoning By-law 0225-2007). It was determined in 2018 that the amendments to Mississauga Official Plan could proceed in advance of the Region’s work being completed given the uniqueness of the Ninth Line Lands and the framework established by Halton’s policies (Halton Official Plan Amendment 28) that continue to apply until a Regional Amendment is brought forward.

### **Consistency and Conformity with Provincial Plans and Policies**

Additional work was completed in 2018 to address the Growth Plan, 2017 requirements, including a higher DGA density target. While the new Growth Plan, 2019 reduces the Regional DGA density target from 80 to 50 people and jobs per hectare, the higher density development form for the Ninth Line Lands remains appropriate for this area. As noted, the Ninth Line Lands are a unique parcel of land in terms of growth management planning as they are planned to include two major transit station areas supporting medium to high density residential uses.

The Ninth Line area is planned for a minimum of 82 persons and jobs per hectare under the former Growth Plan, 2017, exceeding the minimum 50 people and jobs per hectare in the Growth Plan, 2019. As a result of changes in DGA calculations in the Growth Plan, the overall DGA target of 77 persons and jobs per hectare target for Mississauga in the Regional Official Plan would slightly increase to 79 to accommodate Ninth Line. This results in a very small increase in the overall planned minimum DGA density in Peel at 50 persons and jobs per hectare based on the current Regional Official Plan DGA density target. The Region’s intensification rate for the same period is 48% without the Ninth Line Lands and becomes 44% with Ninth Line. This rate remains well above the mandated 40% minimum intensification target in ROPA 24.

A detailed review of all applicable Provincial, regional and local policies related to the Ninth Line Lands was completed through the ROPA process, particularly through the completion of the background studies, consultation and development of this recommended Amendment for adoption. Based on this review, Regional staff conclude that the required MCR criteria have been satisfied for this proposed Amendment bringing the Ninth Line Lands into the 2031 Regional Urban Boundary as a “Designated Greenfield Area”. This Amendment represents good planning and are deemed to be consistent with the Regional Official Plan, Growth Plan, *Planning Act* and Provincial Policy Statement.

**ROPA Policy Framework**

This Amendment is based on the planning studies conducted with respect to the Ninth Line Lands including the settlement area boundary expansion policy requirements. The Regional Official Plan includes policies that outline the policy and technical requirements that need to be addressed to expand a settlement area boundary and must be designated on the basis of an 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 area includes 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 Amendment includes proposed Schedule amendments which update the 2031 Regional Urban Boundary on all the Regional Official Plan Schedules to include the Ninth Line Lands. In addition to this, the Schedules are amended to include other matters with respect to the Ninth Line Lands on the following Schedules:

- 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 while maintaining the Ninth Line Lands policy area)
- Schedule D3 – Greenbelt Plan Area (Add the Settlement Areas Outside the Greenbelt 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 E – Major Road Network (Add the Major Road designation to Derry Rd., Britannia Rd. and Eglinton Rd.)
- Schedule F – Regional Road Mid-Block Right-of-Way Requirements (Add the 30m designation to Derry Rd. and Britannia Rd. in the Ninth Line Lands)
- Schedule G – Rapid Transit Corridors (Add the Other Potential Rapid Transit Corridor designation to include the Ninth Line Lands 407 rapid transit corridor)

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:

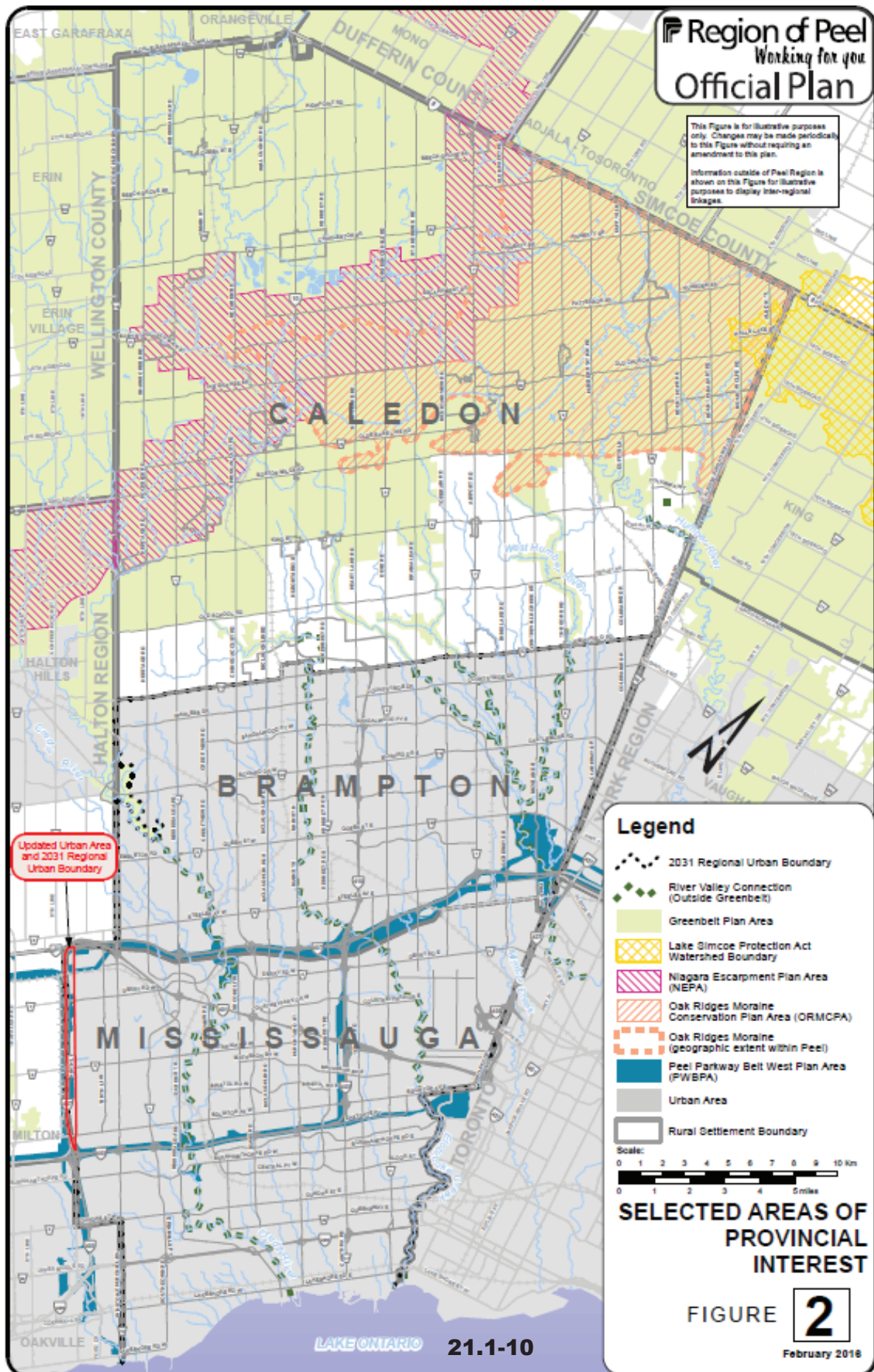
- Figure 2 – Selected Areas of Provincial Interest (Add Urban Area designation and 2031 Regional Urban Boundary)
- Figure 6 – Aircraft Noise Exposure Composite Contours (Update the 2031 Regional Urban Boundary)

## **Schedule “A” to By-law 18-2020**

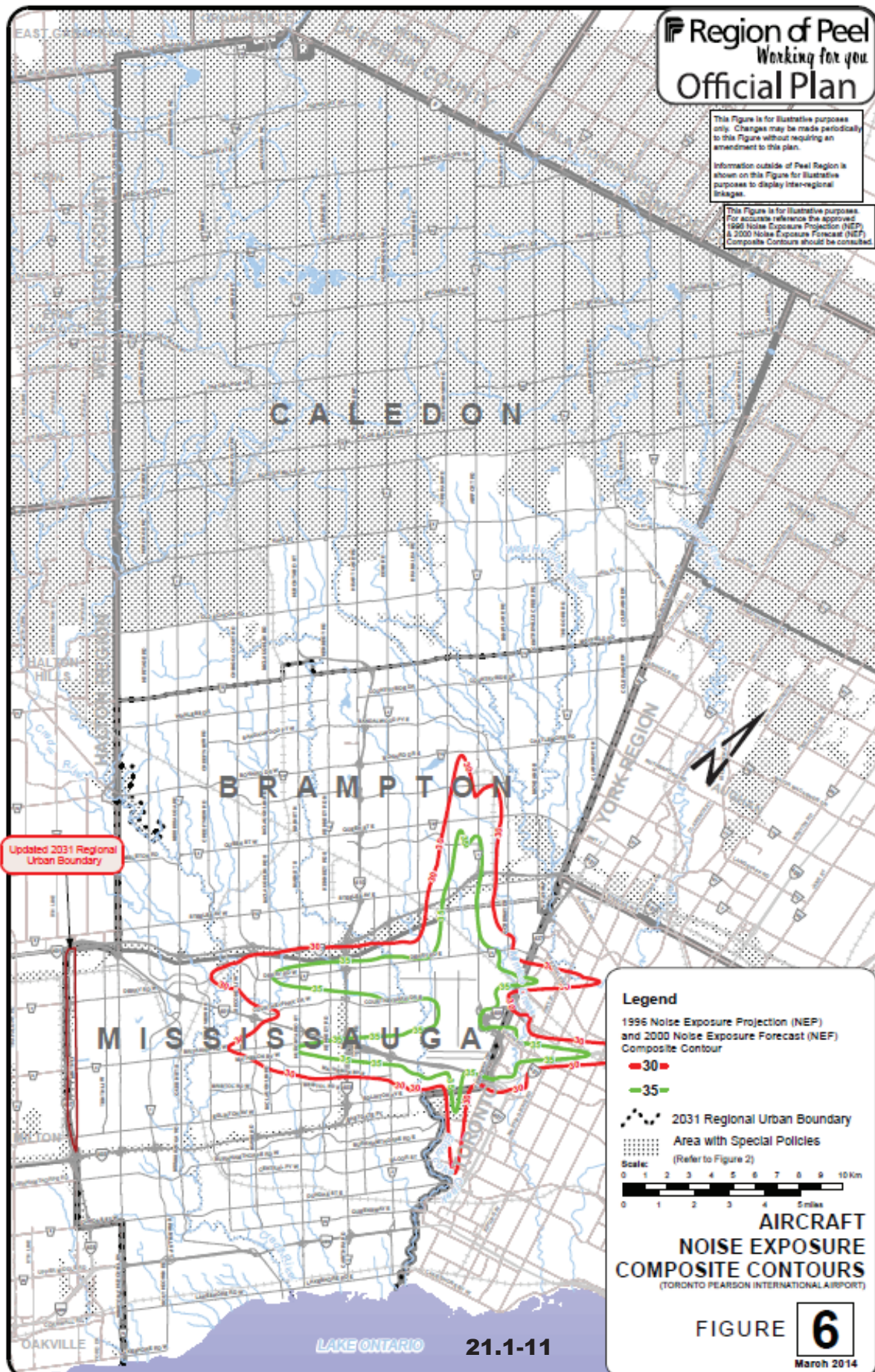
- Figure 9 – Existing Water and Wastewater Facilities (Update the 2031 Regional Urban Boundary)
- Figure 10 – Waste Management Site (Update the 2031 Regional Urban Boundary)

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.

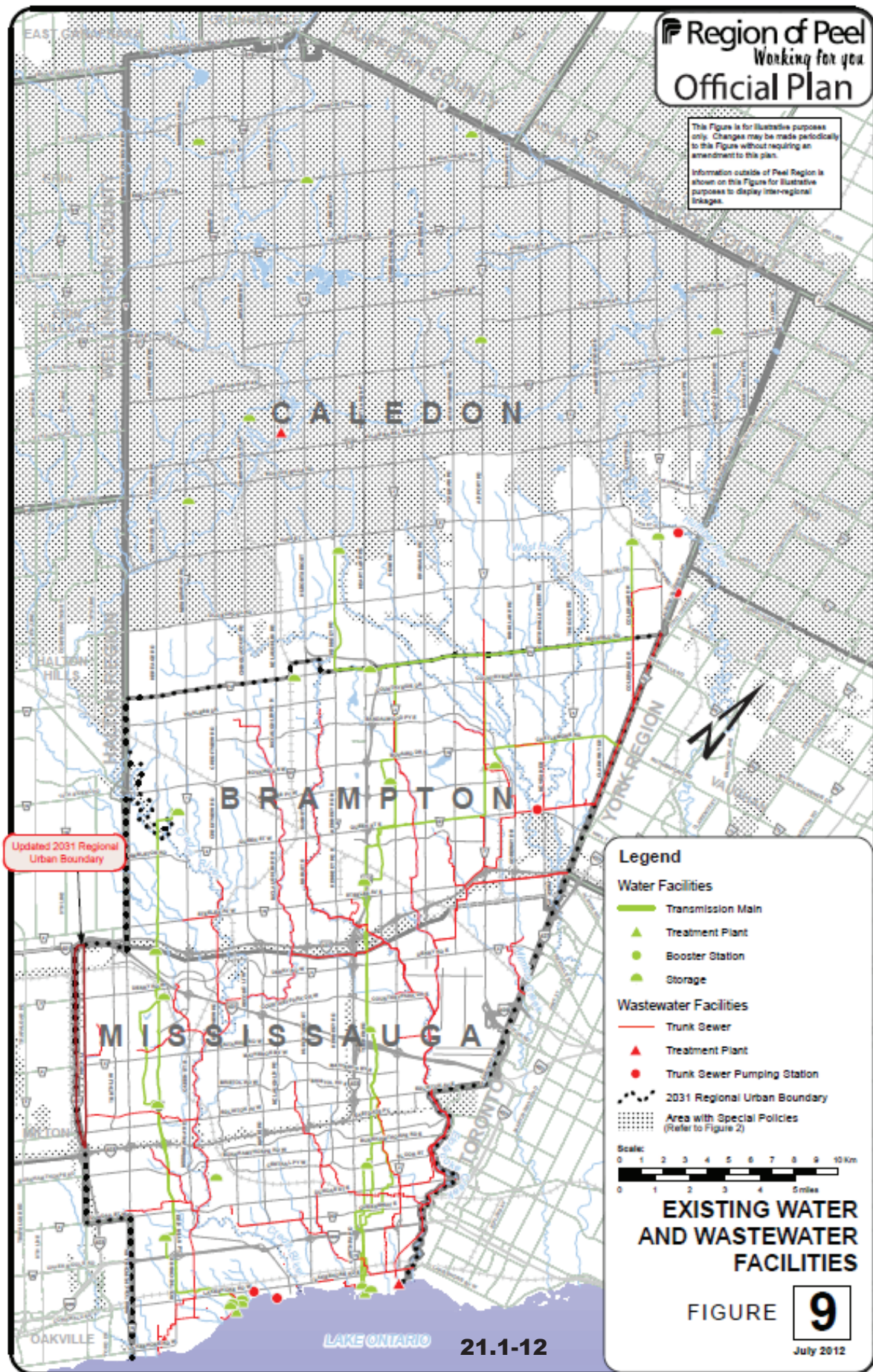




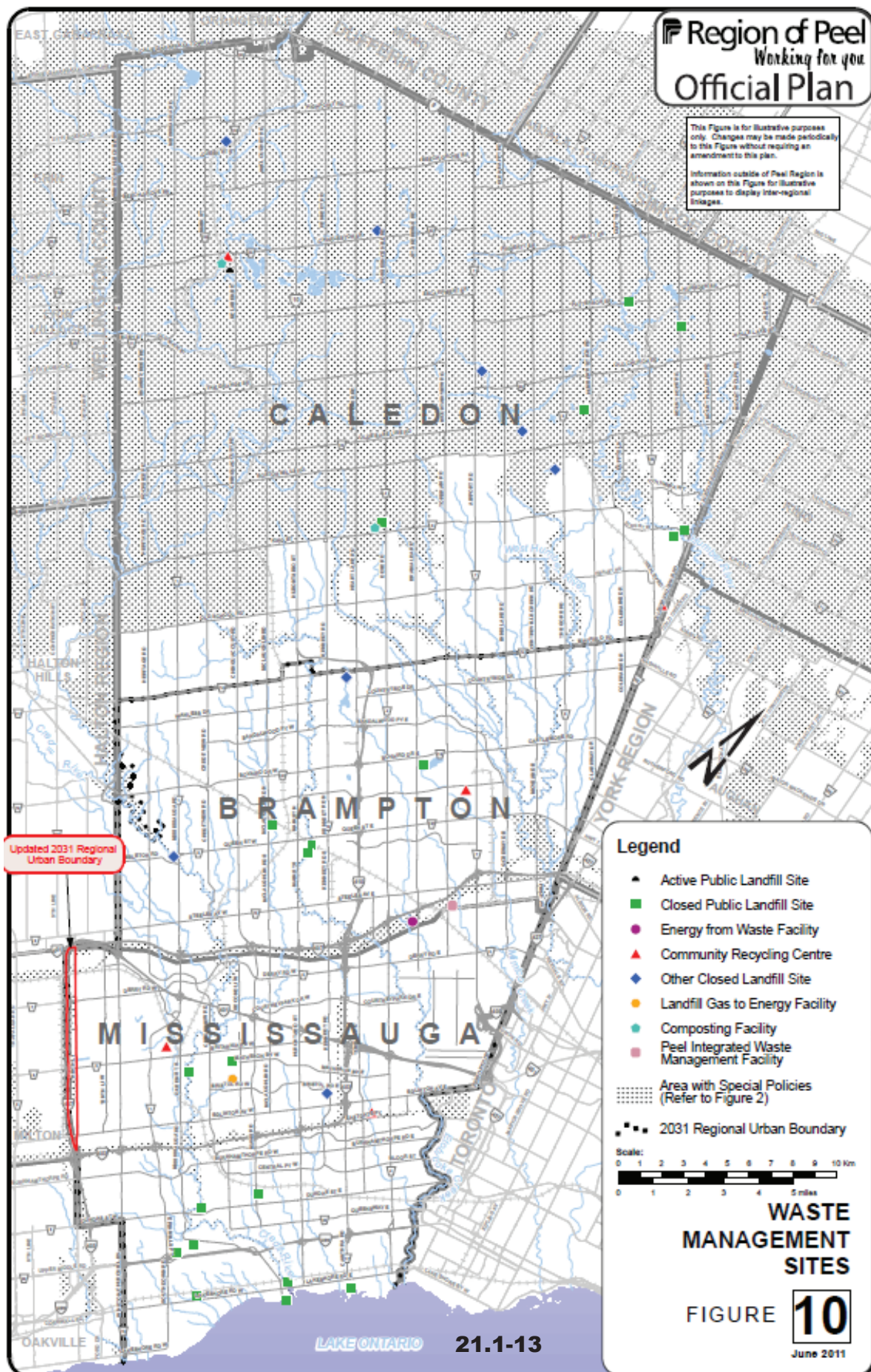












## **PART B – THE AMENDMENT**

All of the Amendment entitled PART B – THE AMENDMENT, consisting of the attached text and schedules constitute Amendment Number 33 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.

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- 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 the Ministry of Transportation, 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 Ensure that development applications for lands within the Ninth Line Lands will not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor. These policies may include provisions for the phased release of lands within the GTA West Study Area if such release does not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor.
- 5.3.5.2.6 That the policies of the City of Mississauga Official Plan, including all amendments and Ninth Line Lands policies, 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



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features in conformity with the Ninth Line Scoped Subwatershed Study;

- 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 development be designed in accordance with the Healthy Communities and the Built Environment policies in Section 4.7 of this Plan; and
  - f) That affordable housing 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.

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6. Schedule C, High Potential Mineral Aggregate Resource Areas, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary and municipal 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 with blue hatching, to remove “\*\*” next to Ninth Line Lands 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 Settlement Areas Outside the Greenbelt Plan, 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.~~

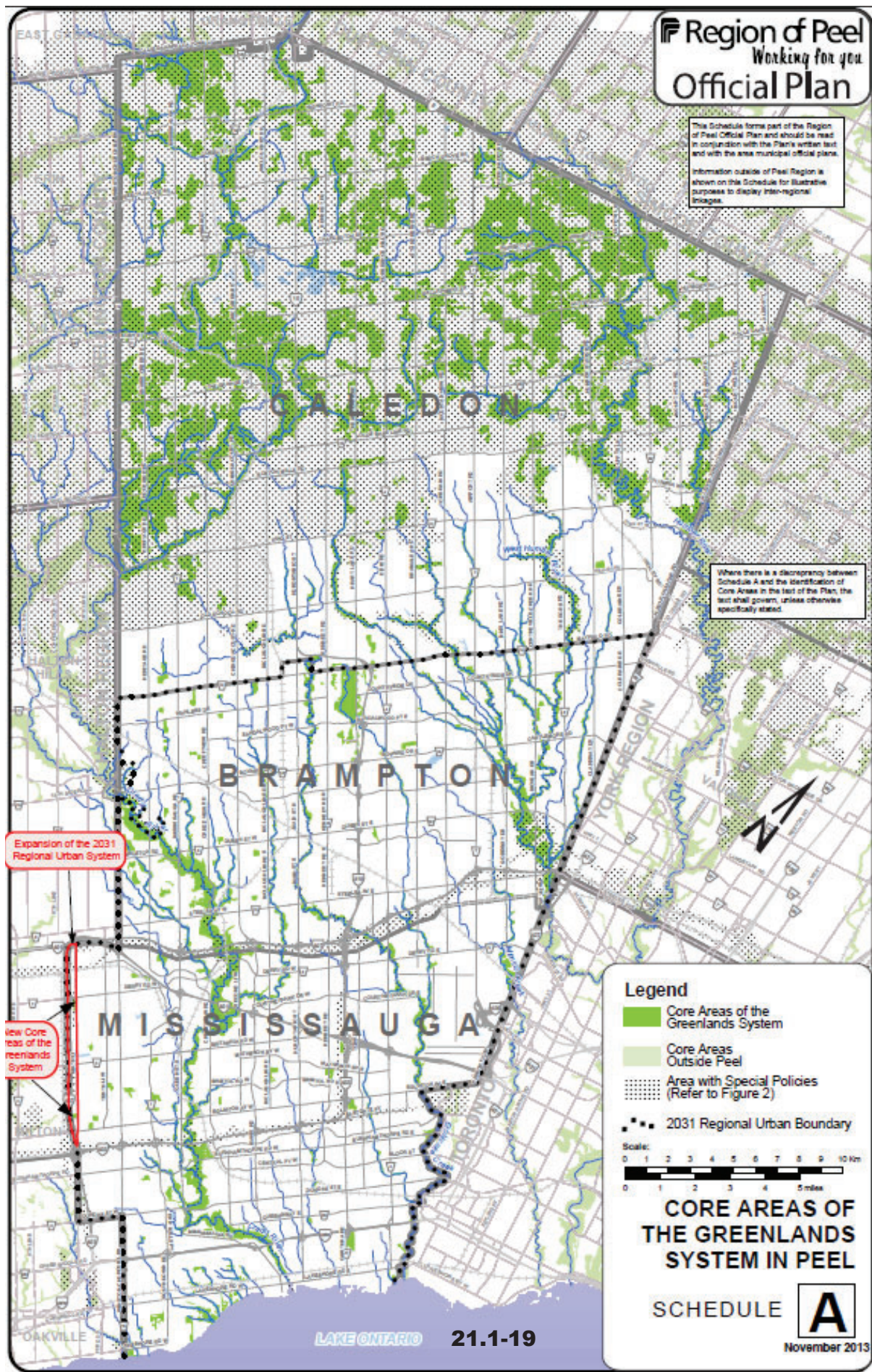
10. Schedule E, Major Road Network, is amended to include the Ninth Line Lands in the 2031 Regional Urban Boundary and municipal boundary, and to extend the “Major Road” designation applicable to Derry Road, Britannia Road and Eglinton Avenue westerly to the Region of Peel/City of Mississauga boundary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



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12. Schedule G, Rapid Transit Corridors, is amended to include the Ninth Line lands in the 2031 Regional Urban Boundary, and to include the Ninth Line Lands 407 Rapid Transit Corridor as Other Potential Rapid Transit Corridor as shown on the attached Schedule G.
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.

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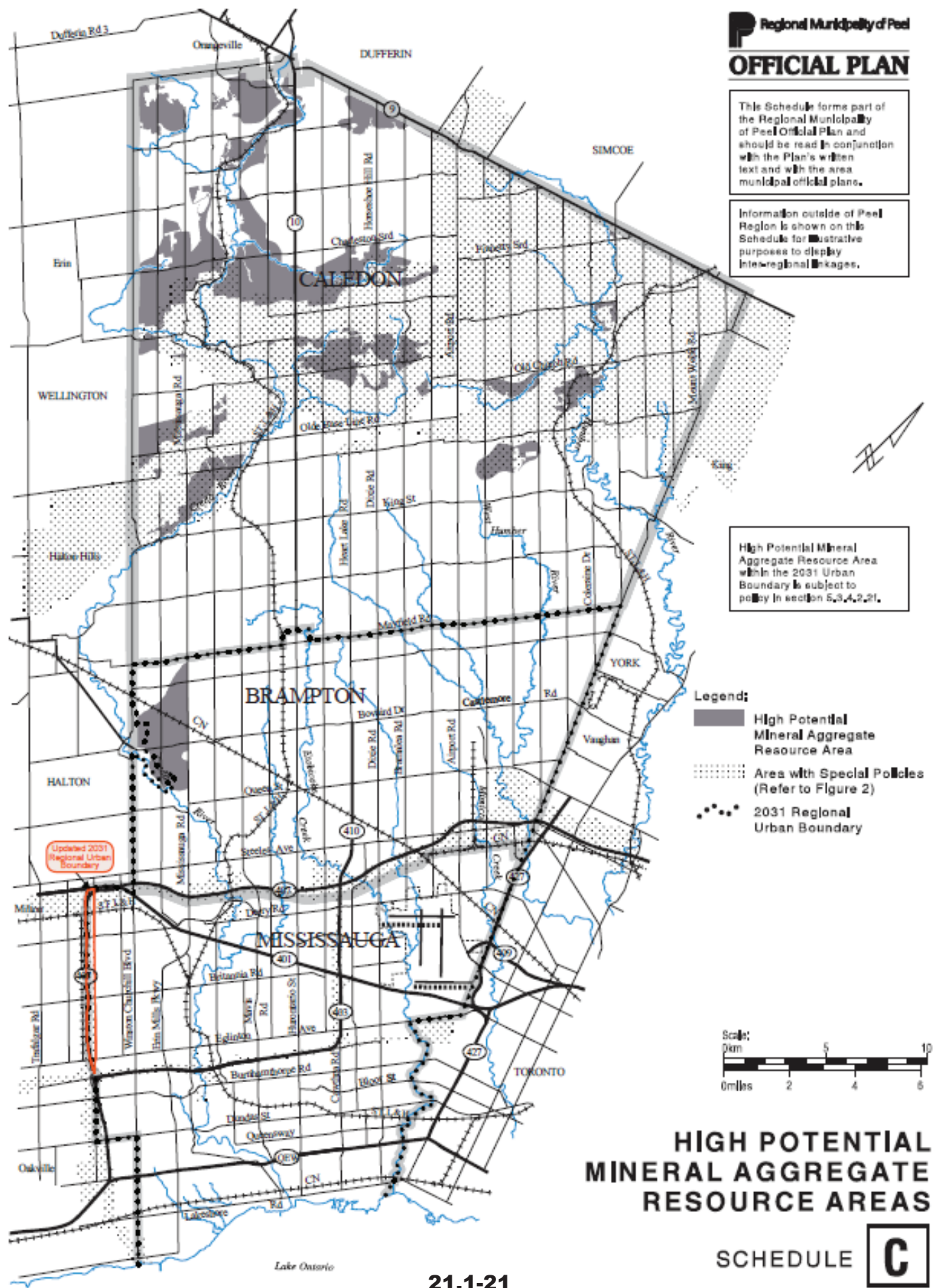






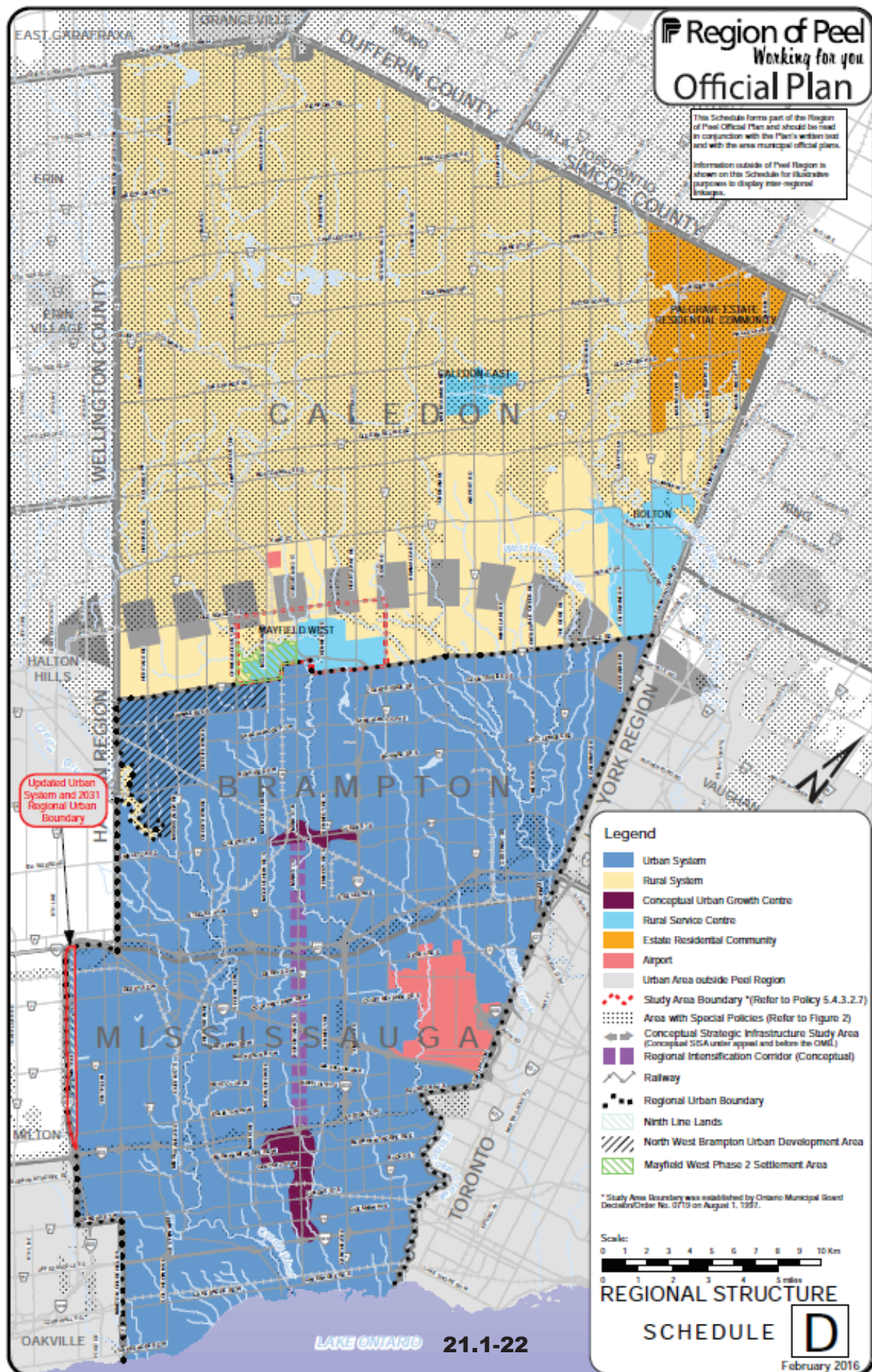


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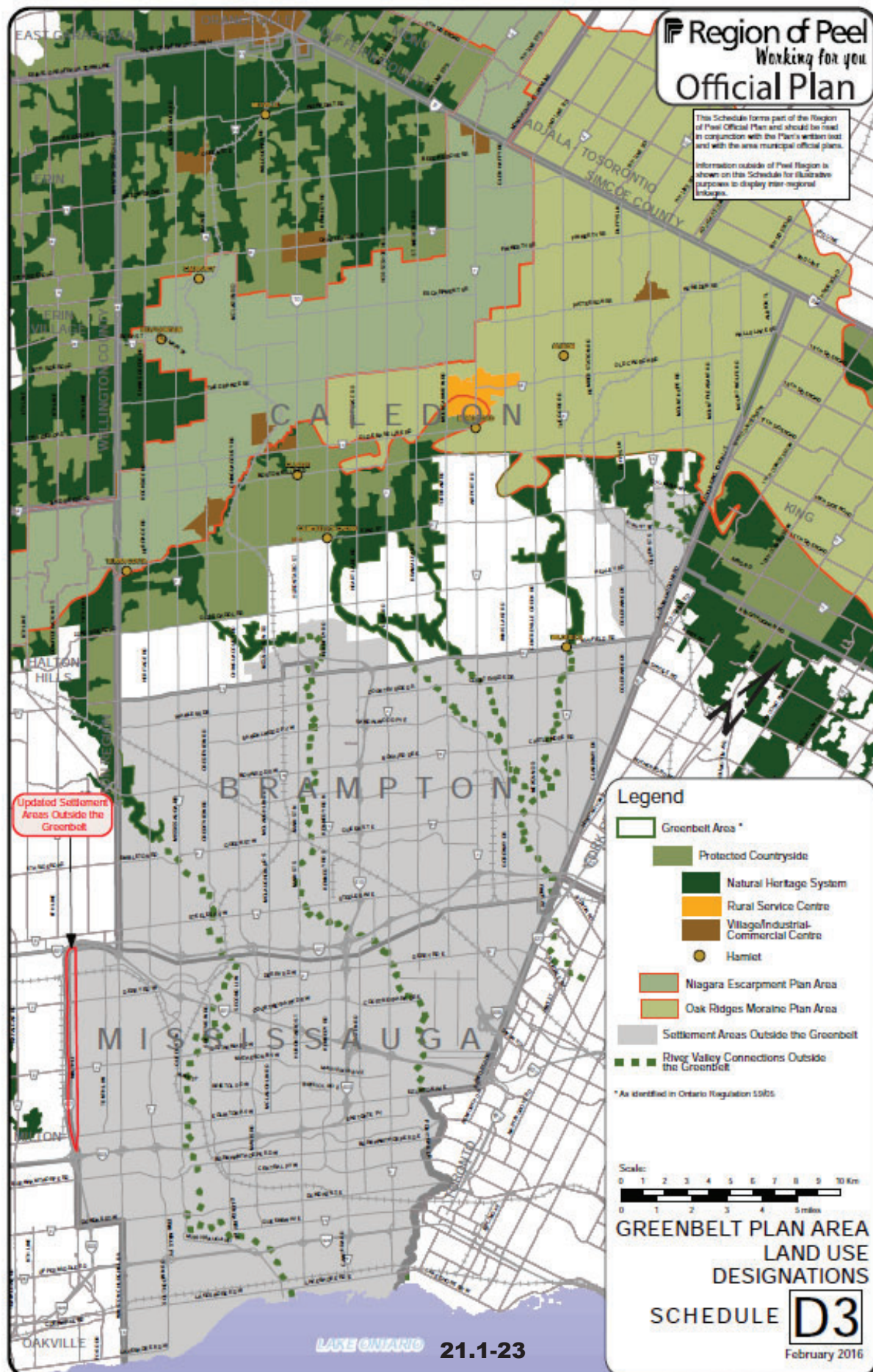


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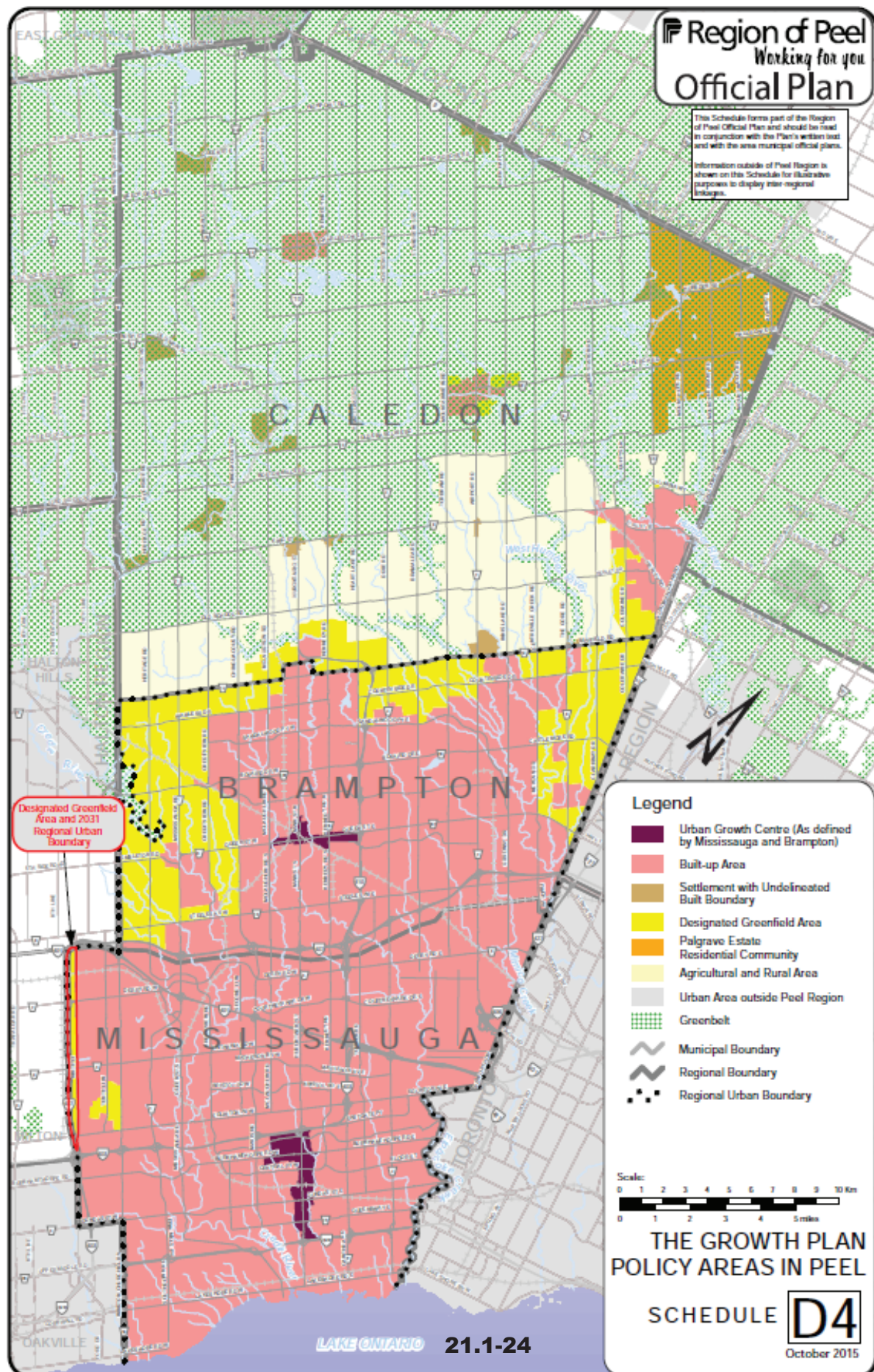


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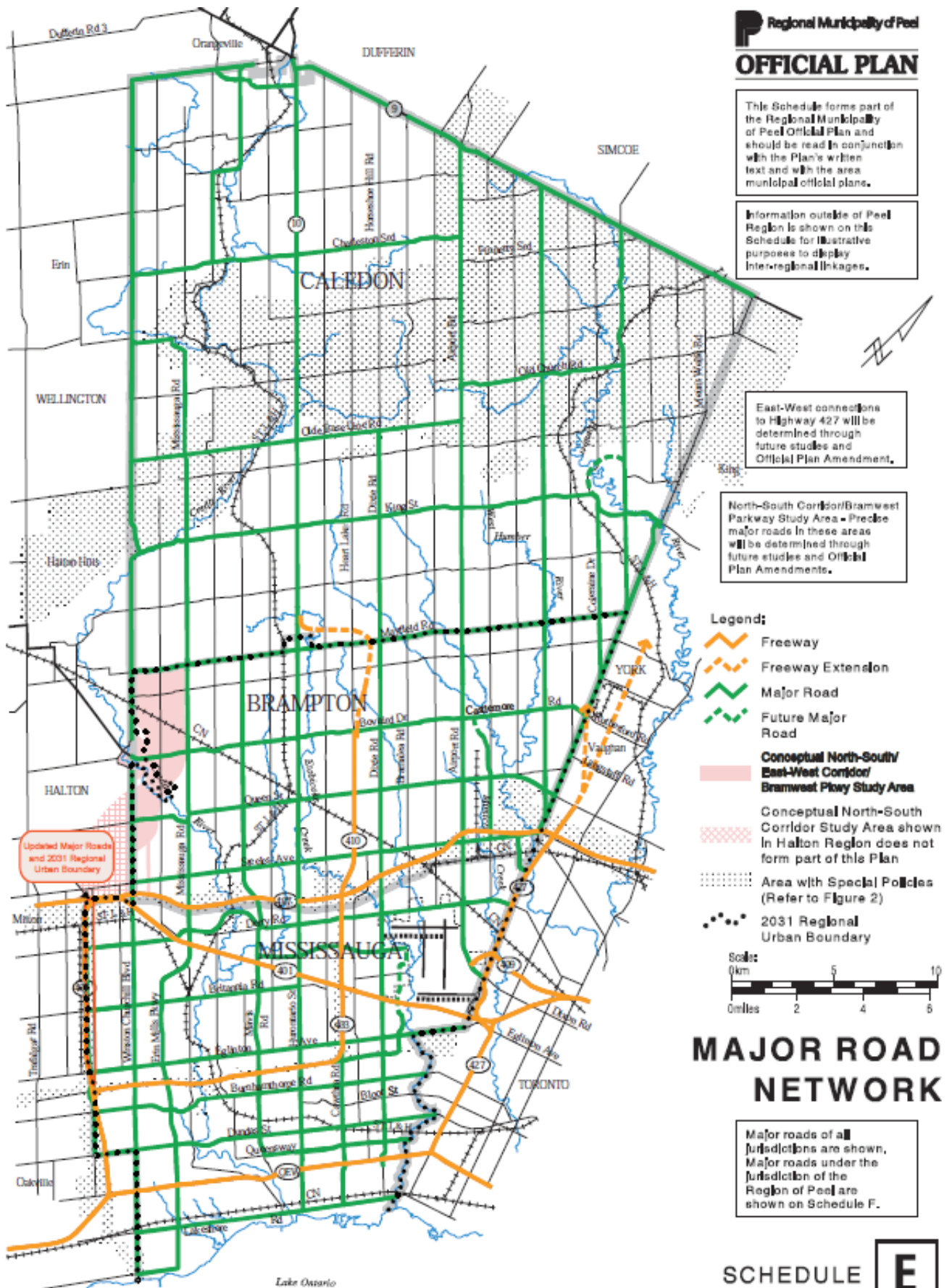


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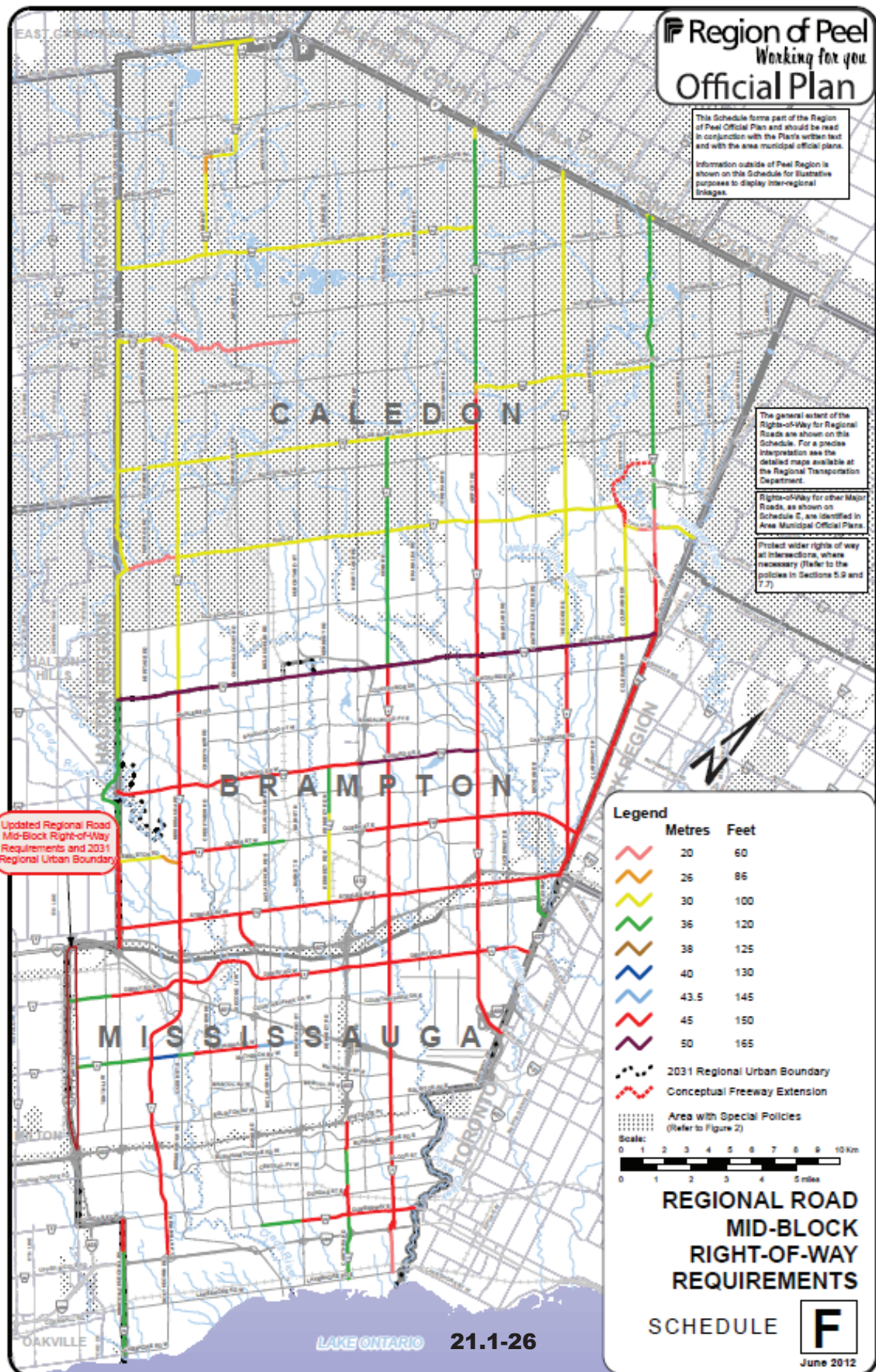
See section 120 for description on amendments.

21.1-25

August 2005  
Modified  
November 2010

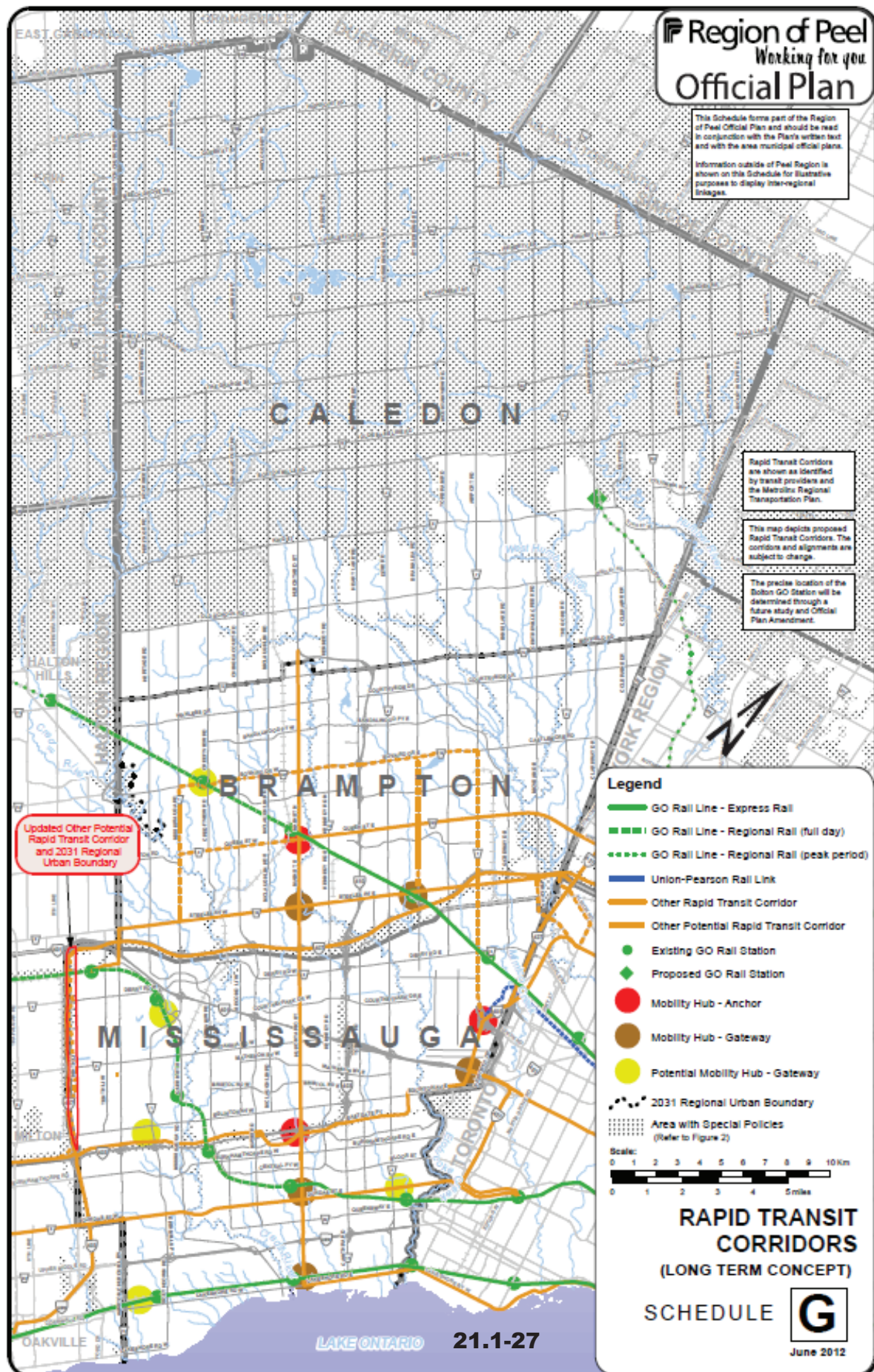


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