



Corporate Report

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DATE: October 14, 2008

TO: Chair and Members of Planning and Development Committee
Meeting Date: November 3, 2008

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Mississauga Plan Review – Project Update and Proposed Framework**

- RECOMMENDATIONS:**
1. That the framework proposed in the report titled "*Mississauga Plan Review – Project Update and Proposed Framework*" dated October 14, 2008 from the Commissioner of Planning and Building, be endorsed as the basis for the preparation of the new Official Plan.
 2. That a transfer of \$100,000 from the Planning Process Update Reserve to undertake the public engagement for the Mississauga Plan Review, be approved and that the required by-laws and operating budget adjustments for the 2008 Operating Budget, be approved.

BACKGROUND: A new Official Plan that conforms to the policies of *The Growth Plan for the Greater Golden Horseshoe* must be in place by June 16, 2009.

City Council, on May 9, 2007, endorsed the Mississauga Plan Review work program through resolution 0106-2007. Consultants - Office for Urbanism and FoTenn, in association with iTrans and Macauley Shiomi Howson - have been retained to assist with the preparation of the new Official Plan.

The purpose of this report is to provide an update on the status of the major background studies which have policy implications for the Mississauga Plan Review, as well as to present the proposed framework for the new Official Plan.

COMMENTS:**Conformity with Provincial Initiatives and the Strategic Plan**

A significant component of Mississauga Plan Review is to ensure conformity with various Provincial initiatives, particularly the *Growth Plan for the Greater Golden Horseshoe*. Mississauga Plan Review also supports the direction taken in the draft Regional Transportation Plan.

In addition, the new Official Plan will implement the land use components of the five pillars of the draft Strategic Plan. The five pillars are:

- Developing a transit oriented city;
- Ensuring youth, older adults and new immigrants thrive;
- Completing our communities;
- Cultivating creative and innovative businesses; and
- Living green.

Attached as Appendix 1 is a table showing the linkages amongst the *Growth Plan for the Greater Golden Horseshoe* principles, the draft Strategic Plan's pillars for change and the proposed planning directions for the new Official Plan.

Studies Addressing Emerging Issues

Mississauga Plan Review is also required to address emerging issues as the City enters into a new phase of development with a stronger focus on infill and intensification. Appendix 2 is an overview of the various studies being undertaken that will feed into the new Official Plan and Appendix 3 provides an update of key corporate studies underway.

In accordance with the direction of Planning and Development Committee, individual major planning studies are being brought forward as they are completed and circulated for comment. To date, these include the Community Uses Study, Office Strategy, Parking Strategy and Employment Land Review Study.¹ The Growth Management Study, also referred to as the nodes and corridors study, is now ready to be brought forward.

In addition, a series of departmental reviews of current policy directions have been completed.

A number of local area policy reviews are at various stages of completion. These include the recently approved Upper Hurontario Corridor Study and the Southdown District Policies. The review of the Lakeview and Port Credit Planning Districts is underway and local area policy reviews for Cooksville and the City Centre (“Downtown 21” Master Plan) are about to be initiated. Land use policies for the entire length of Hurontario Street are being reviewed as part of the Hurontario Main Street Study being conducted in conjunction with the City of Brampton to consider the introduction of higher-order transit on this corridor.

Several studies being undertaken in other departments have implications for Mississauga Plan Review. These include the previously mentioned draft Strategic Plan, but also the Master Plan for Arts and Culture, the Cycling Strategy, Transportation Background Studies and the Mississauga Storm Water Quality Control Strategy Update. Further, studies being conducted by the Region of Peel and the Conservation Authorities will provide policy directions for the new Official Plan. In particular, it will be necessary to incorporate policies developed in the Region’s Energy, Housing and Growth Management Strategies.

Staff are monitoring the progress of these studies and will incorporate their policy directions into the draft Official Plan accordingly. However, where these studies are not completed in time to meet the deadline for the new Official Plan, subsequent amendments may be necessary.

¹ *Comments received from the circulation of the Employment Land Review Study and the Office Strategy are attached as Appendix 4 and 5, respectively, of this report.*

Framework for the New Official Plan

The preparation of the new Official Plan presents the opportunity to reorganize and reformat Mississauga Plan so that the City's vision for its future is clearly conveyed. Appendix 6 is the draft table of contents for the new Official Plan and Appendix 7 presents draft statements that will be used in the proposed Section 5 – Directions.

The organization of the Official Plan provides a new framework for Mississauga Plan that is intended to clearly articulate the City's vision for its future and communicate its priorities for the next 25 years. The introductory statements have been derived from the draft Strategic Plan's vision statements and the *Growth Plan for the Greater Golden Horseshoe*. By doing so, there is a direct link between the draft Strategic Plan, the *Growth Plan for the Greater Golden Horseshoe* and land use policy directions contained in the new Official Plan. These introductory statements will be written in plain language to express to the public and professionals the intended outcomes of the policies. In addition, the new Official Plan will contain images to illustrate the intent of its policies and sidebars where explanatory or background text would be helpful to understanding the policies and their relationship to other documents such as the zoning by-law.

The proposed framework along with the rationale for policies is intended to make the new Official Plan easier to use and understand, and will provide a strong basis for defending the policies at the Ontario Municipal Board.

Land Use Designations

The new Official Plan proposes a two-tiered system of land use designations; primary and secondary land use designations. Section 6 of the Table of Contents (Appendix 6) identifies the primary land use designations which have been based on the Growth Management Plan. These categories, together, cover the entire City and refer to areas that have similar land use features. For example, neighbourhoods are typically made up of residential uses, retail commercial, low-scale offices and parks. All areas in the City which fit this description would be identified by the 'Neighbourhood' primary land use designation.

The secondary land use designations are similar to those currently identified in the district policies of Mississauga Plan. In some cases it may be possible to simplify the secondary land use designations by

up-loading common elements to the primary land use designation. As a case in point, only one secondary land use designation of “Office” is envisioned as policies regarding height, scale and density will be articulated in the primary land use designation. Therefore, while two land use parcels may both have a secondary land use designation permitting office development, what would be allowed in “Neighbourhood-Office” would be significantly different than what would be permitted in “Downtown-Office”.

In addition, with the requirement that the zoning by-law be brought into conformity with any changes to the Official Plan, some details currently contained in Mississauga Plan may be more appropriate in the zoning by-law. This applies to many of the numeric requirements currently contained in Mississauga Plan.

Character Areas

In addition to a two-tier system of land use designations, it is proposed that “Character Areas” be identified. As an example, while the primary land use designation will identify a number of “Neighbourhoods”, it is understood that the characteristics of these areas varies across the City. Some neighbourhoods contain housing of largely detached units on large lots, while other neighbourhoods may be developed more densely with a broader mix of unit types. The character area section of the new Official Plan will speak to these differences. The boundaries and names of these character areas will draw on the current planning district structure of Mississauga Plan.

Area Plans

Mississauga is composed of a series of communities that reflect the historic development of the City. Mississauga Plan divides the City into planning districts which reflect many of these communities and have been used as the basis for the preparation of district policies (formerly known as secondary plans).

This system of district policies worked well for Mississauga, particularly as it developed its greenfield communities and prior to the completion of the comprehensive zoning by-law review that consolidated the zoning by-laws of the previous villages and township and brought zoning into conformity with the Official Plan.

As the former secondary plans were converted into district policies, it was possible to streamline the policy framework. This made it easier to keep the policies up-to-date and to concentrate on policies for areas that required special planning consideration.

The focus for planning in Mississauga in the next several decades should be nodes, centres, corridors and lands with unique planning challenges. The existing district planning policy structure is not well suited to preparing plans for these areas. Nodes contain only a portion of a planning district, whereas, corridors cut across multiple planning districts. Lands with unique planning challenges would also not typically align with planning district boundaries. These lands could, for example, include areas where special heritage or urban design consideration is warranted, lands with particular environmental issues, higher-order transit stations or distinct areas requiring individualized planning policies (e.g. The University of Toronto Mississauga).

To meet the challenges of the next several decades, community planning reviews should vary their scope, content and approach based on the circumstances driving the need for the review. An example of this is the Hurontario Main Street Study which was initiated to study the feasibility of higher-order transit. This joint study between the Cities of Mississauga and Brampton is a transportation, land use and urban design study that includes portions of the Port Credit, Mineola, Cooksville, Fairview, Mississauga Valleys, City Centre, Hurontario and Gateway Planning Districts in Mississauga, as well as portions of various planning districts in Brampton. Another example is the review of the Lakeview Planning District where the community's attention is on lands along the Lakeshore Road East corridor and the waterfront rather than on the stable residential areas north of the CNR railway line.

To reflect how future (and many existing) land use planning studies should be conducted, it is proposed that district policies be replaced by Area Plans for lands requiring special policy consideration. Area Plans will form part of the Official Plan but may be contained in separate documents, similar to the previous secondary plans. For areas not requiring an Area Plan (e.g., many stable residential and employment areas), character area policies and, for specific sites, special site policies will be developed.

The current district policies will not be lost. The proposed approach is threefold: (i) removing those district policies which are redundant with, or covered by, the general policies, (ii) lifting detailed, numerical policies into the zoning by-law, (iii) developing Area Plans for those lands requiring special policies which are not otherwise addressed by the general policies.

While planning districts are no longer recommended as the basis for policy and land use reviews, the existing planning district structure will be reflected in the names and boundaries of Character Areas. Further, Official Plan monitoring and data development may make use of the existing planning district structure. The new Official Plan will address the transition process from district plans to the proposed format.

Next Steps

To date, the consultants have reviewed existing policies and background studies that will form the basis of the new Official Plan. The consultants also held a series of technical advisory meetings and workshops with City, Regional and Conservation Authority staff. The proposed Official Plan framework and introductory statements presented in Appendices 6 and 7 have been vetted at these meetings and workshops as well as with senior staff. Based on the comments received throughout this process, a number of changes have been made to the framework and it is expected that while forming the basis of the new Official Plan, additional adjustments will be made in the process of drafting the plan.

A draft Official Plan is expected to be presented to Planning and Development Committee in early 2009. Community consultation will need to be conducted in early 2009 in order to allow time for the draft plan to be revised and presented to City Council by June, 2009.

Funding to conduct community consultation has been included in the 2009/10 budget request, however, preparation must begin in 2008 if the timelines are to be achieved. As such, it is requested that \$100,000 from the Planning Process Update Reserve to conduct the public engagement process for Mississauga Plan Review be approved at this time. Among other things, the funds will be used to develop a communication plan, retain consulting services, advertising, and to prepare and reproduce presentation materials.

This consultation process will not duplicate the visioning and collaboration conducted as part of the Our Future Mississauga process. This consultation will fulfill the statutory requirements as directed in the *Planning Act* and demonstrate to the community how the visioning that already occurred is now being incorporated in the new Official Plan.

Where possible, community consultation will be conducted in conjunction with the draft Strategic Plan, co-ordinated with other planning studies underway or with the Region of Peel Official Plan Review.

FINANCIAL IMPACT: It is requested that \$100,000 be transferred from the Planning Process Update Reserve to conduct the public engagement process for Mississauga Plan Review.

CONCLUSION: Mississauga Plan Review is well underway and the project is in alignment with directions from the draft Strategic Plan and the *Growth Plan for the Greater Golden Horseshoe*. There are a number of projects underway, which will also provide policy input into the new Official Plan. A proposed framework has been prepared to be used as the basis for the new Official Plan. It is expected that the draft Official Plan will be presented to Planning and Development Committee in early 2009. A consultation process with the public will also need to commence early next year in order for a revised Official Plan to be ready by June 2009.

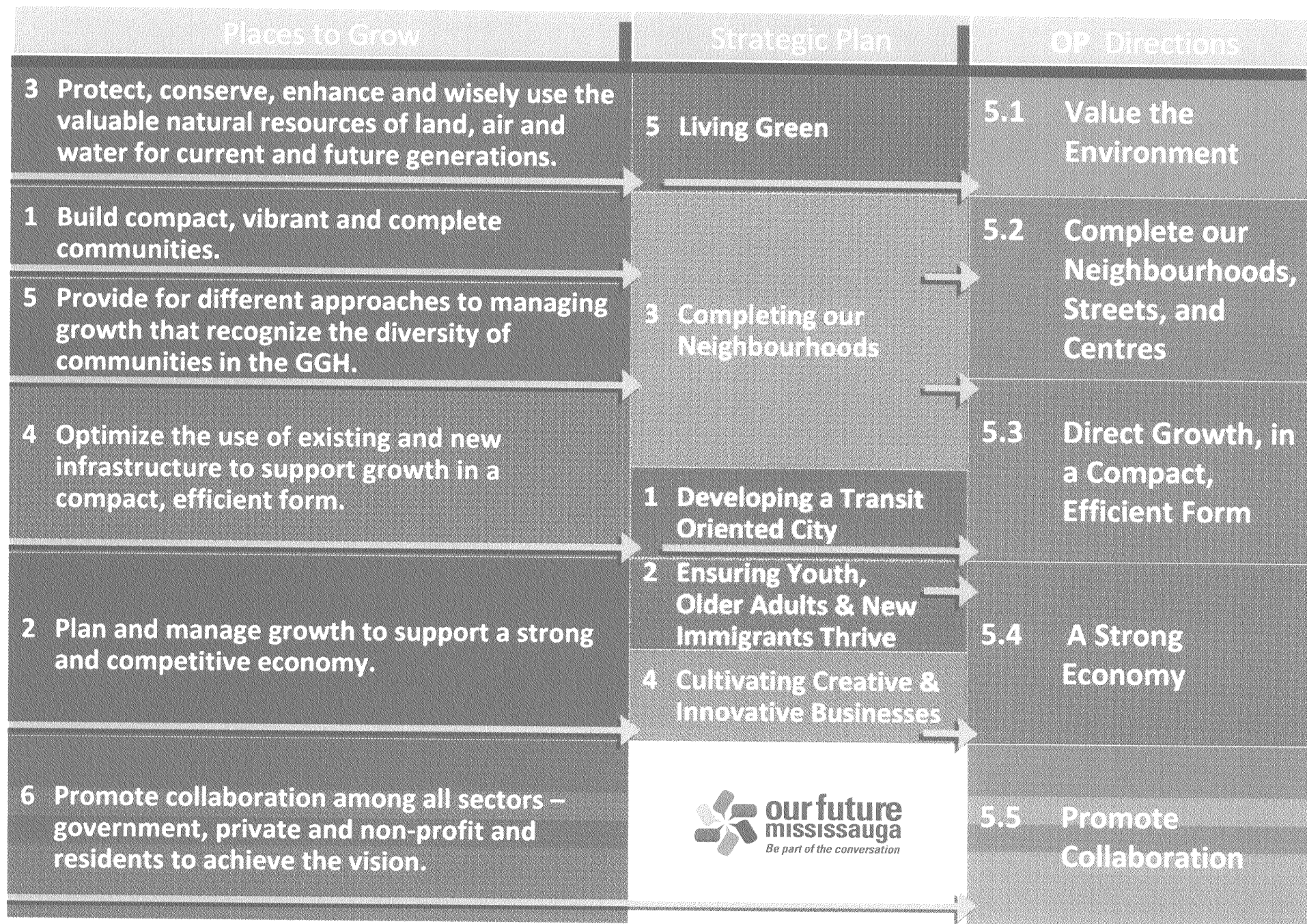
ATTACHMENTS: APPENDIX 1: Official Plan Linkages to Growth Plan and Strategic Plan
APPENDIX 2: Mississauga Plan Review - Overview
APPENDIX 3: Update of Official Plan Background Studies
APPENDIX 4: Employment Land Review Study– Response to Comments
APPENDIX 5: Mississauga Office Strategy Study – Response to Comments
APPENDIX 6: Mississauga Official Plan Draft Table of Contents
APPENDIX 7: Mississauga Official Plan Draft Introductory Statements

Edward R. Sajecki
Commissioner of Planning and Building

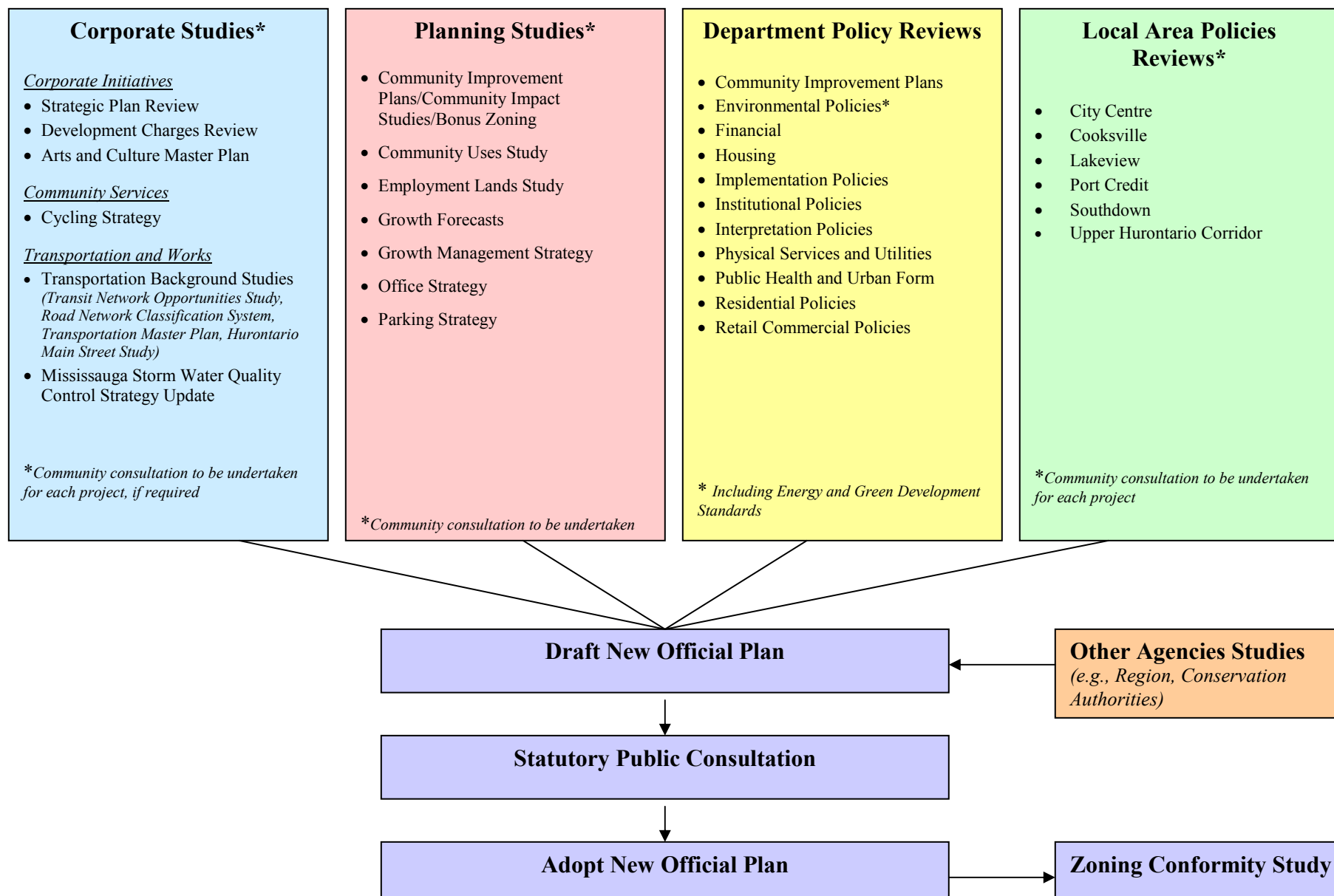
Prepared By: Shahada Khan, Policy Planner

Official Plan Linkages to Growth Plan and Strategic Plan

Appendix 1



Mississauga Plan Review - Overview



Update of Official Plan Background Studies

The Mississauga Plan Review (MPR) work program falls into four broad categories:

- Corporate Studies are major initiatives underway or to be undertaken by other Departments which may have a bearing on Mississauga Plan. These initiatives (e.g. Strategic Plan update) will provide the broad framework for the official plan.
- Planning Studies are required to bring Mississauga Plan into conformity with provincial plans or are necessary to address significant emerging issues in a comprehensive manner. These studies will result in reports to Planning and Development Committee and may also require public consultation.
- Department Policy Reviews of individual sections in Mississauga Plan are limited reviews at a departmental level to update current policies. These reviews will be undertaken at a staff level and be incorporated into an overall report which will be brought forward at the end of the review process as a new official plan. The public will be provided an opportunity to comment on any recommended policy changes resulting from these reviews during the statutory public consultation process.
- Local Area Policies Reviews currently underway include Port Credit, Lakeview, and Cooksville. The Southdown local review is completed and the City Centre review is being commenced. These reviews will incorporate the results of the above studies, where appropriate. Other local area reviews will be undertaken where development or land use changes are anticipated (e.g. within nodes and corridors). These local area reviews will be undertaken concurrently with the review of the general policies of the official plan and continue after the new Official Plan has been approved as part of an on-going program of responding to local and neighbourhood planning issues.

The following is a description of the corporate studies, major planning studies and local area reviews that will provide input to MPR. The description of each project includes a status update and the next steps.

Corporate Studies

1. Strategic Plan

The “Our Future Mississauga” initiative, which included a series of in-depth conversations with stakeholders from across the City, developed the directions for the City’s Strategic Plan. This was the largest community engagement initiative ever undertaken by the City and connected with over 100,000 people. Five Strategic Pillars for Change have been proposed:

- Developing a transit oriented city;
- Ensuring youth, older adults and new immigrants thrive;
- Completing our communities;
- Cultivating creative and innovative businesses;
- Living green.

These Pillars will form the Strategic Plan which is intended to help guide Mississauga over the next forty years.

On June 24, 2008 staff held an open house to present the draft Vision Statement and Strategic Pillars for Change to the public. Staff are in the process of reviewing the comments received and will report back to Council this Fall. A draft Implementation Plan will also be presented to Council with final approval of the Plan to follow.

2. Development Charges Review

Hemson Consulting has been retained as part of the review of the 2009 Development Charges By-law. The City must undertake a development charges background study which forms the basis of the proposed development charges rate. The existing by-law is due to expire on July 7, 2009 and a new by-law must be approved by Council to allow for the continued collection of development charges.

3. Arts and Culture Master Plan

Canadian Urban Institute has been retained to conduct Mississauga's Arts and Culture Master Plan (ACMP). The Consultants will be engaging the public to create a sustainable, long-term vision for arts, culture and heritage in the City of Mississauga, leading to strategic planning, action and investment in the sector for the next five years. The consultation process will result in a series of recommendations to be included in the Arts and Culture Master Plan, as well as the Official Plan.

Arts and Culture staff plan on bringing forward a status report to Council in the Fall of 2008.

4. Cycling Strategy

The Cycling Strategy is a study lead by the Community Services and Transportation and Works Departments which "aims to provide a transportation alternative that supports active-living by creating a comprehensive cycling network." Some of the goals of the study are to:

- recommend a continuous cycling network that serves all Mississauga residents and communities;
- recommend on-road and off-road bicycle facility alternatives; and
- develop a phased implementation plan for the proposed cycling network.

The study will also focus on promotion, education, signage and wayfinding, and safety. The Cycling Strategy will have policy implications for the Official Plan and a mapping schedule for routes will be included. Staff are in the process of evaluating the technical criteria for the selection of roads to be included in the Strategy. The expected completion of this Strategy is June 2009.

5. Transportation Background Studies

The Transportation Background Studies include the following:

- Strategic Transit Network Opportunities Study;
- Road Network Classification Review;
- Transportation Master Plan;
- The Hurontario Main Street Study.

Staff will review the draft Metrolinx Regional Transportation Plan and incorporate its direction into the above transportation studies, as well as the draft Official Plan. Final transportation policies and schedules will be incorporated into the Official Plan early next spring. The Transportation Master Plan will be completed in December 2009 and will implement the transportation policy direction from the Official Plan.

The Hurontario Main Street Study is a joint project of the cities of Mississauga and Brampton investigating the feasibility and requirements for introducing higher-order transit along Hurontario Street from Port Credit to Main Street in downtown Brampton. The study is looking at transportation, land use and urban design throughout the corridor while incorporating the principles of transit-oriented development and the Master Plan requirements of the Municipal Class Environmental Assessment process. The study commenced in spring 2008 with an expected

completion date of June 2009. Public engagement has commenced and will continue throughout the study period. A visioning session and community workshops are being held in fall 2008.

6. Mississauga Storm Water Quality Control Strategy Update

The City of Mississauga has retained Aquafor Beech Limited to update the *Mississauga Storm Water Quality Control Strategy, November 1995*. This study is being conducted as a Master Plan under the Municipal Engineers Association Municipal Class Environmental Assessment (Class EA). The purpose of this undertaking is to bring up to date the recommendations of the 1995 Strategy and, in keeping with the latest storm water objectives, prepare a planning and technical document which will guide the future implementation of storm water Best Management Practices City-wide. It is anticipated that a Public Information Centre will be held later this year and that the final report completed by the spring of 2009.

Planning Studies

7. Community Improvement Plans/Community Impact Studies/Bonus Zoning

A request for proposal has been drafted and staff will begin the process for hiring a consultant for a study that considers the use of Community Improvement Plans (CIPs), Community Impact Studies and Bonus Zoning. Community Improvement Plans may be prepared to address development or economic competition issues or direct certain type of development to targeted locations in the City. Bonus Zoning, also known as density bonusing, utilizes Section 37 of the *Planning Act* as a mechanism to achieve community benefits associated with private redevelopment projects, and Community Impact Studies have been used to evaluate the social and servicing impacts associated with major development applications that are not in conformity with the Official Plan. The consultants are expected to be retained and work commenced by the end of this year. Policies arising from this study will be incorporated into the Official Plan.

8. Community Uses Study

The draft Community Uses Study has been circulated to internal and external stakeholders. The study recommendations for new and revised definitions, symbols and location criteria have been brought forward to Planning and Development Committee on September 29, 2008. These recommendations are to be adopted in the new Official Plan.

9. Employment Land Review Study

See Appendix 5.

10. Growth Forecasts

The purpose of the study will be to update the housing, population and employment forecasts for the City of Mississauga within the context of the projections shown for the Region of Peel in the Provincial Growth Plan for the Greater Golden Horseshoe, and 2006 Census information. The City-wide forecasts are to be presented to Planning and Development Committee in November 2009 and will be used for a number of other projects underway, including the Development Charges Review.

11. Growth Management Strategy

The Growth Management Strategy introduces a new urban structure for the City, one which identifies nodes, centres and corridors as the main areas for future growth. This study will link directly with future transportation initiatives in order to ensure that development includes a mix of uses, housing opportunities and is transit supportive. The strategy

has been circulated internally to staff for comment and the proposed urban structure is to be presented to Planning and Development Committee in November 2009.

12. Office Strategy Study

See Appendix 6.

13. Parking Strategy

BA Consulting has been retained to conduct the Parking Strategy, Phase 1. This project included an examination of strategic parking policies to be included in the City's Official Plan and the development of a parking strategy for the City Centre Planning District. In July 2008 a *Primary Goals and Objectives Report*, dated June 12, 2008 was circulated for comment to external stakeholders. The Consultant is currently in the process of finalizing the report and a formal report to Planning and Development is expected by the end of this year.

The second phase of the Parking Strategy will commence early next year, with the hiring of a consultant who will be charged with devising a parking management strategy for the Port Credit Planning District and the Lakeshore Road East corridor through the Lakeview Planning District.

Local Area Policy Reviews

14. City Centre

A request for proposals has been prepared to retain a consultant team to work with City staff to undertake a stakeholder engagement process to develop a comprehensive master plan for Mississauga City Centre. The master plan, referred to as "Downtown21", is scheduled for completion by June of 2009 and will guide public and private investments in the City Centre to create a vibrant, walkable, compact, urban downtown and capitalize on planned infrastructure investments to achieve maximum city-building potential. Following development of the master plan, short, medium and long-term actions necessary to implement the plan will be identified and the appropriate policies and financial tools will be enacted to implement the master plan. It is anticipated that all of the implementing policies and financial tools to realize the master plan will be completed by winter of 2010.

15. Cooksville

A request for proposal has been drafted to retain a consultant to conduct the review of the Cooksville Planning District later this year. The issues to be addressed in this review include:

- the land use policies affecting the Gordon Woods residential area and its identification as a Residential Woodland;
- development pressures on established low density residential neighbourhoods particularly lands bounded by Queensway East, Camilla Road, North Service Road and Cliff Road;
- the hazard lands surrounding the Cooksville Creek and their future development potential; and,
- the need for policies to ensure an appropriate scale and form of infill development.

Staff plan on bringing forward a directions report to Planning and Development Committee in 2009.

16. Lakeview and Port Credit

A consortium led by Brook McIlroy Planning and Urban Design/PACE Architects has been retained to carry out the public engagement process for the review of the Lakeview and Port Credit District Policies.

The public engagement consultation which began in November 2007 included stakeholder interviews, a kick-off meeting, visioning sessions, place making workshops, youth engagement exercises and an open house. A Directions Report has been drafted and will be presented before Planning and Development Committee November 2008. The next step in this project is to receive Council approval to begin the drafting of the Lakeview and Port Credit District policies as informed in the Directions Report.

17. Southdown

On July 2, 2008, Planning and Development Committee considered the “Report on Comments – Amendment 63 to Mississauga Plan – Southdown District Policies” and on July 2, 2008 City Council adopted revised district policies for Southdown. Six appeals have been received.

The by-laws to implement the revised Southdown District Policies were presented to Planning and Development Committee on June 23, 2008, at a public meeting. Following consultation with stakeholders, the final by-laws will be brought forward for adoption in the fall of 2008.

18. Upper Hurontario Street Corridor Study

In July 2005, the Planning and Building Department prepared a report titled "Upper Hurontario Street Corridor – Review of Land Uses and Urban Design Guidelines" that eventually lead to the adoption of OPA 40 by City Council in February 2008. This amendment provided more robust land use and urban design policies for the Gateway District Policies of Mississauga Plan. In particular, free-standing restaurants, drive-throughs and single storey financial institutions will be prohibited, and buildings with a minimum height of three storeys will be required at key intersections.

In June 2008, draft implementing zoning by-laws were presented at a public meeting of the Planning and Development Committee for consideration. Staff continue to meet with area land owners to resolve various issues and will be reporting back to Planning and Development Committee with a final by-law in late 2008.

Employment Land Review Study – Response to Comments

The *Growth Plan for the Greater Golden Horseshoe*, directs municipalities to “preserve employment areas for future economic opportunities.” As part of the comprehensive Official Plan review, the *Employment Land Review Study* examines the employment lands within the City and proposes ways to protect employment lands and identifies the most appropriate lands to direct and preserve employment uses. The Study provides direction to be incorporated into the Official Plan.

Hemson Consulting Ltd. was retained to undertake a review of the City’s employment lands as a component of the Mississauga Plan Review. The study was presented before Planning and Development Committee on June 23, 2008 and was then circulated to external stakeholders for comment.

One comment was received from Glen Broll, the planning consultant for Northham Realty for their lands in the Lakeview District on the south side of Lakeshore Road East (see Appendix 5, Attachment 1).

Mr. Broll’s comments focused on the lands located in the Lakeview Planning District, specifically those lands located south of Lakeshore Road East. He questioned if the current Lakeview District Policies Review would constitute the comprehensive/area-wide review, as required by the *Growth Plan for the Greater Golden Horseshoe* for employment land conversion. Overall, Mr. Broll’s comments reflected his vision for the lands with mixed uses rather than the existing employment uses.

As specified by the *Growth Plan for the Greater Golden Horseshoe*, conversion of employment lands¹ to another designation must be done through a city-initiated municipal comprehensive review. The Employment Lands Review Study was this municipal comprehensive review. The Employment Land Review Study identifies a number of sites within the City where “managed change” may be appropriate. The Employment Land Review Study indicates that the employment lands south of Lakeshore Road East “...is nearly fully occupied and appears to be a small, but healthy employment area” and should be retained. The study also recommends that if the Lakeview Generating Station site is redeveloped for other uses, the approach to the area would have to be revisited, with employment uses favoured but with a broader range of business commercial and other uses.

In addition to the Lakeview District Review, there are other ongoing studies which will address the lands within the District. Currently, Ontario Power Generating (OPG) is examining the old Lakeview Generating Station lands and the appropriate uses for these lands. The “Waterfront as a Destination” project will examine this site along with other waterfront properties to undertake the visioning, opportunities and constraints analysis and a detailed master plan to determine the objectives for these lands and appropriate land uses given the significance of the waterfront. The designation of specific lands will be determined through these studies.

The Province through the *Growth Plan for the Greater Golden Horseshoe*, directs municipalities to preserve employment areas. The Employment Land Review Study forms a basis for input into official plan policies, while conforming to Provincial legislation. The site specific concerns of Mr. Broll, on behalf of Northham Realty, will be addressed through a number of on-going studies.

¹ *Growth Plan, section 2.2.6 Employment Lands, subsection 5 states: Municipalities may permit conversion of lands within employment areas, to non-employment uses, only through a municipal comprehensive review where it has been demonstrated that – a) there is a need for the conversion, b) the municipality will meet the employment forecasts allocated to the municipality pursuant to this Plan, c) the conversion will not adversely affect the overall viability of the employment area, and achievement of the intensification target, density targets, and other policies of this Plan, d) there is existing or planned infrastructure to accommodate the proposed conversion, e) the lands are not required over the long term for employment purposes for which they are designated, f) cross-jurisdictional issues have been considered.*

From: Glen Broll <glenb@gsai.ca>
To: <susan.tanabe@mississauga.ca>
Date: 2008/09/08 2:23 pm
Subject: Employment Lands Review Study

Susan, thank you for providing us copies of the Hemson Report and your Staff Report on the Employment Lands Review.

As you know, we are the Planning Consultants to Northam Realty for their lands in the Lakeview District on the south side of Lakeshore Road East. We have participated in all of the visioning exercises for the Lakeview District to discuss the redevelopment of the area. The Employment Land Review is obviously a significant component of the district plan consideration.

We have the following comments:

The Employment Land Review acknowledges that the visioning exercises are being undertaken concurrent with thier report preparation. The report notes that the Lakeview District (and some other areas) may be considered for alternative uses under a comprehensive review/area-wide study to determine the type and location of such a land use change. As the Province of Ontario has now advised that the Lakeview Generating Station lands will no longer be considered as a site for future power generation, as identified in the Hemson Report (p.40) and the Satff Report (p.7), consideration must be given to the alternative land uses. We believe that the Lakeview District Plan review will constitute the comprehensive/area-wide review. Is this correct?

The Hemson Report notes that based on visual observation of smaller employment areas the majority of these areas will remain attractive locations for business. Northham Realty's experience in interacting with the existing Lakeview business community would differ from this opinion. If you would like, we would be pleased to share the property ownership/acquisition maps with you to demonstrate that the Lakeview area is in transition and that the 'old standing' users that are referenced in the reports will be moving on to other more appropriate employment districts.

It is our view that the Lakeview District is more appropriate as a mixed use community rather than an underutilized employment district. The opportunities to create a proper main street, Lake Ontario connections, higher order transit, pedestrian connectivity, open space and recreation combined with a community development plan, should out-weigh the retention of a predominately one storey industrial/quasi-commercial district. The redevelopment of the Lakeview District will not compromise the integrity of the Employment Lands within the identified

Employment Districts in the City's Official Plan. The Lakeview area is located within a Residential District of the Official Plan and together with the visioning exercises that are underway will present itself in a unique opportunity for the City to plan a new waterfront and mixed use development in the south end of the City. We believe that a higher and better use should be sought for this area.

We would be please to discuss any of the above comments with you.

Thank you.

Mississauga Office Strategy Study – Response to Comments

The Mississauga Office Strategy Study focuses on incentives directed to attract infrastructure investment, supporting an efficient highway system and GO Transit system. The *Mississauga Office Strategy Study: Final Report* was brought forward at the June 9, 2008 Planning and Development Committee with the recommendation that it be circulated for comment. It was circulated to over 150 stakeholders including office developers, tenants, realtors and investors with an interest in office development. It was also circulated with the Employment Land Review Study to ratepayer groups in the City.

One comment was received in relation to this study from Philip Stewart of Pound and Stewart on behalf of Orlando Corporation (see Appendix 6, Attachment 1). Mr. Stewart had a number of comments in regards to the Gateway District Node.

Mr. Stewart commented that a broad range of quality and diverse office investment locations should be supported and that the City not advance one office location at the expense of another. Staff agree that a broad range of office locations should be available (this is also consistent with the findings of the Office Strategy), however, staff support providing some direction to office developments. The Office Strategy identifies five key areas for major office investment – City Centre, Airport Corporate Centre, the Hurontario Corridor (Gateway), Meadowvale Business Park and Sheridan Park. These are areas where office concentrations currently exist and significant infrastructure investments have and will be made. This includes major highway access and visibility, higher-order transit (GO Stations, BRT and possible LRT) and investments to create a diverse and vibrant downtown. While major office developments will be encouraged to locate in these areas, offices will continue to be permitted in all employment lands and in residential areas to support a variety of business and community functions and needs.

The letter submitted by Mr. Stewart generally focuses on the Gateway District Node. The Hurontario Main Street Study is currently underway and will examine the feasibility and requirements for introducing higher-order transit along Hurontario Street. The lands within the Gateway District Node fall within the project boundary. This study will address some of Mr. Stewart's concerns regarding investment. This study will also address his concerns regarding urban design criteria for buildings within employment lands.

Staff agree that the Gateway District Node, as a major employment area, should be supported by a broad range of complementary or accessory uses to effectively minimize work-life conflicts and trip generation and support business functionality. Staff agree, however, the complementary or accessory uses must be appropriate for the location. Mr. Stewart suggests that day cares are an appropriate use to support companies. The Gateway District Node falls within the Airport Operating Area, where the Greater Toronto Airport Authority (GTAA) restricts certain uses sensitive to noise. The GTAA have determined that the Gateway District Node is not an appropriate area to locate day cares and the existing Official Plan policies reflect this direction.

Mr. Stewart is in favour of maintaining intensification opportunities and transit investments to support development of the Gateway Node. Staff support the intensification of the Hurontario corridor and higher-order transit in this location. The appropriate amount and location of development and the appropriate transit technology will be examined through the Hurontario Main Street Study.

Many of the concerns expressed by Mr. Stewart will be dealt with through the Hurontario Main Street Study; while his other comments support the direction proposed in the Office Strategy Study. The policy direction identified in the Mississauga Office Strategy Study will provide a basis for policies to be incorporated into the new Official Plan.



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APPENDIX 5

ATTACHMENT 1

PLANNING & BUILDING			
RECEIVED			
AUG 29 2008			
Division	Info	Spec	
Communications			
Building			
Policy Planning			
Dev. & Design			
Strat. Plan. & Bus. Services			

August 15, 2008

BY EXPRESS MAIL

Planning & Building Department
City of Mississauga
300 City Centre Drive,
Mississauga, Ontario
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Attn: Mr. John Calvert, Director, Policy Planning Division

Re: **Mississauga Office Strategy Study: Final Report**
Mississauga Plan Review - City of Mississauga
Our file: 1421

We are writing on behalf of Orlando Corporation with respect to the *Mississauga Office Strategy Study, Final Report*, as part of Mississauga Plan Review. The recommendations of this Study will form the basis of new Official Plan policies and we thank-you for the opportunity to provide the following input.

The economic success of the City's office sector over the past decades is well documented. Achieving a high degree of '*Business Functionality*', (described as '*the number one locational driver for business tenants...*') is a major factor in this success. City planning policies which align with the marketplace would support the diversity of business and its ability to deliver its service competitively. The best approach for the City would be to support a broad range of quality and diverse office investment locations which in turn responds to the diverse needs of companies in the marketplace.

By reinforcing the regional context and importance of the City, as a place which retains and attracts major office development, a planning policy regime should not advance major office development in one location of the City at the expense of other viable locations. The locational characteristics that attract a new business to the City Centre, Gateway or Meadowvale Employment Areas for example, are based on the unique needs or '*Business Functionality*' of that company.

Pound & Stewart Associates Limited

• Comprehensive Land Planning

• Urban Design

• Development Management Services



As a major Employment Area we offer the following comments regarding the Gateway District Node for your consideration:

- i) *Provincial Policy Statements (PPS) and Places to Grow/Growth Plan* reinforce the importance of major Employment Areas, like the Gateway District Node in achieving Ontario's planning vision. The planned function and form of this major Employment Node, combined with the role of the Hurontario Corridor, (which bi-sects the Node connecting two provincially planned Urban Growth Centres) deserves special attention. The *Mississauga Office Strategy Study, Final Report* recognizes the growing significance of the Gateway District Node.
- ii) The Gateway District Node provides community focus and identity for the surrounding areas as this central Node has excellent accessibility provided by the 400 series highways and major arterial road system, a prestigious profile and a relatively high level of existing transit services; with major future transit possibilities to support growth and intensification. Mississauga's recently approved Zoning By-law 0225-2007 specifies no Maximum Floor Space Index for lands zoned E1- Employment in Nodes. Notwithstanding comments per page 74 of the *Final Report* this Zone Regulation should be maintained as is.
- iii) A basic planning principle of *Places to Grow* includes 'complete' communities, and therefore 'complete' employment communities. The Gateway District Node, as a major employment area, should be supported by a broad range of complementary or accessory uses to effectively minimize work-life conflicts and trip generation. Employment opportunities and multiple service opportunities in situ, makes employment communities stronger and working conditions easier. Community service amenities, such as work-place oriented Day Care facilities for example, support companies in higher density office campuses. The ability to attract and retain high quality corporate 'head office' investment is in part dependent on being able to accommodate desirable employment community amenities which support *Business Functionality*. Appropriate planning policies should reflect these objectives.
- iv) The City of Mississauga has embarked on a major land use/transportation study for the Hurontario Corridor to consider higher order transit to support major office and employment opportunities. Mississauga Staff advise, "...Both Mississauga's and Brampton's transportation plans have recognized the potential significance of this high-order transit corridor for many years." The planned function of the Gateway District Node includes high employment density, major offices and a mix of supporting land uses, which will be strengthened by establishing high levels of accessibility to public services such as public transit facilities along the Hurontario Corridor. According to City Staff, "Hurontario Street carries the highest transit ridership of any Mississauga Transit Corridor, with 25,000 riders each day. It also links to GO Transit commuter Rail stations and future BRT routes."

Planning policy implementation should support provincial and Metrolinx objectives to ensure that priority is given to transit investments which support the



Gateway District Node, a major Employment Node anchored by two Urban Growth Centres, along an Intensification Corridor.

- v) Urban design criteria should be carefully applied to major Employment Areas so as to not unreasonably or negatively impact the function, cost and delivery of employment lands and buildings. The urban design of developments needs to be applied flexibly through guidelines, creative discussion and negotiation between developers and municipalities. Overly restrictive Official Plan policies and rigorous zoning regulations should be avoided in light of the principle that a buildings overall function will determine its built form.
- vi) Compact and well designed employment areas evolve over time based on rational/competitive business investments. Projects which are an interim step towards fulfilling long term goals/objectives should not be restricted or prevented; where future intensification opportunities are maintained.
- vii) Viable Nodes and Intensification Corridors fulfill planned function and require municipal policies and incentive programs which achieve this intent.

We note, *Table 2.8 Vacant Space in Mississauga's Employment Lands, page 30* refers to Gateway Employment Land Supply at 1,825.1 ha (4,509.8 acres) for example. Based of City data, by removing the public open space, roads, Parkway Belt lands, utilities etc., the total Employment Land Supply in the Gateway District is about one-third less at 1,281 ha. (3,190 acres). On the basis that Vacant Employment Land Area is a net number at 223.4 ha., then for the Gateway District, a vacancy rate of 17.4 % exists versus 12.2% per the **Final Report**. It would be helpful if this Table was revised to provide representation of Employment Land Supply as applied given the Planning Districts investigated.

In summary, Mississauga Plan policies will be strengthened by supporting a broad range of quality and diverse office investment locations which in turn responds to the diverse 'Business Functionality' requirements of companies in an increasingly competitive global market. Therefore, Mississauga Plan land use planning policies should support all existing major Office locations by prescribing flexibility, innovation and performance.

We would be pleased to respond further to any question or comments regarding the foregoing and we look forward to further consideration on this matter as part of the Mississauga Plan Review process.

Yours truly,
Pound & Stewart Associates Limited


Philip Stewart, MCIP, RPP

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1421ltr_Aug.15.08

cc. Ms. Emily Irvine, Planner, Policy Division, City of Mississauga
cc. Messrs. Phil King & Gary Kramer, Orlando Corporation
cc. Mr. Leo Longo, Aird & Berlis

Pound & Stewart Associates Limited





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Last updated October 9, 2008

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Mississauga OP Draft Introductory Statements

Last updated September 26, 2008

5.1 Value the Environment

Mississauga is a city that:

- recognizes, values, and conserves its natural environments, natural systems, and natural heritage;
- protects the quality of its water, air, and land;
- conserves energy and manages waste in a sustainable way;
- controls quality of living environments and noise pollution by recognizing the importance of public health and safety;
- strives to be a leader in reducing the rate of climate change, and managing its impact; and
- builds communities that are sustainable and encourages sustainable ways of living.

5.2 Complete our Neighbourhoods, Streets, and Centres

Mississauga is a city of 'complete' neighbourhoods:

- where the character of established, stable neighbourhoods is protected;
- where people can live, work, study, shop, play, and congregate, within walking or cycling distance; and
- where a diversity of uses are concentrated and have the critical mass, compact form, and quality of design that can support walkable environments.

Mississauga is a city of 'complete' streets:

- that are an integral part of the city's open space system;
- that are beautiful and attractive; and
- that accommodate a variety of modes of transportation, offering people choices in their mobility needs.

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Mississauga is a city that focuses its growth, density, and urban character, through a system of urban centres, including Downtown, Community Nodes, the Waterfront, Neighbourhood Centres, Main Streets, and distinct places of gathering.

Mississauga is a city that protects and enhances its system of public and private open spaces, including its streetscapes, the waterfront, the Credit River and creeks, parks big and small, and a network of trails.

Mississauga is a city that recognizes, values, and builds upon the distinct identities of its neighbourhoods and heritage resources – a city where culture and art can flourish.

5.3 Direct Growth, in a Compact, Efficient Form

Mississauga is a city that evolves towards creating people oriented places, by establishing a desirable city pattern and a supportive built form and urban design.

Mississauga is a multi-modal city that prioritizes sustainable modes of transportation, by:

- focusing on transit active modes of transportation, and the movement of goods;
- developing and protecting a system of multi-modal corridors and trails;
- linking transportation, land use, and built form by developing transit oriented developments and mobility hubs; and
- connecting its system of streets, roads and highways.

5.4 A Strong Economy

Mississauga is an economically strong city where people of all ages and backgrounds can thrive – a city that attracts and retains businesses, by:

- striving to provide its citizens a level of affordability and access to housing and employment;
- cultivating creative and innovative businesses;
- attracting post secondary institutions;
- attracting and properly accommodating new immigrants
- capitalizing on a system of urban centres and employment lands that support a thriving economy; and
- enabling the effective movement of goods within the city and the region.

5.5 Promote Collaboration

Mississauga is a city that promotes participation, collaboration, education and partnerships with the public, businesses, institutions, and all levels of government for the creation and implementation of its vision.