



Corporate Report

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DATE: April 28, 2009

TO: Chair and Members of Planning and Development Committee
Meeting Date: May 19, 2009

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Mississauga BRT Planning Guidance -
Renforth Station Area**

Ward 5

- RECOMMENDATION:**
1. That the report titled "Mississauga BRT Planning Guidance - Renforth Station Area" dated April 28, 2009, from the Commissioner of Planning and Building, be received for information.
 2. That the report titled "Mississauga BRT Planning Guidance - Renforth Station Area" dated April 28, 2009, from the Commissioner of Planning and Building be circulated to City Departments, external agencies and affected landowners for review and comment.

BACKGROUND: On September 23, 2008 City Council, through resolution 0246-2008, which is attached as Appendix 1, directed that the Planning and Building Department undertake a review of Mississauga Plan (Official Plan) land use policies and Zoning provisions for the lands surrounding the Renforth BRT Station. Also, City Council directed that an Interim Control By-law (ICB) be passed for lands within the Airport Corporate Centre, east of Commerce Boulevard, north of Matheson Boulevard East, east of Explorer Drive and south of Provincial Highway 401 to restrict the use of lands zoned "E1" for a period of one year, pending the completion of the review.

By-law 0332-2008, attached as Appendix 2 to this report, was subsequently passed by Council. The By-law is an Interim Control By-law and has the effect of restricting new development on the lands to which it applies in order to allow the City to study the issues and determine appropriate planning policy and controls. The By-law is currently under appeal by the property owners affected by the ICB. An Ontario Municipal Board Hearing has been scheduled for five (5) days starting June 1, 2009.

COMMENTS:

As part of the work of the BRT Office, it was determined that there was a need to undertake Official Plan policies, Zoning By-law and design work with respect to transit stops within the Airport Corporate District to ensure that direction on land use provides for development that is transit supportive. Urban Strategies Inc. was retained as part of the Mississauga BRT Preliminary Design consultant team to undertake this work, which was on-going when the Interim Control By-law was passed for the Renforth Station Area. In accordance with Council's direction, the City retained Urban Strategies to review the policy and regulatory framework to provide recommendations for possible amendments.

The consultant's recommendations are contained in a report titled "Mississauga BRT Planning Guidance - Renforth Station Area" (Appendix 3). The report provides background information with respect to the policy framework for the Renforth Station Area and best practices from other municipalities. It also provides a number of recommendations for policy changes to ensure that development within the Renforth Station Area is transit supportive.

The study looks at proposed land use restrictions to encourage higher employment densities, performance standards such as minimum heights, parking strategies and methods to facilitate pedestrian movement to and from the station.

There are a number of challenges identified through the study such as large block sizes, pre-zoned lands, existing buildings and parking lots, all of which will have to be taken into consideration through a detailed review of any proposed policy and zoning by-law changes.

The Planning and Building Department is proposing that this report be used as a discussion paper to undertake consultation with

affected land owners and agencies for the purposes of developing a draft Official Plan and Zoning By-law Amendments which would be considered at a future Open House and Public Meeting.

FINANCIAL IMPACT: It is anticipated that the new policy framework will result in development that is transit-supportive, thereby contributing to the viability of the BRT.

CONCLUSION: The work to determine appropriate Official Plan policies and Zoning By-law provisions for lands around the Renforth BRT station is well underway. The study titled "Mississauga BRT Planning Guidance - Renforth Station Area" provides background information and a number of recommendations that will require consultation with landowners and agencies in order to develop a policy framework and zoning provisions to direct transit supportive development around this Mobility Hub. Planning Staff will undertake the preliminary consultation and provide recommendations for draft policies and regulations for consideration at a future public meeting.

ATTACHMENTS: Appendix 1 - Resolution 0246-2008
Appendix 2 - By-law 0332-2008
Appendix 3 - Mississauga BRT Planning Guidance - Renforth Station Area

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Lesley Pavan, Manager, Development Team North



RESOLUTION NO: 0246 2008 Page 1 of 5

Date: September 24, 2008

File:

Moved by:

Seconded by:

A
C Parrish

WHEREAS Section 1.6.6 of the *Provincial Policy Statement* describes the need for municipalities to plan for and protect the transportation corridors and facilities from being negatively impacted by development which would not support the current and projected needs of the corridor;

AND WHEREAS Section 1.6.5 of the *Provincial Policy Statement* calls for transportation and land use considerations to be integrated into all stages of the planning process so that new development can allow for a mix of densities and uses that support plans for public transit and other alternative transportation modes;

AND WHEREAS Section 3.2.3 of the *Provincial Growth Plan* stipulates that transit infrastructure shall be used to shape growth by planning for higher employment densities along and around station areas in order to support and ensure efficiency and viability of the public transit system;

AND WHEREAS Section 3.2.1 of the *Provincial Growth Plan* stipulates that priority will be given to Provincial infrastructure investments that support the policies of the *Growth Plan*;



RESOLUTION NO: 0246-2008 Page 2 of 5

Date: September 24, 2008

File: _____

Moved by: _____

Seconded by: _____

SA
Clawish

AND WHEREAS a review of the City's Official Plan is currently underway which includes a Growth Management Strategy and a Transportation Master Plan to bring the existing land use and transportation policies into conformity with the *Provincial Policy Statement* and *Provincial Growth Plan*;

AND WHEREAS the Mississauga Bus Rapid Transit Project (the "BRT") is a major infrastructure investment financed by the City of Mississauga, GO Transit, the Province of Ontario and the Federal Government comprised of a dedicated bus corridor that will run east-west through the City with 12 stations, including one at Commerce Boulevard and Eglinton Avenue East in the Airport Corporate District ("Renforth BRT Station");

AND WHEREAS the BRT Project Office is in the process of finalizing the design, with construction expected to be complete in 2012;

AND WHEREAS the BRT is intended to serve the City of Mississauga, and to provide inter-regional connections with neighbouring municipalities and Lester B. Pearson International Airport;



RESOLUTION NO: 0246-2008 Page 3 of 5

Date: September 24, 2008

File: _____

Moved by: EA

Seconded by: Clarrish

AND WHEREAS the future Renforth BRT Station is identified by Metrolinx as a potential "Gateway Mobility Hub" due to its location at a major entry point into the City and its potential as a transfer node;

AND WHEREAS the lands form part of the Pearson Eco-Business Zone, an area subject to an initiative to develop North America's largest eco-business zone and encourages the reduction of travel by single-occupancy vehicles and associated impacts on people, communities and the environment;

AND WHEREAS Mississauga Plan (Official Plan) designates the majority of lands within the Airport Corporate District as "Business Employment", which permits an integrated mix of business activities that operate mainly within enclosed buildings, but does not make provision for minimum floor space index development densities;

AND WHEREAS the majority of the lands within Airport Corporate District are zoned "E1-Employment in Nodes" which permits a variety of business operations, but does not make provisions for minimum floor space index development densities or minimum building height;



RESOLUTION NO: 0246-2008 Page 4 of 5

Date: September 24, 2008

File:

Moved by: EA

Seconded by: Garrish

AND WHEREAS the existing Policy framework and Zoning By-law 0225-2007 permits development that undermines Provincial and City objectives for transit oriented development by permitting as of right, development that is not transit supportive;

AND WHEREAS a study is necessary to examine land use policies and zoning provisions for certain lands surrounding the proposed Renforth BRT Station to ensure that the appropriate policy framework and zoning provisions are in place to meet Provincial and City objectives for transit oriented development by permitting development that is not transit supportive as of right;

AND WHEREAS the implementation of an Interim Control By-law would provide City staff with the opportunity to evaluate and develop intensification strategies, policies and zoning provisions for the Renforth BRT Station area in the Airport Corporate District that would ensure that the lands are developed in accordance with the Provincial and City objectives for transit oriented development and intensification;



RESOLUTION NO: 0246-2008 Page 5 of 5

Date:

September 24, 2008

File:

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Seconded by:

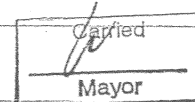
EA
Charrish

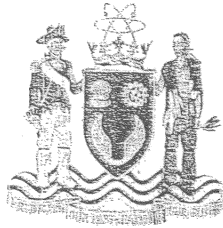
AND WHEREAS having regard to the above and in conformity with
Section 5.3.3.4 of Mississauga Plan, it is therefore desirable to enact an interim
control by-law pursuant to Section 38 of the *Planning Act*;

THEREFORE BE IT RESOLVED that:

1. The Planning and Building Department be directed to undertake a review
of Mississauga Plan (Official Plan) land use policies and Zoning
provisions for the lands surrounding the Renforth Bus Rapid Transit
Station and
2. City Council enact an interim control by-law pursuant to Section 38 of the
Planning Act for a period of one year for that portion of the Airport
Corporate District on the east side of Commerce Boulevard, north of
Matheson Boulevard East, east of Explorer Drive and south of Provincial
Highway 401 to prohibit the use of land zoned "E1".

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THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0332-2008

An Interim Control By-law

under section 38 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended.

WHEREAS authority is given to Council by Section 38 of the *Planning Act*, R.S.O. 1990, C.P. 13, as amended, to pass this By-law, for a period of time which shall not exceed one year from the date of passage of the By-law,

AND WHEREAS Council of The Corporation of the City of Mississauga has directed by resolution that a study be undertaken to examine land use policies and zoning provisions for certain lands surrounding the proposed Renforth Bus Rapid Transit Station;

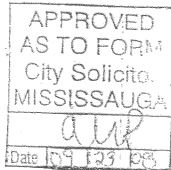
AND WHEREAS the Council of The Corporation of the City of Mississauga has directed by resolution that an interim control by-law be enacted for a period of one year for certain lands within the Airport Corporate District, pursuant to Section 38 of the *Planning Act*;


NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

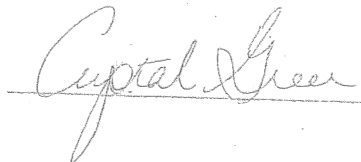
1. No lot, block, parcel of land zoned "E1" located within that portion of the City of Mississauga, east of Commerce Boulevard, north of Matheson Boulevard East, east of Explorer Drive and south of Provincial Highway 401, all as shown on Schedule "A" to this By-law, shall be used for any purpose except for a use, building or structure lawfully in existence on or before the day this By-law comes into force, however, this shall not be construed as to permit an expansion of such use, building or structure.

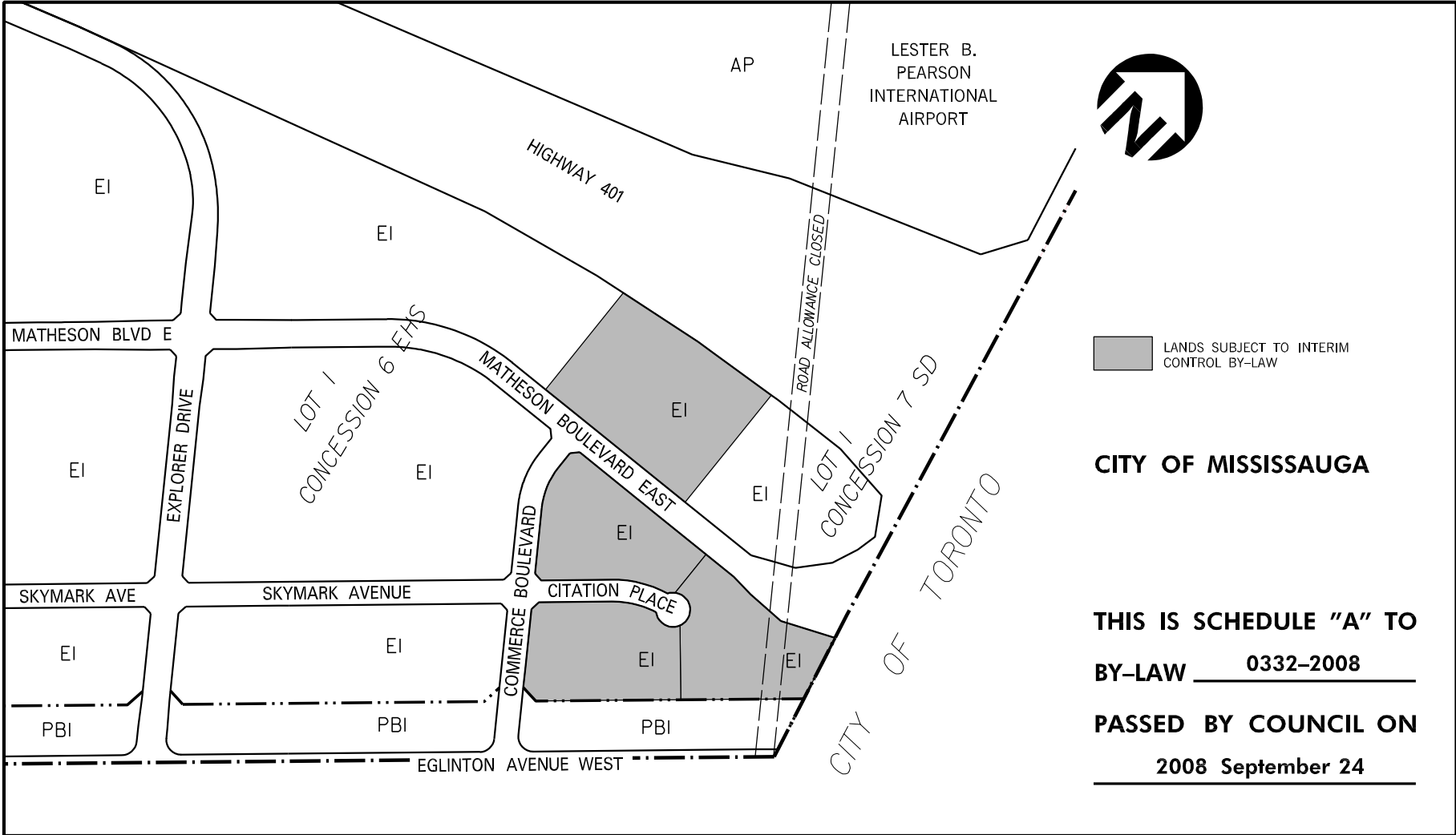
2. This By-law expires one year from date of its enactment and passage by Council.

ENACTED and PASSED this 24th day of September 2008.




MAYOR


CLERK



LANDS SUBJECT TO INTERIM
CONTROL BY-LAW

CITY OF MISSISSAUGA

**THIS IS SCHEDULE "A" TO
BY-LAW 0332-2008**

**PASSED BY COUNCIL ON
2008 September 24**

APPENDIX "A" TO BY-LAW NUMBER 0332-2008Explanation of the Purpose and Effect of the By-law

This By-law restricts the use of certain lands zoned "E1" within the Airport Corporate District for a period of one year, pending the completion of the review of the Official Plan policies and Zoning provisions for certain lands surrounding the Renforth Bus Rapid Transit Station in the Airport Corporate District.

However, this By-law does not prevent the continuation of any lawful use, building or structure, provided the use, building or structure existed on or before the day of the enactment of this By-law and continues to be used for that purpose.

"E1" permits a variety of business operations that are located wholly within a building or structure in nodes in the City including medical offices, offices, manufacturing facilities, science and technology facilities, warehouse/distribution facilities, commercial schools, financial institutions, veterinary clinics, banquet hall/conference centre/convention centres, overnight accommodations, active recreational uses, entertainment establishments, recreational establishments, universities/colleges, and courier/messenger services.

Location of Lands Affected

East of Commerce Boulevard, north of Matheson Boulevard East, east of Explorer Drive and south of Provincial Highway 401, in the Airport Corporate District in the City of Mississauga, all as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from Antonia Krijan of the City Planning and Building Department at 905-615-3200 ext. 3306.

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**URBAN
STRATEGIES
INC .**

Mississauga BRT Planning Guidance Renforth Station Area

April, 2009 (Draft)

Table of Contents

1 Introduction	1
1.1 Rationale and Objective of Study	1
1.2 The Study Area	1
1.3 Existing Conditions	1
2 Current Policy Framework	3
2.1 Provincial Directions	3
2.1.1 Growth Plan for the Greater Golden Horseshoe	3
2.1.2 Metrolinx Regional Transportation Plan	3
2.1.3 Mobility Hubs	5
2.1.4 Gateway Mobility Hubs	5
2.1.5 RTP Mobility Hub Policy Directions	6
2.1.6 Transit Routing Alternatives	6
2.2 Region of Peel Official Plan	7
2.3 The Mississauga Official Plan	7
2.3.1 Land Use Designation and Policy	7
2.3.2 Urban Design Policies	9
2.4 The existing Zoning By-law	10
2.5 Transit in Mississauga	10
2.5.1 Mississauga Bus Rapid Transit	11
2.5.2 Hurontario-Main Street Higher Order Transit	12
2.6 Planning Framework Conclusions	13
3 The Mississauga BRT Planning Guidance Studies	15
3.1 Introduction	15
3.2 Summary Key Study Findings and Directions for Renforth	15
3.3 Station Area Directions and Initiatives	21
4 Policy Recommendations	27
4.1 Introduction	27
4.2 Recommendations	27
Appendix	33
Understanding What Other Places Have Done	33

1. Introduction

1.1 Rationale and Objective of Study

The City of Mississauga recognizes that transit-supportive land use planning is critical to ensuring planned investments in transit infrastructure enhance the prosperity, livability and sustainability of the city. As part of the engineering and design of the BRT, Urban Strategies was retained by the City of Mississauga to undertake a land use and urban design study for the lands within the Airport Corporate District close to the future Renforth Station. The subject lands are not yet built out, creating an opportunity to ensure new development supports the Provincial objective to establish a “Gateway Mobility Hub” centred at Renforth Station.

Prior to initiating the study, the City received a site plan application in January 2008 for a one and two storey office building at 2950 Citation Place, within the study area. Since the density and form of the proposed development was not consistent with the concept of a transit-oriented mobility hub, the City decided to initiate an interim control by-law for the study area, which was adopted by City Council in September 2008. Under Section 38 of the Ontario Planning Act, where the council of a local municipality has formally directed that a land use study be undertaken for a defined area, the council may pass an interim control by-law to be in effect for an initial period of up to one year. The interim control by-law for the study area effectively freezes new development until new policies and zoning are adopted.

The objective of this study is to provide the City of Mississauga direction on the Official Plan policy, Zoning By-law provisions, and other initiatives necessary to provide guidance for future development in the portions of the Airport Corporate District adjacent to the Renforth Station on the proposed Bus Rapid Transit (BRT) line. The BRT line represents a significant investment in public transit and will be a catalyst for reshaping important nodes into more vibrant, pedestrian-friendly and transit-supportive places. In 2008 the preliminary engineering work for the BRT was completed and is currently underway on the detailed design in preparation for site plan approval in April, 2009.

This study follows and is informed by previous planning guidance studies for the Renforth Station Area as well as precedent research of transit-oriented development practices throughout North America, which are outlined in the Appendix. It is also a response to Provincial direction including the Growth Plan and the Regional Transportation Plan (RTP) prepared by Metrolinx - *The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area (GTHA)*. The RTP identifies the subject of this study, the Renforth Station area, as a “Gateway Mobility Hub”. The study will explore urban design and planning issues relevant to the success of the area as a Gateway Mobility Hub.

1.2 The Study Area

The study area includes lands between the BRT corridor and Highway 401. The area surrounding Renforth Station is the focus of the study due to the potential for redevelopment of underutilized or vacant lands. The study area includes only those lands contained within the Airport Corporate District in Mississauga and not those located adjacent in the City of Toronto. The boundary of the study area has been set to reflect the influence of the transit station on lands generally within easy walking distance of a station (approximately 500 m or 5 to 10 minute walking distance).

1.3 Existing Conditions

The subject area consists of a mix of corporate head offices, distribution centres and business services, as well as commercial and restaurant uses which are generally located on the ground floor of existing office buildings. Buildings are located on large development parcels within a pattern of superblocks and surface parking lots. Streets are wide, and generally bordered by surface parking and internal roads which service individual developments. As mentioned above, the study area is not fully developed; however, there is pressure from landowners to extend the existing low-density, automobile-oriented pattern of development.

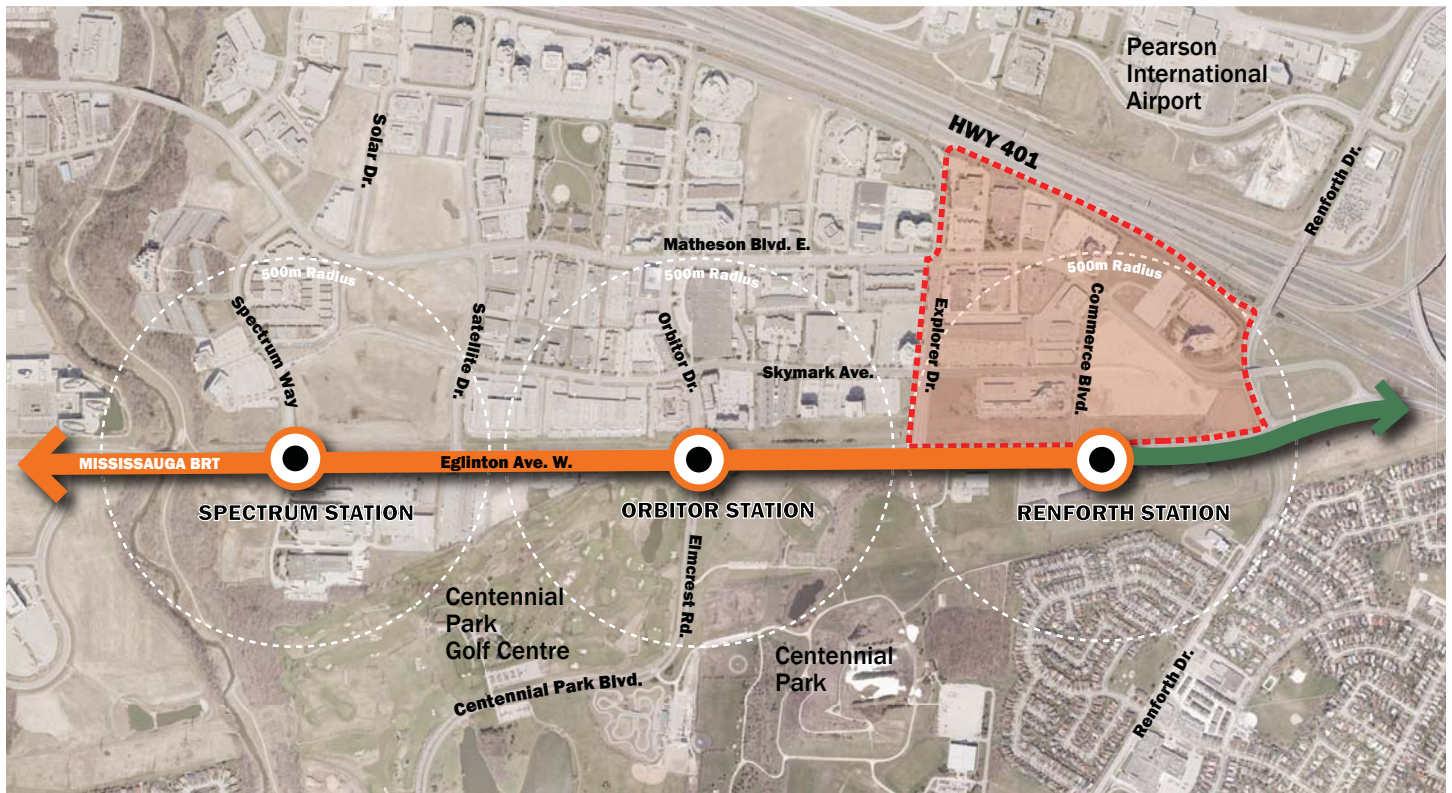


Figure 1
The Study Area Boundary



Figure 2
Existing Conditions at
Renforth Station

2. Current Policy Framework

2.1 Provincial Directions

The BRT line associated with the study area is located in a corridor which was set aside by the Province's *Parkway Belt West Plan* in 1978. The plan is still in effect and clearly identified an inter-urban transit link which would follow Highway 403 from the Airport, through the City of Mississauga and beyond to the City of Burlington. One of the Plan's goals is realized by the BRT: to link urban areas with each other by providing space for the movement of people, goods, energy, and information, without disrupting community integrity and function (Section 2).

2.1.1 Growth Plan for the Greater Golden Horseshoe

The need to coordinate land use and transportation planning is evident in the Provincial Policy Statement (2005) and the recent *Growth Plan for the Greater Golden Horseshoe* (2006). The *Growth Plan* provides the statutory framework by which municipalities are moving forward with intensification. This is exemplified by policies in the *Growth Plan* to increase density and require a mix of residential, office, institutional and commercial development in proximity to major transit station areas (Section 2.2). In addition, the *Growth Plan* directs priority spending on transportation infrastructure towards public transit (Section 3.2.3). Therefore, the Mississauga BRT and intensification of key adjacent lands, including the Airport Corporate District, are important initiatives for the City of Mississauga in meeting the policies and objectives of the *Growth Plan*.

2.1.2 Metrolinx Regional Transportation Plan

The Province has established Metrolinx, an agency whose mandate is to develop and implement a seamlessly integrated, multi-modal Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton Area. In 2008, Metrolinx released its RTP - *The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area (GTHA)*. The RTP envisions a movement system for Canada's largest region, an area that will have a population of over 8.6 million people by 2031. The RTP - *The Big Move*, will be adopted through provincial legislation in the *Greater Toronto and Hamilton Area Transit Implementation Act, 2009*. The Act will support the *Growth Plan*, and provide guidance for municipal Official Plans, Zoning By-laws and Transportation Master Plans. The RTP identifies the Mississauga BRT as a first priority rapid transit corridor, which will connect to other proposed rapid transit lines including an Eglinton rapid-transit line, an airport link to Pearson International Airport and a Hurontario-Main Street rapid transit corridor connecting Mississauga and Brampton. A number of *Key Strategies* and *Big Moves* were outlined in the RTP. Those most pertinent to the purposes of this study are highlighted below (Section 4.0).

Figure 3
Regional Transportation Plan



STRATEGIES

1. Build a Comprehensive Regional Rapid Transit Network
2. Enhance and Expand Active Transportation
3. Improve the Efficiency of the Road and Highway Network
4. Create an Ambitious Transportation Demand Management Program
5. Create a Customer-First Transportation System
6. Implement an Integrated Transit Fare System
7. Build Communities that are Pedestrian, Cycling and Transit-Supportive
8. Plan For Universal Access
9. Improve Goods Movement Within the GTHA and with Adjacent Regions
10. Commit to Continuous Improvement

BIG MOVES

1. A fast, frequent and expanded regional rapid transit network.
2. High-order transit connectivity to the Pearson Airport district from all directions.
3. An expanded Union Station - the heart of the GTHA's transportation system.
4. Complete walking and cycling networks with bikesharing programs.
5. An information system for travellers, where and when they need it.
6. A region-wide integrated transit fare system.
7. A system of connected mobility hubs.
8. A comprehensive strategy for goods movement.
9. An Investment Strategy to provide immediate, stable and predictable funding.

2.1.3 Mobility Hubs

The RTP provides very specific direction on the integration of transit and land-use planning in its identification of Mobility Hubs. The Metrolinx RTP outlines the move to

“build communities that are pedestrian, cycling and transit-supportive” (Section 4.0 - Strategy# 7) through the creation of “a system of connected mobility hubs” (Section 4.0 - Big Move #7).

Mobility Hubs are defined as places

“where transportation modes come together, including local transit service, cycling and pedestrian networks, with secure storage facilities for bikes and car-share drop-off areas. They will be locations for major destinations such as office buildings, hospitals, educational facilities and government services. They will also offer amenities to travellers such as heated waiting areas, traveller information centres, cafés or restaurants, and services like a daycare, grocery store or post office (Section 4.0 Big Move #7 - for more information see the Green Paper “Mobility Hubs, December 2008”).

In addition, these areas are generally forecasted to achieve or have the potential to achieve a minimum density of approximately 10,000 people and jobs within an 800 metre radius (Section 8.0).

2.1.4 Gateway Mobility Hubs

The RTP defines a hierarchy of Mobility Hubs including Anchor Mobility Hubs and Gateway Mobility Hubs. Within this hierarchy of mobility hubs, the RTP defines a Gateway Mobility Hub as,

“a hub located at a major regional transit interchange station, with high levels of planned transit service. These hubs are current or planned gateways between regional higher-order transit lines and destinations” (Section 8.0).

Importantly, Renforth is identified as a Gateway Mobility Hub due to its role as a potential connection point between many of the systems network elements identified in the RTP. These could include the Mississauga BRT, Highway 427 BRT, Eglinton RT, and connections to Pearson Airport.

2.1.5 RTP Mobility Hub Policy Directions

Section 4.0 Strategy 7 in the RTP sets out some specific policies and principles to be followed when planning lands within identified mobility hubs. Some of the key directions include, but are not limited to:

- **establishing maximum parking requirements as well as decreasing minimum parking requirements where appropriate;**
- **alternatives to free on-site parking;**
- **preparing detailed master plans for each mobility hub;**
- **creating minimum density targets;**
- **optimization of transit trip-generation benefit**
- **inclusion of design policies that help achieve environmental sustainability objectives**

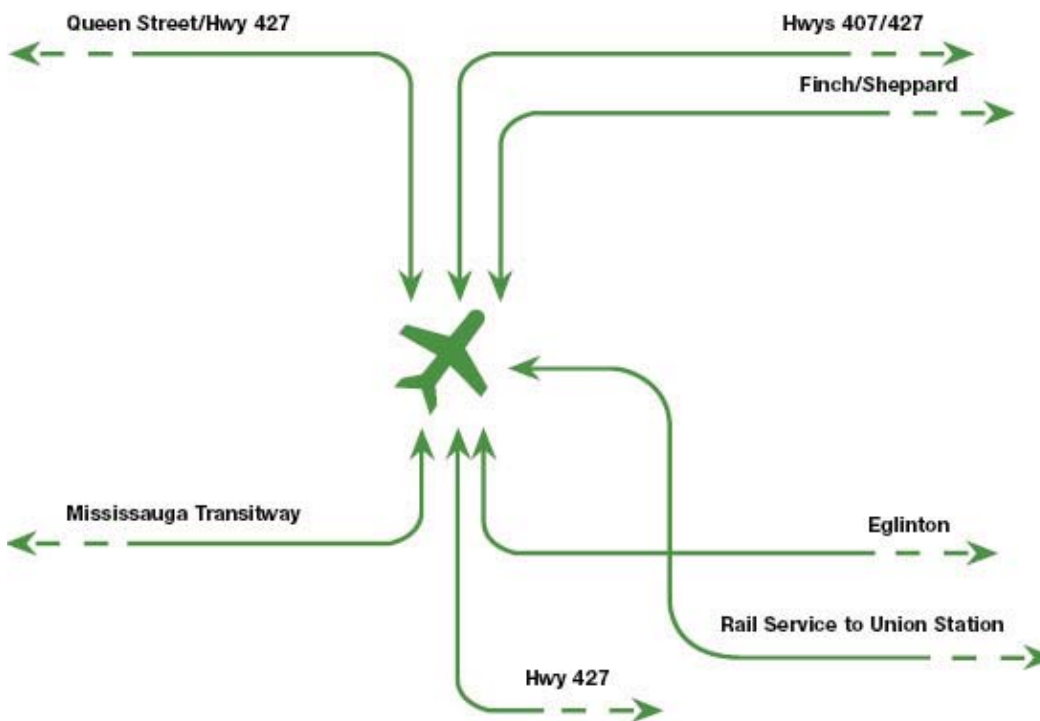


Figure 4
RTP Conceptual Airport
Connections

- improving the travelling experience through the use of public art, landscaping and architectural excellence;
 - establishing a pedestrian-focused internal movement plan that integrates public and private spaces through well-designed, human-scaled spaces;
 - providing for desirable maximum and minimum heights, and maintain site development standards, to create positive visual relationships among buildings along the street, and between buildings and the street;
 - maximizing integration with the surrounding neighbourhood to create a walkable environment; and
 - optimizing development opportunities.
- (Section 4.0 – Strategy #7)

In summary, the RTP gives heightened importance to the strategic increase of density, levels of activity and of transit-supportive design within mobility hubs. New transit infrastructure represents a very substantial investment; it is essential that land use patterns are appropriately identified to maximize ridership so as to realize the greatest return on that investment.

These initiatives, along with the policies in the *Places to Grow Growth Plan for the Greater Golden Horseshoe*, promote the creation of a sustainable basis for the region to receive considerable population growth over the next twenty-five years. Of particular significance is Mississauga's role in absorbing a substantial amount of that growth and the Province's recognition of the importance of Mississauga's Airport Corporate District by identifying the Renforth area as the location for a new Gateway Mobility Hub.

2.1.6 Transit Routing Alternatives

The planned introduction of rapid transit in the study area includes potential connections between Pearson International Airport and the Mississauga BRT and/or the planned Eglinton LRT line. The Metrolinx RTP (Section 4.0 Big Move #2) identifies the airport connection as critical to the overall network as illustrated in Figure 4. However, as of yet, the alignment of such a connection is not determined. It is important that any development not preclude this connection. Above is an illustration of potential routings through the Airport Corporate District to Pearson International Airport, most likely intersecting at Renforth Station

2.2 Region of Peel Official Plan

The Region of Peel identifies the study area as part of the Urban Systems as identified in Schedule D of the Official Plan. Section 5.3.1 of the Plan is supportive of higher density urban forms including the objective to: **“achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services” (5.3.1.4) and to “achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive” (5.1.3.5).**

Section 5.3.3 as identified in Schedule D, identifies “Urban Nodes”, which are major locations of compact forms of urban development” (5.3.3). One urban node is identified in Mississauga, the Mississauga City Centre.

2.3 The Mississauga Official Plan

The City of Mississauga Official Plan (May, 2008) provides guidance on planning policy and the general pattern of urban development for a twenty-year time horizon. The following section refers to the most salient portions of the Official Plan in relation to the study area.

2.3.1 Land Use Designation and Policy

The study area is located within Mississauga’s Airport Corporate District as identified by the Airport Corporate Land Use Map of the Official Plan (September 2007). Since the mid 1980s this area has been designated in the Official Plan as a location for corporate head offices, manufacturing, research and development and accessory commercial uses; the Plan states that

“the District will continue to develop primarily for corporate head offices, manufacturing, research and development and accessory commercial” (Section 4.2).

The District is meant to achieve a high quality business image, particularly along City boundaries, major roads, and adjacent to park, greenbelt and residential lands. The Plan permits an integrated mix of business activities under the Business Employment designation that operate mainly within enclosed buildings (Section 3.3). It directs development located along City boundaries such as Renforth Drive and Eglinton Ave, major roads, and lands adjacent to park, greenbelt or residential lands to be designed to present a higher standard of building and streetscape design (Section 3.3).

The Official Plan gives further guidance to development of the area by designating Airport Corporate District as a Node (as per Schedule 2 Urban Form Concept, 2007 of the

Official Plan). Within the context of Mississauga's urban form hierarchy of Centres, Nodes and Corridors, a Node is identified as a place to focus and receive a greater intensity of housing, employment, commercial, and community facilities (Section 3.13.1). More specifically, nodes are to

“act as a focus for more compact, mixed use and higher intensity transit oriented development” (Section 3.13.1.2).

They are to be accessible and provide a focus for the people they serve. The Node designation is consistent with the land use policy and directions for a Mobility Hub as identified in the RTP.

Policies in the Official Plan aim to ensure that development in Nodes contribute to the public realm, and promote the creation of distinctive places and locales (Section 3.13.3.4). In addition, policies in the Official Plan for built form in Nodes include the following characteristics:

- **“high quality urban design, landscaping and pedestrian amenity;**
- **creation of a sense of a gateway to the core area; creation of a sense of place by distinctive architecture and landscaping;**
- **built form should be integrated with the streetline, with minimal building setbacks, to provide spatial enclosure and street-related activity;**
- **compatible building bulk massing and scale to provide an integrated streetscape;**
- **retail uses should be encouraged along main street frontages with direct access to the public sidewalk;**
- **no parking should be provided between the building and the streetline on principal street frontages;**
- **blank building walls should be avoided;**

- **service, loading and garbage storage should be accessed from the rear or side lanes;**
- **front building facades should be parallel with the street and provide features such as urban squares;**
- **continuity of built form from one property to the next with minimal gaps between buildings” (Section 3.13.3.4).**

Additional policies are meant to ensure that pedestrian and vehicular systems, Provincial Highways, bikeways and transit systems - achieve a high standard of urban design and are an integral component of the City's visual image.

Policies also promote pedestrian and bicycle activity and amenity as an integral component of the built environment, streetscape and public open space systems (Section 2.11.2).

Relevant transportation policies (Section 3.17) in the Official Plan designate the study area and the BRT line as part of a major transit corridor where express-type transit service is to be encouraged in order to decrease travel times. Transportation policies encourage a greater emphasis on Travel Demand Management strategies and encourage appropriate land uses and transit-supportive development densities in the BRT corridor. The Official Plan also supports the development of a transit connection between the Airport and the BRT. These policies are in keeping with the direction of the RTP (as per Schedule 4 Roads and Transit Network Long Term Concept).

The Station Area also falls under the Lester B. Pearson International Airport Operating Area Boundary (as per Schedule 2 of the Official Plan), which prohibits residential development and requires some uses, such as hotel, retail, office and service commercial, to undertake a noise study by a qualified acoustical consultant to determine appropriate acoustic design criteria prior to development approval (Section 3.11).

2.3.2 Urban Design Policies

Urban design policies in the Official Plan recognize the high profile of the Airport Corporate District and give consideration to the relationship between building location, orientation, and street frontage. Of particular relevance to this study, the Official Plan directs the urban design policies below to be used by the City to evaluate development proposals for the Airport Corporate District (Section 4.2.3). These policies aim to create a sense of place through building orientation, location of building entrances, the creation of continuous street frontages, and streetscape improvement and include:

- 1. Encourage the development of a continuous street frontage by orientating buildings parallel to the street and the placement of significant building mass adjacent to the street edge**
- 2. Avoid blank walls along the street line in favour of building entrance features, fenestration, and architectural detailing**
- 3. Articulate main building entrances clearly and link them to pedestrian walkway systems.**
- 4. Building entrance features should be oriented to major street frontages**
- 5. Where building side or rear elevations are exposed to roadways these elevations should be similar to front elevations with respect to details, trim, and the orderly placement of windows, roof forms, and architectural elements**
- 6. Concentrated landscape treatment may be required where continuous street planting is not possible**
- 7. Adequate provision should be made for landscaping and design throughout the District through the site planning and development process, both with regard to existing uses and in the context of the ultimate use of these lands for transit purposes (Section 4.2.3)**

2.3.3 Emerging New Official Plan

Mississauga Plan designates the entire Airport Corporate Centre as an employment node. In the new draft Official Plan (as identified through Mississauga's Growth Management Strategy) employment areas are proposed to be classified into two categories – Corporate Centres (e.g. Airport Corporate Centre) which represent key office and employment growth areas where more compact, higher density employment development is anticipated and Employment Areas which generally represent land-extensive stable industrial areas. The intent of this approach is to develop more appropriate land use policies that reflect the existing and planned functions of these areas.

2.4 The existing Zoning By-law

The Airport Corporate District is designated as an E1 Employment Zone. The below is a summary of pertinent zoning regulations for the purposes of this study.

(Mississauga Zoning By-law Part 8 Employment Zones)

- **The range of permitted uses includes medical office, office, manufacturing facility, science and technology facility, warehouse/distribution facility, commercial school, financial institution, conference/convention centre, overnight accommodation, active recreational use, entertainment establishment, university/college and courier/messenger services. Accessory uses, such as small scale retail and personal service shops, are permitted within buildings provided the building is used predominantly for business activity. Residential uses are not permitted due to the proximity to the airport.**
- **Parking regulations for office and accessory uses.**
- **No minimum heights**
- **No minimum or maximum density (FSI) is specified**
- **Minimum lot frontage of 30.0 metres**
- **Minimum Front Yard Setback of 4.5 metres and a maximum of 10.0 metres**

Figure 5
Mississauga BRT



2.5 Transit in Mississauga

The City of Mississauga is actively planning significant investment in higher-order rapid transit service. This investment, part of the overall strategy for movement as identified in the RTP, will lead to a fundamental change in the patterns of movement and the urban structure of Mississauga, providing strong east/west and north/south service and connecting to key destinations such as the City of Toronto and Pearson International Airport. Renforth Station is at a key junction point in this emerging transit system.

2.5.1 Mississauga Bus Rapid Transit

The first significant project is the development of a Bus Rapid Transit (BRT) system. This system is part of the identified rapid transit network in the RTP. Central to this plan is the development of a Bus Rapid Transit (BRT) System – a high-efficiency transit corridor and service being developed in partnership with the Federal Government, Province of Ontario, GO Transit and the City of Mississauga. Mississauga's segment, running from Ridgeway Drive to Renforth Drive, will be part of a 100 km transit corridor connecting municipalities from Oakville to Pickering. The BRT System will complement and connect with local bus services and inter-regional transit and subway systems, linking high-density development and employment centres across the city (City of Mississauga Bus Rapid Transit (BRT) Project). In 2008 the preliminary engineering work for the BRT was completed and work is currently underway on the detailed design in preparation for site plan approval later in 2009.

Figure 6
Hurontario-Main Street
Higher Order Transit



2.5.2 Hurontario-Main Street Higher Order Transit

The Cities of Mississauga and Brampton have initiated the Hurontario-Main Street Higher Order Transit, Land Use and Urban Design Feasibility Study to assess the future of this important corridor from Port Credit to downtown Brampton. This planned line will provide the major north-south higher-order line connecting both cities. This line will intersect with the Mississauga BRT at the Mississauga City Centre. The study will:

- Examine how rapid transit can be introduced along Hurontario/Main Street between Port Credit and downtown Brampton.
- Develop appropriate land use and urban design policies and initiatives that will support rapid transit service.
- identify potential social, economic, and environmental impacts of various rapid transit routes and technologies (City of Mississauga).

2.6 Planning Framework Conclusions

A review of the planning framework reveals that the provincial direction, particularly the RTP, clearly calls for a Gateway Mobility Hub at the subject study area and promotes the substantial intensification of land use with transit-supportive design. At the municipal level, the Official Plan is supportive of such policies and consistent with the RTP. However, Zoning By-laws allow low density developments as-of-right along with high levels of parking provision. Notwithstanding the objectives of the higher order policy documents, these permissive zoning policies have resulted in an inconsistent development pattern, large block sizes which are not pedestrian-friendly, and large areas of surface parking which front the street instead of buildings.

The primary objective of this report is to provide a planning framework that implements the study policy direction at the Provincial, Metrolinx and City level. Area specific Official Plan and Zoning By-law amendments as well as Site Plan guidelines and other initiatives are necessary to ensure development is supportive of the significant public investment in the Mississauga BRT.

3. The Mississauga BRT Planning Guidance Studies

3.1 Introduction

As a component of the Mississauga BRT preliminary design process process, the City of Mississauga commissioned a set of studies exploring strategic planning and urban design directions at three key sites along the eastern portion of the BRT corridor. These studies were undertaken by Urban Strategies. One of the subject station areas, Renforth Station is covered in this study. Renforth Station, is a Gateway Mobility Hub, an important status due to the potential presence of a transit-interchange between the proposed Mississauga BRT, connecting to Pearson International Airport and the Eglinton rapid-transit line.

3.2 Summary Key Study Findings and Directions for Renforth Stations

Current Challenges and Opportunities

A review of the existing conditions highlights a number of challenges facing the study area. These challenges, concerning built form, land use and public realm, could collectively limit the area's potential as both a significant regional centre of employment and as an emerging transit "Gateway Mobility Hub".

The following section outlines the Key Challenges facing the station area and responds in sequence with a series of Opportunities that set the foundation for development supporting, place-making initiatives for the study area.

'The Big Move' calls for Gateway Mobility Hubs such as Renforth Station to accommodate up to 10,000 jobs and people within 800m of the station. Approximate calculations of current job density in the area suggest significant intensification, involving denser, higher buildings, is essential to meet this target.

Challenge

Existing land uses fail to provide the density appropriate for such an accessible location that can support the future transit investment.



The low density character of the area, with its extensive surface parking and single-use activity patterns, does not create the necessary levels of transit demand or provide a physical environment that supports the intended transit function.

Opportunity

Introduce higher densities capable of supporting a greater mix of uses in areas which are both accessible to local users and supportive of the BRT.

Introducing higher employment densities will help to support a greater mix of uses in the Corporate District and adjacent to the BRT. Higher density uses will help to enable more efficient parking structures and free up land for new development.

- Exercising Mississauga's new powers under Bill 51 of the Planning Act to update the current zoning by-law to include transit-supportive regulations such as establishing minimum densities, requiring active ground floor uses within station areas, and regulating the orientation of buildings towards public streets will give the City a strong tool towards implementing transit supportive development.
- Establishing a minimum height for development of four storeys. Such a height is consistent with good office development elsewhere in the Airport Corporate District and is particularly warranted at this important station.
- Providing a range of new services and amenities will enable employees to remain in the area on lunch and after hours. Consolidating a mix of uses will help to support single trip journeys, eliminating the need to drive from one end of the area to the other to reach various services and destinations.
- Orienting new shops and services towards public streets and pedestrian areas will help to improve pedestrian access, animate spaces and raise the profile of these amenities.
- Improving the relationship between the transportation network and land uses will help to promote greater levels of activity around the station area and provide transit users with access to services within the area.

Challenge

The current pattern of blocks and building types places high priority on the automobile at the expense of other mobility options.



Large areas of surface parking, extensive blocks with few direct mid-block connections and building entrances that are set far back from the public sidewalks create an area which is unfriendly to pedestrians and cyclists, alienating for transit users and balanced highly in favour of the automobile.

Opportunity

Re-configure the pattern of blocks and building types over time to support a more balanced range of mobility options

Existing large block faces range from 175 to over 370 metres. New midblock connections and a finer grained road network will help to shorten walking distances for pedestrians and improve connections across the area. Introducing new streets over time will also help to relieve the burden on the primary collector streets which currently experience congestion during peak hours as workers enter or leave the area.

- Reducing large areas of surface parking will help to create more inviting spaces for pedestrians and cyclists. Reducing surface parking at the station area and providing safe and secure bicycle parking will encourage development densities capable of supporting the BRT and enable a more pedestrian oriented station area.
- Orienting buildings towards the street and locating entrances on street frontages so that they are easily accessible will help to encourage pedestrians and cyclists.
- Locating the transit stop in proximity to building entrances and active uses will help to create safer, more inviting waiting areas that are more attractive for transit users.
- Adding dedicated and continuous cycling facilities and end-of-trip cycling facilities in safe, convenient locations will help to encourage cyclists.
- Improving streetscaping and the addition of bicycle racks as well as pedestrian amenities such as benches and pedestrian scaled lighting will help to improve the experience for people walking and cycling through the area.

Challenge

Public spaces to gather or create a focus for new development are lacking.



The existing open spaces are fragmented, inward-looking and often under-utilized because of their awkward locations. An absence of public open space limits opportunities for civic engagement, exacerbates the existing disjointed pattern of development and forces local workers to leave the area for recreation.

Opportunity

Introduce new open spaces that can create a focus for new, higher profile uses and cater to the needs of local users.

- Discouraging fragmented publicly accessible private open spaces in favour of shared open spaces will help bring area employees together and encourage outdoor interaction.
- New public parks, plazas or squares will help to create a focus for new development. In increasing the number of higher profile sites and creating a greater sense of place.
- A coordinated approach to the provision of new usable public open spaces can help to shift the emphasis to supporting pedestrian activities within the public realm.
- Currently the only larger active open spaces associated with the Airport Corporate District are Centennial and Max Ward Parks. These are slightly too far from Renforth Station to enjoy during lunch and do not offer the compatible environments. Adding smaller public open spaces will help to fill a void in the recreational offering by supporting the more passive activities desired by office users looking for places to gather during lunch or on break.

Challenge

Isolated and inward looking developments result in no overall sense of place.



Stand-alone buildings, sited with little relation to their surroundings, or each other, create an incoherent pattern of development and a landscape of poorly defined spaces, a confusing network of private drives and isolated structures surrounded in a sea of parking. Large areas along Eglinton as well as north towards the 401 contain poorly defined streets which can feel desolate after hours and during colder winter months.

Opportunity

Establish a framework for new development that will help to define a more coordinated approach to built form and servicing.

New infill developments can help to improve the identity of the area by filling in spaces to define new places and create continuous streetscapes.

- Improved coordination between developments can help to identify opportunities for shared servicing and consolidate points of vehicular access. This will help to improve the quality of the streetscape, reduce the potential for pedestrian/ bicycle/vehicular conflict and help to enhance the sense of place.
- Limiting large areas of uncoordinated surface parking will help to improve the overall quality and experience of the area. Opportunities for shared or structured parking for cars have the potential to increase available land for development depending upon the mix of uses served.
- Placing surface parking behind, or occasionally beside buildings, rather than next to the street edge, will help to create a more consistent image of building frontages and streets.
- Strengthening the relationship between building frontages and the BRT corridor and public streets will help to conceal servicing and create a more consistent streetscape.
- Improving the streetscape with the addition of pedestrian amenities such as benches and pedestrian scale lighting will help to improve the experience for people walking through the area.

Challenge

The look and feel of the area's built form and public realm is not reflective of its gateway status.



The look and feel of the area is not consistent with the important gateway that the Renforth site represents. Buildings and streetscapes fail to acknowledge the eastern gateway to the City or the significance of the airport corridor.

Opportunity

An opportunity exists to strengthen the area's image through an integrated built form and landscape strategy that reflects the higher level of transit service and profile of the area.

An area-wide built form and height strategy can help to repair the patchwork of building types and styles over time.

- New, more substantial and well developed structures that define streets and are reflective of the higher level of intensity and profile envisioned for the area will help celebrate the eastern gateway to the City and underline the importance of the Airport Corporate District.
- The existing landscape and streetscape strategy for the area should be consistent throughout and designed to reflect the important corporate address of the area.

3.3 Station Area Directions and Initiatives

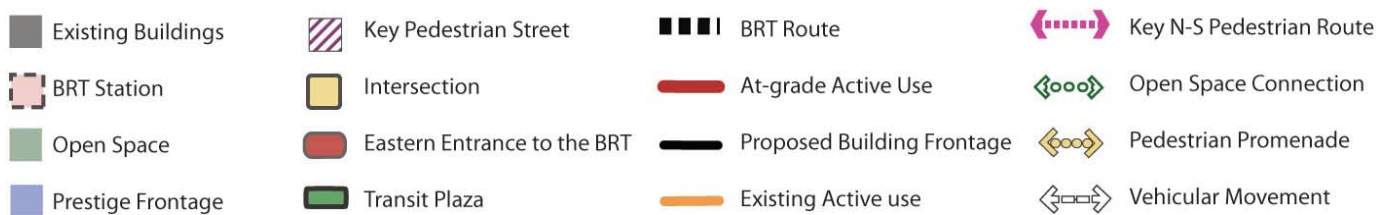
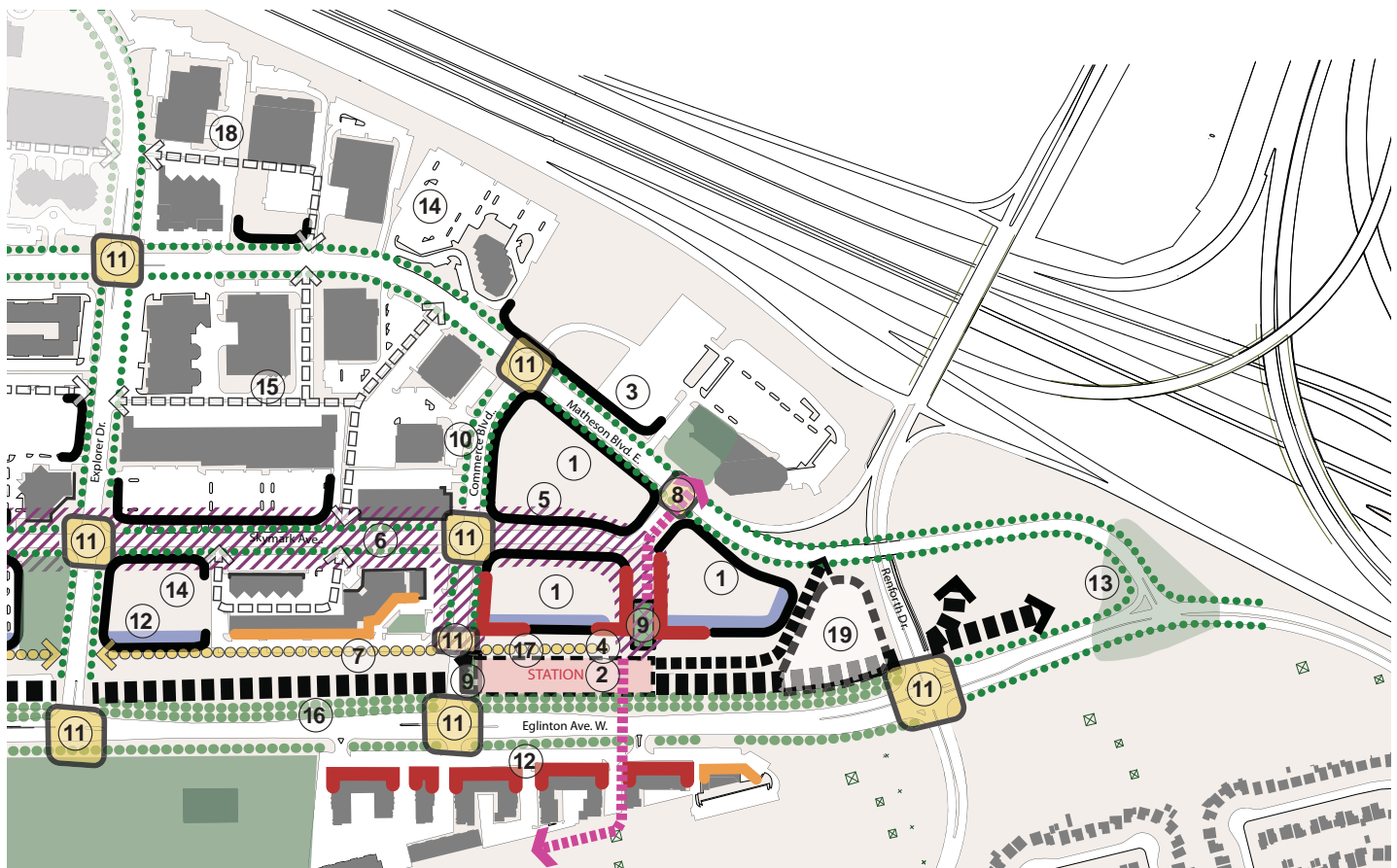
This section of the report explores initiatives which together address the Challenges and Opportunities described in the previous section. They call out a series of place-making improvements which aim to attach new development to the BRT and ensure that over time private and public investments can contribute to the creation of a transit supportive area. The initiatives illustrate how new developments, streets and infrastructure should each consider and demonstrate their individual contribution to the station area.

When taken together, the totality of these initiatives provides an important resource for the City to reference when working with individual developers to refine development proposals to contribute meaningfully to the realization of transit supportive development and public realm improvements in and around the station. However, the realization of these initiatives will occur not only through private development but also through public initiatives both in the shorter as well as longer term.

1. Ensure a scale and intensity of uses that reflects the investment in transit and is capable of supporting more frequent transit service and a greater range of use
2. Landmarking Renforth Station to celebrate the unique convergence of both the City's Gateway and the BRT
3. Using Buildings to Define the Streets to create a more hospitable pedestrian environment
4. Activating the Station Areas with at-grade uses to improve the experience of transit riders and provide a range of easily accessible services
5. Create a Walkable Block and Building Pattern to integrated the stations into the corporate district
6. Reinventing Skymark as a Pedestrian Friendly Street and Cycling Route
7. A Pedestrian Promenade North of the BRT with animated and active ground floor uses to link various destinations along the corridor
8. A North - South Pedestrian Spine to link the station in a pedestrian-friendly way
9. A new Transit Plaza to create a gateway and important new public open space associated with the BRT

10. A Coordinated Streetscape Strategy to enhance the image of the area and improve the experience for pedestrians and cyclists
11. Improving the Intersections to improve the safety and experience of pedestrians, cyclists and motorists
12. Prestige Frontage Along Eglinton to reinforce the Avenues' corporate character
13. Greening the Gateway to set the stage for new higher quality developments
14. Rethinking the Parking Strategy including new Transportation Demand Management Strategies to reduced dependence on private automobiles
15. Shared Access and Servicing to reduce redundancies, improve the streetscape and enable intensification
16. The Eglinton Greenway to improve the image of the Corporate District and the experience of users
17. A Public Art Strategy to enhance the sense of place
18. District shuttle services, sheltered parking and cycling infrastructure to reduce commuting time from BRT stations
19. Preserving for Development above the BRT to finance further transit-related investments and to capitalise on location on the sites location and transport related assets

Figure 7
Development
Concept



1. Ensure a scale and intensity of uses that is reflective of the investment in transit
2. Landmarking Renforth Station
3. Using Buildings to Define the Streets
4. Activating the Station Areas
5. Create a Walkable Block and Building Pattern
6. Reinventing Skymark as a Pedestrian Friendly Street and Cycling Route
7. A Pedestrian Promenade North of the BRT
8. A North - South Pedestrian Spine at Renforth
9. New Transit Plazas - Create Gateways to the BRT
10. A Coordinated Streetscape Strategy
11. Improving the Intersections
12. Prestige Frontage Along Eglinton
13. Greening the Gateway
14. Rethinking the Parking Strategy
15. Shared Access and Servicing
16. The Eglinton Greenway
17. A Public Art Strategy
18. Commuting to Work from the BRT
19. Preserving for Development Above the BRT

4. Policy Recommendations

4.1 Introduction

While the general policies of the Official Plan support development of a transit-oriented Node in the Airport Corporate District, more specific policies are needed in Section 4.2 to clarify the objectives for the area and ensure private development and public initiatives achieve them. To implement the direction and initiatives described in the previous section, it will be necessary to amend the City's Official Plan and Zoning By-law.

4.2 Official Plan Amendment Recommendations

The following recommendations are consistent with the Official Plan and relate to amendments to Section 4.2 for the Airport Corporate District. Existing supporting policies are included as part of the overall policy recommendations below.

4.2.1 Development Concept Statement

The Airport Corporate District policies should describe the overall Development Concept for the area and a set of principles and objectives. It is recommended that the new Development Concept Statement for the Airport Corporate District be adopted to provide a clear new direction for the area:

The Airport Corporate District is identified as a Node and will continue as a location primarily for corporate head offices. With the introduction of the Mississauga Bus Rapid Transit along the southern border of the District, the area will evolve as a transit-oriented hub, with a greater mix of uses, high quality public realm including pedestrian-friendly streets and new open spaces. In support of the investment in BRT, new buildings will be higher density and contribute to an attractive pedestrian-oriented area. In addition, lands within 800 metres of Renforth Station are identified in The Big Move RTP as a Gateway Mobility Hub and that area should be designed to accommodate the target minimum of 10,000 employees. (Note that no 'people' can be included in this target following the definition since Pearson Airport related restrictions prohibit residential development in this area.)

4.2.2 Covering Recommendations for the Airport Corporate District

Official Plan – Airport Corporate District

1. All future development within the study area shall have regard for this plan and the directions outlined in the Figure 7 Development Concept.

4.2.3 Density and Employment

1. As outlined in *The Big Move RTP*, to support investment in transit and the creation of a vibrant Gateway Mobility Hub, development within 800 metres of Renforth Station should be planned to achieve a minimum target of 10,000 jobs.

4.2.4 Grade-related Uses

1. The provision of community services, restaurants, cafes, stores and display windows in the at-grade level should be encouraged. Buildings closest to the BRT station, as illustrated in Figure 7, should have active uses along most of their ground floor frontage facing public streets and/or BRT corridor.

4.2.5 Urban Design Standards

Built Form

Buildings are to:

1. Define street edges, public spaces and, intersections;
2. Encourage the development of a continuous street frontage by orientating buildings parallel to the street and the placement of significant building mass adjacent to the street edge including the use of transparent facades at grade;
3. Create a continuous street wall condition where possible by linking related, multi-storey buildings together with a podium;
4. Face and have their main entrances onto a public street and sidewalk;
5. Orient building entrance features to major street frontages and key pedestrian routes;
6. Be sited and organized at-grade to enhance the public nature of streets, open spaces, and key pedestrian routes, and so provide convenient access for pedestrians to public transit;

7. Articulate main building entrances clearly and link them to pedestrian walkway systems;
8. Have windows fronting onto the public street system;
9. Include transparent windows, particularly at-grade to allow transmission of light and views between the outside and inside of the building;
10. Avoid blank walls along the street line in favour of building entrance features, fenestration, and architectural detailing;
11. Design building side or rear elevations that are exposed to roadways to be similar to front elevations with respect to details, trim, and the orderly placement of windows, roof forms, and architectural elements including transparent facades at grade;
12. Front onto parks and open spaces to create a sense of enclosure. Buildings fronting onto open spaces should establish a minimum four-storey height to provide sufficient spatial definition.

Pedestrian Connections

1. The grid of local streets and associated publicly accessible private pedestrian connections or private open spaces should provide the framework for the development of an interconnected pedestrian realm. Publicly accessible connections and open spaces should be provided on large parcels, near Renforth Station with their location, size and character determined during the site plan review process.
2. The pedestrian realm as provided through streetscaping within the public right-of-way is conceptually identified in Figure 7.
3. Sidewalks on both sides of all streets and form a connected system of pedestrian access to and from the BRT station must be provided.

4. To promote the comfortable pedestrian use of streets, parks and open spaces, development should provide:
- a. Well designed, coordinated streetscape improvements, including trees, pedestrian-scale lighting, special paving and street furniture on sidewalks, boulevards and important pedestrian and publicly accessible open space and walkways;
 - b. Appropriate landscape treatments, including trees, and lighting, throughout parking lots and along their edges, in order to improve the appearance of the lots and along the edges, contribute to the visual continuity of the street edge, mitigate the heat island effect, and encourage the safe use of these spaces;
 - c. High-quality, usable open spaces which are physically and visually linked to streets, park and mid-block pedestrian routes;
 - d. Concentrated landscape treatment where continuous street planting is not possible;
 - e. Adequate provision should be made for landscaping and design throughout the District through the site planning and development process, both with regard to existing uses and in the context of the ultimate use of these lands for transit purposes;
 - f. Create a continuous pedestrian promenade along the BRT corridor;
 - g. For the achievement of a continuous pedestrian promenade along the BRT corridor, site plan guidelines should call for pedestrian easements through the site plan review.

4.2.5 Parking and Servicing

1. New developments shall demonstrate that they have a Transportation Demand Management (TDM) strategy in place as a condition of site plan approval;
2. Mandatory minimum parking requirements should be significantly reduced;
3. Prestige offices should provide at least one level of below grade parking;
4. Shared parking and driveways between developments should be encouraged;
5. No parking should be provided between the building and the streetline or BRT corridor on principal building frontages;
6. Surface parking should incorporate pedestrian and environmental features including: pathways and planting to break up large expanses of asphalt, permeable surfaces, storm-water management, clear pathways for enhanced pedestrian access, and defined future development blocks;
7. On-street metered parking should be allowed;
8. Loading and garbage storage areas should be located at the rear of buildings, integrated or screened from primary pedestrian routes;
9. Site plans shall demonstrate the ability for shared servicing access with adjacent developments;
10. New development shall require secure bicycle parking for employees.

4.3 Zoning By-law Amendments

The following amendments are recommended for Part 8: Employment Zones; and Part 3 - Parking, Loading and Stacking Lane Regulations of the Mississauga Zoning By-law.

4.3.2 Permitted Uses

1. The following uses should be prohibited within the study area: Light industrial uses (manufacturing, assembling, processing, fabricating, repairing, warehousing, open lot and outdoor storage uses); Stand alone retail, service, restaurant, drive-throughs and banking institutions.

4.3.2 Density and Height

1. All buildings should have a minimum first phase density of 0.5 and as a condition of site approval demonstrate a phasing plan that illustrates the ability to achieve a minimum FSI of 1.0. This plan should demonstrate the capacity of the site to accommodate additional development over time with respect to parking, servicing, access, and landscaping;
2. Buildings shall be a minimum of four storeys.

4.3.2 Setbacks and Build to lines

1. Building front wall setbacks adjacent to a public right of way should be reduced from 10 metres to a 2 metre maximum;
2. Building front wall setback standards on key pedestrian corridors in particular on north-south pedestrian routes to and from Renforth Station should be increased to 4 metres to allow for additional space and outdoor amenities;
3. Buildings fronting on to the proposed north south pedestrian spine should preserve for a minimum 22m right of way linking Matheson Boulevard south to the BRT. A 22m ROW is capable of supporting 2 travel lanes and 1.5m of bike lanes, one lane of on-street parking and a generous pedestrian zone. Where two lots abut the proposed north south pedestrian sign the 22m ROW should be shared equally between the two developments.

Minimum Built Frontage

1. A minimum of 70% of any lot frontage along a key pedestrian route shall be occupied with a building with a minimum height of 2 storeys.

4.3.4 Parking and Servicing

1. Following the completion of the BRT, maximum office use required parking rate should be reduced from 3.2 to a maximum of 2 spaces per 100 square metres of floor area;
2. Following the completion of the BRT, maximum restaurant and restaurant take out parking requirements should be reduced to 2 spaces per 100 square metres of floor area within 400m of a station; surface parking shall be no less than 3 metres from the property line to allow for sufficient landscape buffering;
3. There shall be no parking between the front wall and property line; side and rear parking shall be no less than 3 metres from the property line to allow for sufficient landscape buffering.

4.4 City Initiatives

The City of Mississauga will have an important role to play in the implementation of the vision for a transit-supportive hub at the Airport Corporate District. The following are a set of recommendations for how the City should contribute and be involved in the implementation of transit-supportive environment along this section of the Mississauga BRT.

The City should:

1. Investigate and explore where appropriate, the City can contribute to the realization of the Station Area directions and initiatives listed in Section 3.3.

Appendix:

Understanding What Other Places Have Done

The significant increase in transit infrastructure investment across North America has been accompanied by a focus on promoting associated transit-supportive development. The analysis and initiatives proposed for Renforth and Spectrum Way section of the Mississauga BRT can be therefore placed within a context of similar policy frameworks and actions being taken by other jurisdictions. The table provides a brief exploration of how other jurisdictions in North America have implemented policies and zoning provisions in key areas of consideration for transit-oriented development, informing the policy recommendations for this study area outlined in Section 4.0.

Key Area of
Consideration:

Connectivity and Movement Systems



In the study area, large parcels of land prohibit efficient movement and a fine grain of streets and blocks. A key direction is to promote a functional movement system for all modes of transportation. What are the best practice policies and regulations to implement this key consideration?

Key Direction: Achieving a fine grain of streets and blocks, mid-block connections and new streets and blocks over time

St. Paul, Minnesota –

Central LRT Corridor Station Area Plans

- A transfer of development rights on large redevelopment parcels where new road right-of-ways are introduced.

Calgary, Alberta –

Brentwood Station Area Redevelopment Plan

- Streets through large development parcels are required, but allowed to remain as private streets conditional on designs up to a standard of a public right-of-way.

Key Direction: Creating networks conducive to the easy, safe and comfortable movement of for all modes of transportation including pedestrians, cyclists and transit

Vaughan, Ontario –

Steeles Avenue Corridor Land Use Review

- Providing alternative street cross sections.

Calgary, Alberta –

Brentwood Station Area Redevelopment Plan

- Street character-based cross sections, including space for on-street bicycle lanes.
- Establishment of “pedestrian priority areas” in close proximity to the LRT station with requirements for special design treatments such as differentiated paving materials, enhanced landscaping, and minimum sidewalk widths.

Key Area of Consideration:

Parking



In the study area, existing parking policies perpetuate automobile dependency. A key direction is to reduce parking rates and improve parking forms to be less intrusive on the public realm. What are the best practice policies and regulations to implement this key consideration?

Key Direction: Reducing parking standards

Portland, Oregon

- Within 500 feet of the LRT alignment minimum spaces are 50% of required; maximum may not exceed 150% of required.

San Francisco, California

- Transit First policy restricts parking to a maximum 7% of a building's GFA.

Charlotte, North Carolina

- Residential maximum of 2 spaces per unit.
- Office maximum of 1 space per 225sq.ft
- Retail maximum 1 space per 185sq.ft
- a 25% reduction in the minimum is allowed within 800 feet of a public parking facility available to general public or within 800feet of a park & ride.
- On-street parking spaces abutting use may be counted towards parking requirement.
- Vehicular parking requirements may be met off-site within 800 feet of permitted use.

Key Direction: Placing parking in forms and locations that are least obtrusive to the public realm

Charlotte, North Carolina

- Parking maximums may be exceeded where structured or underground parking is provided, or where a shared parking agreement is executed, or where driveways are shared.

Vancouver, Washington

- No parking allowed between a public street and the required frontage of a building.

Massachusetts

- Ingress and egress from side streets or alleys
- Surface parking to the rear of buildings
- Lots with more than 30 spaces shall be divided into separate areas by 10 foot landscaped areas

Key Direction: Coordinating Servicing

Calgary – Brentwood Station Area Plan

- Servicing is to be located away from pedestrian priority streets and preferably from rear lanes or servicing courts.

Key Area of
Consideration:

The Public Realm



In the study area, the existing public realm does not support walkability. A key direction is to create quality public open spaces and attractive streetscapes. What are the best practice policies and regulations to implement this key consideration?

Key Direction: Creating a network of public spaces and publicly-accessible private spaces that can act as a focal point for new development and activity

Saint Paul, Minnesota – Central LRT Corridor Strategy

- Parkland dedication ordinance

**Calgary, Alberta – Brentwood Station Area
Redevelopment Plan**

- Density Bonuses for provision of open space amenities as part of development.
- Acquisition of land for new parks through the subdivision process and/or use of a Joint Use Reserve. Fund.

Key Direction: Coordinating streetscape strategies to help enhance the image of the area and improve the pedestrian experience

Thornhill, Ontario – Yonge Street Corridor

- Streetscape Improvement Program including: minimum public realm rights of way; and 1.8 metre streetscape easement or development conveyance on all properties fronting Yonge street.

Saint Paul, Minnesota – Central LRT Corridor Strategy

- Streetscape Master Plans

Key Area of
Consideration:

Built Form



In the study area, buildings are low scale, unattractive and not pedestrian supportive. A key direction is to promote built form that improves the image of the area and supports a quality public realm. What are the best practice policies and regulations to implement this key consideration?

Key Direction: Ensuring buildings positively contribute to a quality public realm including consideration for:

- **The relationship of buildings to the public realm**
- **Building entrances**
- **Coordinated setbacks so that buildings line key frontages**
- **Frontages**
- **Minimum building heights**

Calgary, Alberta –

Brentwood Station Area Redevelopment Plan

- Minimum and maximum building heights by precinct.
- Minimum Tower separation of 20 metres (office) or 24 metres (residential).
- Maximum Floorplate size above 32 metres (750 square metres residential; 2000 square metres office).
- Mandatory active frontage zones.
- Building Stepbacks above 3-6 storeys.
- Transparent glazing for a minimum of 70% of non-residential building façades at grade facing public streets.

Massachusetts

- Main entrance must face transit station.
- Facades over 50ft in length must be articulated into shorter segments.

Key Area of Consideration:

Uses and Density



In the study area, low density uses do not support the range of services for users or investment in transit. A key direction is to include transit-supportive uses and increase density. What are the best practice policies and regulations to implement this key consideration?

Key Direction: Facilitating a broad mix of uses

Calgary, Alberta –

Brentwood Station Area Redevelopment Plan

- Allow for a wide variety of uses integrated both vertically within buildings or throughout the Station Area.

San Diego, California

- At least 10% of project area must be a Mixed Use Core of commercial, residential and retail.

Key Direction: Locating service amenity uses in locations adjacent to BRT stations

Saint Paul, Minnesota –

Central LRT Corridor Station Area Plans

- Developments within the area defined as Priority Active Frontage should provide for active uses, including retail, service and restaurant uses, at grade to support their immediate proximity to the future LRT station platform.

Key Direction: Limiting non-transit-supportive uses

Charlotte, North Carolina

- Freestanding drive-thru lanes are prohibited.

Calgary, Alberta –

Brentwood Station Area Redevelopment Plan

- Prohibits stand alone: gas stations, auto parts repair and service, car washes, drive throughs, car dealerships, commercial uses under 2.0 FAR, and commercial surface parking.

Key Direction: Increasing individual development density and the overall density of the area

Portland, Oregon

- Minimum Floor Area Ratio for all new development of 1.0.

Key Area of
Consideration:

Implementation and Phasing



Transit-oriented development occurs over time. A key direction is to ensure that development includes phasing strategies over time to demonstrate the achievement of transit-supportive densities and built form over time. What are the best practice policies and regulations to implement this key consideration?

Key Direction: Creating phasing strategies whereby, as a condition of site plan approval, developments must demonstrate a phasing plan that illustrates the ability to increase the overall density of the site over time.

San Diego, California

- Development plans require a phasing strategy.

Vancouver, Washington

- Larger sites with phased development require a masterplan with sequence of proposed developments, estimated construction dates, and interim uses to demonstrate how FAR will be achieved over time.