



# Corporate Report

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**DATE:** May 12, 2009

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: June 1, 2009

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Report on Comments - Official Plan Amendment 95 – Conformity of Mississauga Plan to the Growth Plan for the Greater Golden Horseshoe**

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**RECOMMENDATION:** That Official Plan Amendment 95, as amended, attached under separate cover to the report titled, "*Report on Comments - Official Plan Amendment 95 – Conformity of Mississauga Plan to the Growth Plan for the Greater Golden Horseshoe*", dated May 12, 2009 from the Commissioner of Planning and Building, be adopted and forwarded to the Region of Peel for approval.

**BACKGROUND:** City Council, on May 13, 2009, considered the report titled "Official Plan Amendment 95 – Conformity of Mississauga Plan to the Growth Plan for the Greater Golden Horseshoe – PUBLIC MEETING", dated April 14, 2009 from the Commissioner of Planning and Building and adopted the following:

- “1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on May 4, 2009 to consider the report titled “Official Plan Amendment 95 – Conformity of Mississauga Plan to the Growth Plan for the Greater Golden Horseshoe – PUBLIC MEETING” dated April 14, 2009 from the Commissioner of Planning and Building, be received.

2. That Planning and Building Department staff report back on the submissions made with respect to “Official Plan Amendment 95 – Conformity of Mississauga Plan to the Growth Plan for the Greater Golden Horseshoe – PUBLIC MEETING”.
3. That the following correspondence with respect to the subject matter be received:

That correspondence from David Adams dated April 29, 2009; Adam Brown of Sherman, Brown, Dryer, Karol Barristers & Solicitors dated April 29, 2009 respecting 1745, 1765, and 1775 Thorny-Brae Place; Mark Flowers of Davies Howe Partners dated May 4, 2009 regarding 2021-2041 Cliff Road; Jeannette Gillezeau of Altus Group dated May 4, 2009; and Philip Stewart of Pound & Stewart Services Planning Consultants dated May 4, 2009, be received.”

A series of open house sessions was held at the Civic Centre from April 23 to May 1, 2009. Four persons attended the open houses. No major concerns regarding the amendment were raised at these sessions.

Approximately 20 persons attended the public meeting and were provided with the opportunity to comment on the proposed amendment. In addition, two written submissions were received. This report responds to the comments received at the public meeting as well as to the written comments that were submitted.

## **COMMENTS:**

### **Issues arising from Public Meeting and Written Comments**

Staff has considered the submissions and comments received on Official Plan Amendment (OPA) 95 and propose changes, where appropriate. The comments received, along with staff responses and recommendations, are summarized in Appendix 1 of this report. OPA 95 is attached, under separate cover. All changes are highlighted in yellow.

1. Planning and Development Committee
  - a. Services and Infrastructure to Support Forecast Growth

At the March 30, 2009 meeting of Planning and Development Committee, there was discussion by members of Committee regarding

the growth forecasts and the availability of services and infrastructure, particularly transit services in the City Centre, to accommodate the projected growth. Concerns regarding development capacity and the phasing for growth were raised.

#### Response

The growth forecasts contained in the Official Plan are premised on the provision of adequate community infrastructure, engineering works and transportation facilities. Development should not be approved that exceeds the capacity of existing and planned infrastructure and services and the timing of development should be aligned to when necessary services are in place. If planned services are not implemented, the growth forecasts should be reviewed and possibly reduced in accordance with service capacity. Staff recommend that a policy stating this be added to the Context section of Mississauga Plan. (See Recommendation 1 in Appendix 1.)

#### b. Heights within Nodes

The existing Interim Residential Intensification policies restricted heights to four-storeys outside of the Urban Growth Centre. The intent is that height restrictions continue to apply to nodes until such time as detailed district policies reviews determine the appropriate heights in these areas.

#### Response

Staff have considered the comments received at the public meeting and recommend that wording be added to OPA 95 to clarify that a four-storey height limit would remain for the Clarkson-Lorne Park, Erin Mills, Malton, Meadowvale, Port Credit, Rathwood/Applewood, Sheridan and Streetsville nodes and a 25-storey height limit would be introduced for the Central Erin Mills and Hurontario nodes, until such time as detailed reviews are undertaken. Also, a minimum two-storey height limit is recommended in these nodes. Further, a policy has been added indicating that where alternative heights are proposed in the district policies, it must be demonstrated that height transitions consider the context of the surrounding area. (See Recommendation 2 in Appendix 1.)

c. Parking

Proposed policy 3.13.3.11 was raised regarding the reference to the built form providing for the reduction of the impact of extensive parking areas. It was suggested that this wording be strengthened to eliminate the amount of surface parking provided and encourage more underground parking.

Response

Although this would be a more desirable solution in providing parking, at this time staff do not believe it is appropriate to include such a restrictive policy on development. However, policy 3.13.6.4.e of OPA 95 indicates that “no parking lots/areas should be provided between the building and the streetline on principal street frontages, with the exception of on-street parking.” Staff continue to study the parking situation in the city and Phase II of the Parking Strategy will provide strategies for the provision of parking city-wide.

The issue of shared parking was also raised. Staff clarified that shared parking is provided, where appropriate, through zoning agreements. OPA 95 also includes a policy to encourage shared parking.

No change to OPA 95 is recommended.

2. Letter from David A. Adams - Secondary Suites

A letter dated April 27, 2009 was submitted by David A. Adams which expressed concern with the policy permitting secondary suites that is included in OPA 95. See Appendix 2(a).

This issue was also discussed by PDC members. Committee commented on a number of matters including capturing the increased assessed value of homes with secondary suites to assist in paying for increased demand for services, providing affordable housing for persons on the Peel Region waitlists, allowing seniors to age in place and concerns for health and safety standards. Committee also suggested that effective communication of this policy was needed to, among other matters, clarify that provision for secondary suites is a requirement of the Province’s Growth Plan for the Greater Golden Horseshoe.

## Response

The Provincial Growth Plan directs municipalities to “encourage the creation of secondary suites throughout the built-up area.” OPA 95 recommended that secondary suites be permitted within detached dwellings. An affordable housing strategy will develop regulations for secondary suites and include a community consultation process.

Based on the comments received, staff recommend that the policy be revised to clarify that Mississauga’s affordable housing strategy will, in consultation with the public, develop regulations for secondary suites which consider matters such as zoning provisions, licensing requirements and health, safety and property standards. (See Recommendation 3 in Appendix 1.)

### 3. Appeals to Official Plan Amendment 58

The two appellants to Official Plan Amendment 58, Interim Residential Intensification Policies, provided comments on OPA 95. Both appellants submitted development applications prior to OPA 58 being adopted. As a result, these applications are in the process of being reviewed on their own merits, subject to Mississauga Plan policies in effect prior to the Interim Residential Intensification policies. Their comments to OPA 95 are noted below.

#### a. Berkley Homes (Mississauga Rd) Inc.

A letter dated April 29, 2009, was submitted by Adam J. Brown of Sherman, Brown, Dryer, Karol Barristers & Solicitors on behalf of Berkley Homes (Mississauga Rd) Inc. owners of property municipally known as 1745, 1765 and 1775 Thorny-Brae Place. See Appendix 2 (b). The letter notes that the site is under development application and requests that it be exempt from the height limits included in OPA 95.

## Response

The appropriate height for above-noted lands will be addressed through the processing of the development application. No change to OPA 95 is recommended.

#### b. Gemini Urban Design (Cliff) Corp

A letter dated May 4, 2009 was submitted by Mark R. Flowers of Davies, Howe Partners on behalf of Gemini Urban Design (Cliff) Corp., owners of property municipally known as 2021-2041 Cliff

Road. See Appendix 2 (c). The letter notes that the site is under development application and requests that it be exempt from the height limits included in OPA 95.

#### Response

The appropriate height for above-noted lands will be addressed through the processing of the development application. No change to OPA 95 is recommended.

#### 4. Orlando Corporation

A letter dated May 4, 2009 was submitted by Philip Stewart of Pound & Stewart Associates Limited, on behalf of Orlando Corporation. See Appendix 2 (d).

Mr. Stewart's letter raised the following matters:

- that Hurontario Street does not currently have higher-order transit and should be referred to as a "proposed" corridor;
- the implications of new growth forecasts for development charges;
- that policy 2.10.2.11, relating to improved pedestrian linkages to existing and future parking areas for all, including those with disabilities, should not be deleted;
- support for encouraging major office development to intensification areas;
- support for the the process for the delineation of boundaries for the Urban Growth Centre, nodes and intensification corridors;
- that the concept of complete communities should apply to employment areas;
- that employment areas should be exempt from providing for community infrastructure;
- the need for flexible urban design and parking policies within employment districts;
- support for the application of the person plus jobs target being applied to only residential nodes;
- that the Madill Boulevard extension, to the Highway 401 westbound off-ramp at Hurontario Street, be shown on the Gateway District Land Use map;
- that goods movement routes be identified on a schedule; and
- that the policy regarding employment land conversion specifically mention that the policy is in accordance with the Growth Plan.

Detailed staff responses to the above are included in Appendix 1. No changes to OPA 95 are recommended related to the above noted matters.

In addition to the above matters, the following three additional matters were raised by Mr. Stewart.

a. Watercourse Corridor

Mr. Stewart requested that this term be defined.

Response

Reference to “watercourse corridor” throughout the amendment should be changed to “valley and watercourse corridor” which is a defined term. (See Recommendation 4 in Appendix 1.)

b. Definition of the Urban Growth Centre

It was suggested that the boundaries of the Urban Growth Centre be shown on Schedule 2 of Mississauga Plan and be defined in the Glossary.

Response

The Urban Growth Centre is shown as Figure 1 of Mississauga Plan and is defined in the Growth Plan. Policy 3.13.1.2, describing the components of the Urban Growth Centre, has been amended to specify that it is Mississauga’s Downtown. (See Recommendation 5 in Appendix 1.)

c. Holding Zone Provisions

OPA 95 proposes to amend the holding zone provisions to include community infrastructure. Mr. Stewart notes that as the definition of the term “community infrastructure” includes affordable housing, the specific reference to affordable housing in the holding zone policy is now redundant.

Response

Staff agree and the holding zone policy should be amended to remove reference to affordable housing. (See Recommendation 6 in Appendix 1.)

#### 5. Gordon Woods Homeowners Association

John Sabiston, President of the Gordon Woods Homeowners Association, addressed the Planning and Development Committee and provided a written copy of comments. See Appendix 2 (e).

Mr. Sabiston expressed three concerns. His first concern was with the southern boundary of the Urban Growth Centre, stating that it should end at the Cooksville Node or the Queensway. His second concern was in regard to the definition of an Intensification Corridor and requested that it read as follows: “means the lands generally within 200 to 300 metres of the centre line of roads identified as having the potential for higher density mixed-use development consistent with planned transit service levels” (change shown with an underline). Mr. Sabiston’s last concern related to clarification of which policies would apply when the boundaries of the Urban Growth Centre and an Intensification Corridor overlap.

#### Response

The Urban Growth Centre boundary has been defined by the Province and to achieve conformity with the Growth Plan cannot be changed. In the vicinity of the Gordon Woods community there is no change from the boundaries as established in OPA 58. The boundary in OPA 58 in this area was drawn specifically to exclude low density residential designations. The definition of an Intensification Corridor already includes the word “approximate” and, therefore, achieves the flexibility sought by Mr. Sabiston.

Where an Intensification Corridor overlaps with the Urban Growth Centre, it is intended that the policies applicable to both would apply.

No change to OPA 95 is recommended.

#### 6. Credit Valley Conservation

A letter dated May 1, 2009 was received from the Credit Valley Conservation (CVC). See Appendix 2 (f). The CVC has requested the inclusion of Regulatory Floodplain mapping, an additional policy on the Natural Heritage System, and text changes to clarify the policies regarding stormwater management and water quality and quantity.



### Response

Regulatory Floodplain mapping is not required for conformity to the Growth Plan but will be considered for future inclusions in the Official Plan. The requested additional policy regarding natural heritage is already addressed in Mississauga Plan. The text changes to policies regarding stormwater management and water quality and quantity are supported. (See Recommendation 7 in Appendix 1.)

### 7. Solmar Development Corporation

A letter dated May 4, 2009 was submitted by Jeannette Gillezeau of the Altus Group on behalf of Solmar Development Corporation. See Appendix 2 (g). The letter comments that the amendment should not include new growth forecasts prior to the completion of the Region of Peel Official Plan Review which will include a growth allocation to area municipalities.

### Response

The Region of Peel has indicated that policies regarding the growth forecasts will be deferred until the Regional growth allocation exercise has been completed. If necessary, the Region will modify the policies in OPA 95 to ensure conformity with the Region of Peel Official Plan.

No change to OPA 95 is recommended.

### 8. Greater Toronto Airports Authority

A letter dated May 7, 2009 was submitted by Ian Woods of the Greater Toronto Airports Authority. See Appendix 2 (h). The letter raised concerns with secondary suites being permitted within the Airport Operating Area (AOA) and intensification of portions of the Malton Node within the AOA.

### Response

Existing policies in Mississauga Plan prohibit additional residential development within the AOA. These policies would apply to secondary suites and residential intensification in the Malton Node that are within the AOA.

No change to OPA 95 is recommended.

**Other Changes to OPA 95**

In addition to the changes specified above to OPA 95 and those in Appendix 1, the following changes will also be made:

- The adopting by-law in the amendment has been changed to reflect that approval is necessary from the Region. In most cases, the Region exempts official plan amendments from their approval, however, since the growth forecasts have not yet been resolved at the Regional level, the policy in OPA 95 does not conform to the Regional Official Plan, and as such, this amendment requires approval from the Region.
- The OPA 95 schedules have been amended to clearly identify the changes that have been made. All changes are circled and include an explanation of the change that has been made.
- Sections 3, 41 to 42, 44 to 62 and 64 to 66 of OPA 95 are amended to include wording to reference the corresponding schedule of the amendment, so that it is clear to which map the change is being applied.
- The Interpretation Section to OPA 95 has been amended to clearly indicate that only the text of the Amendment and those changes shown on the Schedules are subject to OPA 95.

**STRATEGIC PLAN:**

OPA 95 addresses a number of the Strategic Pillars for Change. The direction set by the Growth Plan to provide for a multi-modal transportation system, which includes transit, is reflective of the Pillar “Developing a Transit-Oriented City”. The policy that has been added regarding transportation demand management, also supports the increased use of transit.

OPA 95 policies on directing intensification to Intensification Areas relate to the “Completing our Neighbourhoods” Pillar. The policies will direct growth to areas that can support transit; promote pedestrian and cycling friendly areas; direct densities to selected areas supporting more efficient service delivery; and create places where people can live, work and play. Other policies that would fall within this Pillar are policies related to secondary suites, locating development away from the airport operating area, and phasing policies to ensure that appropriate infrastructure is provided prior to development.

The Pillar “Cultivating Creative and Innovative Businesses” is reflected in the OPA 95 policy which encourages major office development to locate within Intensification Areas.

“Living Green” is a key Pillar when planning for growth. OPA 95 includes policies to ensure that development is sensitive to and plans for stormwater management. Developers are required to provide a Stormwater Management Study to ensure that the proposed development does not negatively impact the valley and watercourse corridor system. Other policies have been added to protect and improve water quality within the City. Policies have also been included which indicate that the City will work with the Region toward developing policies and strategies on air quality, water conservation, energy conservation, and waste management.

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** OPA 95 will bring Mississauga Plan into conformity with the Provincial Growth Plan. OPA 95 is required to be adopted prior to the June 16, 2009 Provincial conformity deadline.

Based on verbal and written comments received as a result of the OPA 95 public meeting, the amendment has been reviewed by staff and amended, where appropriate.

As part of the Affordable Housing Strategy, conditions and regulations for secondary suites will be addressed.

**ATTACHMENTS:** *Attached under separate cover: Official Plan Amendment 95*

APPENDIX 1: Official Plan Amendment 95 – Responses to Oral and Written Submissions

APPENDIX 2 Submissions Received:

2(a) Letter dated April 27, 2009 submitted by David M. Adams

2(b) Letter dated April 29, 2009 submitted by Adam J. Brown of Sherman, Brown, Dryer, Karol Barristers & Solicitors on behalf of Berkley

Homes (Mississauga Rd) Inc., owners of property municipally known as 1745, 1765 and 1775 Thorny-Brae Place

2(c) Letter dated May 4, 2009 submitted by Mark R. Flowers of Davies, Howe Partners on behalf of Gemini Urban Design (Cliff) Corp., owners of property municipally known as 2021-2041 Cliff Road

2(d) Letter dated May 4, 2009 submitted by Philip Stewart of Pound & Stewart Associates Limited on behalf of Orlando Corporation

2(e) Submission dated May 4, 2009 from John Sabiston, President of the Gordon Woods Homeowners Association

2(f) Letter dated May 1, 2008 submitted by Credit Valley Conservation (CVC)

2(g) Letter dated May 4, 2009 submitted by Jeannette Gillezeau, MA of the Altus Group on behalf of Solmar Development Corporation

2(h) Letter dated May 7, 2009 submitted by Ian Woods of the Greater Toronto Airports Authority

APPENDIX 3: Letter dated March 27, 2009 from the Region of Peel regarding Amendment 95 to Mississauga Plan (Official Plan) for the City of Mississauga Planning Area *Conformity to Places to Growth, Better Choices, Brighter Future; Growth Plan for the Greater Golden Horseshoe, 2006* City of Mississauga

*Original Signed By:*

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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Shahada Khan, Policy Planning*

Amendment No. 95

to

Mississauga Plan (Official Plan)

for the

City of Mississauga Planning Area

By-law No. \_\_\_\_\_

A by-law to Adopt Mississauga Plan (Official Plan) Amendment No. 95.

WHEREAS in accordance with the provisions of sections 17 or 22 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, Council may adopt an Official Plan or an amendment thereto;

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

1. The attached explanatory text, figures, Schedules and maps designated as District Land Use Maps attached hereto constitutes Amendment No. 95 to Mississauga Plan (Official Plan), of the City of Mississauga Planning Area, is hereby adopted.
2. That the Clerk is hereby authorized and directed to make application to the Regional Municipality of Peel for approval of the aforementioned Amendment No. 95 to the Mississauga Plan, Official Plan, of the City of Mississauga Planning Area.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2009.

Signed \_\_\_\_\_ Signed \_\_\_\_\_  
MAYOR CLERK

SEAL OF THE CORPORATION

Certified that the above is a true copy of By-law No. \_\_\_\_\_ as Enacted and Passed by the Council of the City of Mississauga on the \_\_\_\_\_ day of \_\_\_\_\_, 2009.

Signed \_\_\_\_\_  
CLERK OF THE MUNICIPALITY

Amendment No. 95

to

Mississauga Plan (Official Plan)

for the

City of Mississauga Planning Area

The following text, figures and maps designated Schedule “A” to Schedule “X” attached hereto constitutes Amendment No. 95. The text amends the various Sections of the Mississauga Plan.

Also attached hereto but not constituting part of the Amendment are Appendices I, II, III and IV.

Appendix I is a description of the Public Meeting held in conjunction with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated March 10, 2009, pertaining to this amendment.

Appendix III is a copy of the Planning and Building Department report dated April 14, 2009, pertaining to this amendment.

Appendix IV is a copy of the Planning and Building Department report on comments dated May 12, 2009, pertaining to this amendment.

## PURPOSE

The purpose of this amendment is to bring Mississauga Plan into conformity with the Provincial document *Places to Grow, Better Choices, Brighter Future; Growth Plan for the Greater Golden Horseshoe, 2006*.

## LOCATION

Various lands in the City of Mississauga are affected by this Amendment.

## BASIS

On June 16, 2006 the Province released *Places to Grow, Better Choices, Brighter Future; Growth Plan for the Greater Golden Horseshoe, 2006* (Growth Plan) which was prepared under the *Places to Grow Act, 2005*. Bill 136 of the *Places to Grow Act, 2005*, requires that official plans be amended to conform to the Growth Plan within three years of the day the Growth Plan comes into effect. Therefore, Mississauga Plan must be in conformity with the Growth Plan by June 16, 2009.



## DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 1.2, 9<sup>th</sup> paragraph Context, Introduction, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:

Mississauga is served by three *commuter rail* lines (Lakeshore, Milton and Georgetown) and seven expressways (401, 403, 407, 409, 410, 427 and the QEW). *Higher Order Transit* Corridors are located on Hurontario Street, Dundas Street and an inter-regional *Bus Rapid Transit* (BRT) Corridor being developed to provide connections to transit facilities east and west of Mississauga.

2. Section 1.2, 10<sup>th</sup> paragraph Context, Introduction, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:

By mid-year 2008, Mississauga had a population of 723,000 persons and 450,000 employment opportunities. Mississauga is a net importer of labour. By 2011, Mississauga expects to have 738,000 persons and 455,000 employment opportunities. By 2021 there should be 775,000 persons and 500,000 employment opportunities. By 2031 there should be 812,000 persons and 519,000 employment opportunities. Population and employment projections are reviewed on a regular basis and adjusted accordingly.

The population and employment forecasts are premised on the adequacy of services and infrastructure to support growth in the appropriate locations. Coordination between development and planned infrastructure is essential to the viability of Mississauga's communities and critical to the quality of life for residents and the economic competitiveness of local businesses and to ensure the efficient and effective delivery of services and infrastructure. As such, development will be directed to appropriate locations to support existing or planned infrastructure and may not be permitted to proceed prior to satisfactory arrangements being made for the provision of the necessary services and infrastructure needed to support growth, such as, engineering services, transit services and community infrastructure. A development proposal may be phased or refused if existing or planned servicing and/or infrastructure is inadequate to support the additional population and employment growth that would be generated.

A significant portion of Mississauga's future growth has been directed to the Urban Growth Centre based on the transit infrastructure investments planned for this area. This includes Bus Rapid Transit in the Highway 403/Eglinton Avenue corridor and higher-order transit along Hurontario Street and Dundas Street. Bus Rapid Transit in the Highway 403/Eglinton Avenue corridor is scheduled for operation in 2012 whereas higher-order transit along Hurontario Street and Dundas Street is in the planning phase. Development in the Urban Growth Centre, or in other areas of the city to be serviced by these transit investments, will not be permitted to exceed the capacity of the planned transportation system and only development that can

be adequately served by transit in operation will be allowed to proceed. If satisfactory arrangements for the implementation of higher-order transit currently being planned are not made, the population and employment forecasts may be reduced in accordance with the capacity of the transportation system.

3. Schedule 2 Urban Form Concept of Mississauga Plan (Official Plan), is hereby amended by changing the reference to Major Transit Corridor to Higher Order Transit Corridor and by removing Eglinton Avenue as a Major Transit Corridor, as shown on Schedule 'A' of this Amendment.
4. Section 2.10.2.3 Objectives, Transportation, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:  
  
To plan and manage a balance of transportation choices to reduce the reliance upon any single mode and promotes transit, cycling and walking.
5. Section 2.10.2.4 Objectives, Transportation, of Mississauga Plan (Official Plan), is hereby deleted.
6. Section 2.10.2.7 Objectives, Transportation, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:  
  
To develop a *multi-modal* transportation network.
7. Section 2.10.2.8 Objectives, Transportation, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:  
  
To encourage the integration of Mississauga's transportation system with neighbouring systems and those under regional and provincial jurisdictions.
8. Section 2.10.2.9 Objectives, Transportation, of Mississauga Plan (Official Plan), is hereby deleted.
9. Section 2.10.2.11 Objectives, Transportation, of Mississauga Plan (Official Plan), is hereby deleted.

10. Section 3.2.1 Permitted Uses, Residential, of Mississauga Plan (Official Plan), is hereby amended by adding the following:

3.2.1.7 Secondary suites within detached dwellings will be permitted, where appropriate. Regulations for secondary suites will be determined through the preparation of an affordable housing strategy. The affordable housing strategy will be developed in consultation with the community and will consider, among other matters, zoning provisions, licensing requirements and health, safety and property standards.

11. Section 3.2.2.2.c, Designations, Residential, of Mississauga Plan (Official Plan), is hereby amended by deleting the reference to *Major Transit Corridors* and replacing it with *Higher Order Transit* Corridors.
12. Section 3.2.3 Policies, Residential, of Mississauga Plan (Official Plan), is hereby amended by adding the following:
  - 3.2.3.10 Mississauga will work with the *Region* to develop a housing strategy which will establish and implement *affordable* housing targets.
  - 3.2.3.11 Residential *intensification* will be permitted subject to meeting the policies and intent of this Plan.
13. Section 3.2.4 Residential Intensification (Interim Policies), Residential, and Section 3.13, City Centre, Nodes and Corridors, of Mississauga Plan (Official Plan), are hereby deleted and replaced by the following:

### **3.13 INTENSIFICATION**

#### **3.13.1 Intensification Areas**

**3.13.1.1** *Intensification areas* will be the Urban Growth Centre, as shown in Figure 1, nodes, *intensification corridors* and *major transit station areas*.

**3.13.1.2** The Urban Growth Centre is comprised of the lands along Hurontario Street between Highway 403 and the Queen Elizabeth Way, and is Mississauga's Downtown. The Urban Growth Centre includes the City Centre Planning District, which will be the Downtown Core; lands within the Cooksville Planning District, including the Cooksville Node; and lands within the Fairview Planning District.

**3.13.1.3** Nodes are identified on the Planning District Land Use Maps.

**3.13.1.4** *Intensification corridors* will be Hurontario Street, north of the Queen Elizabeth Way, and Dundas Street East.

**3.13.1.5** *Major transit station areas* are the areas surrounding the stations as shown on Schedule 4.

**3.13.1.6** The focus for *intensification* will be within *intensification areas*.

#### **3.13.2 Urban Growth Centre**

**3.13.2.1** The Urban Growth Centre is planned to achieve a minimum gross density of two-hundred (200) residents and jobs combined

per hectare by 2031. The Urban Growth Centre will strive to achieve a gross density of between three-hundred (300) to four-hundred (400) residents and jobs combined per hectare.

**3.13.2.2** A minimum building height of three (3) storeys is required on lands within the Urban Growth Centre. Where the right-of-way width exceeds twenty (20) metres a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width. District policies may specify maximum building height requirements. Alternative minimum building heights may be established for existing areas with low density residential *development*.

**3.13.2.3** The Urban Growth Centre will be planned to achieve an average population to employment ratio of 1:1, measured as an average across the entire Urban Growth Centre.

**3.13.2.4** Proponents of *development* applications within the Urban Growth Centre may be required to demonstrate how the new *development* contributes to the achievement of the residents and jobs density target and the population to employment ratio.

**3.13.2.5** Reduction in densities within the Urban Growth Centre will not be permitted unless considered through a municipal comprehensive planning study.

**3.13.2.6** Built form within the Urban Growth Centre should provide for the following characteristics of *development*:

- a. creation of a sense of gateway to the core area by prominent built form and streetscaping (including street trees) located close to the street;
- b. creation of a sense of place within the Urban Growth Centre by distinctive architecture, landscaping, and cultural heritage recognition.

**3.13.2.7** Lands immediately adjacent to or within the Urban Growth Centre should provide both a transition between the higher density and height of *development* within the Urban Growth Centre and lower density and height of *development* in the surrounding area.

**3.13.2.8** The Urban Growth Centre will develop as a major regional centre and the primary location for mixed use *development*. The Urban Growth Centre will contain the greatest concentration of activities and variety of uses including the highest residential and employment densities and building height and the largest commercial component in the *City*.

**3.13.2.9** On streets within the Urban Growth Centre which, through the processing of *development* applications or other studies, are identified as

desirable locations for active uses, ground-floor retail commercial is encouraged to achieve an animated *streetscape*.

**3.13.2.10** Within the Urban Growth Centre, on lands designated Mixed Use, Retail Core Commercial, Mainstreet Commercial, General Commercial, Convenience Commercial or *Office*, ground-floor retail commercial or *office* uses will be provided.

**3.13.2.11** The Urban Growth Centre will be planned as a focal area for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses.

**3.13.2.12** Major *office development* will be encouraged to locate within the Urban Growth Centre.

**3.13.2.13** The Urban Growth Centre will be served by *higher order transit* facilities which provide connections to neighbouring municipalities.

### **3.13.3 Nodes**

**3.13.3.1** The Central Erin Mills Node and Hurontario Node are planned to achieve a gross density of between two-hundred (200) and three-hundred (300) residents and jobs combined per hectare by 2031.

**3.13.3.2** For lands within the Central Erin Mills Node and the Hurontario Node a minimum building height of two (2) storeys to a maximum building height of twenty-five (25) storeys will apply unless District policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of District policies.

**3.13.3.3** The Clarkson-Lorne Park Node, Erin Mills Node, Malton Node, Meadowvale Node, Port Credit Node, Rathwood/Applewood Node, Sheridan Node and Streetsville Node are planned to achieve a gross density of between one-hundred (100) and two-hundred (200) residents and jobs combined per hectare by 2031.

**3.13.3.4** For lands within the Clarkson-Lorne Park Node, Erin Mills Node, Malton Node, Meadowvale Node, Port Credit Node, Rathwood/Applewood Node, Sheridan Node and Streetsville Node a minimum building height of two (2) storeys to a maximum building height of four (4) storeys will apply unless District policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of District policies.

**3.13.3.5** Where there is no restriction on the heights of buildings in the Residential District Policies, any change to heights in excess of four (4) storeys will only be considered where it can be demonstrated that an appropriate transition in heights that respects the surrounding context will be achieved and

that *development* proposals *enhance* the existing or planned *development* and are consistent with the policies of this Plan.

**3.13.3.6** Residential Planning District nodes will be planned to achieve an average population to employment ratio between 2:1 to 1:2, measured as an average across the entire area of each node.

**3.13.3.7** Proponents of *development* applications within Residential Planning District nodes may be required to demonstrate how the new *development* contributes to the achievement of the residents and jobs density target and the population to employment ratio.

**3.13.3.8** Reductions in densities within a Node and in the transition area adjacent to the Node will not be permitted unless considered through a municipal comprehensive planning study.

**3.13.3.9** Built form within Nodes should provide for the following characteristics of *development*:

- a. creation of a sense of gateway to the core area by prominent built form and landscaping located close to the street;
- b. creation of a sense of place within the Node by distinctive architecture, streetscaping (including street trees), and cultural heritage recognition.

**3.13.3.10** Lands immediately adjacent to or within a Node should provide both a transition between the higher density and height of *development* within the Node and lower density and height of *development* in the surrounding area.

**3.13.3.11** A high quality, compact and urban built form will be encouraged to reduce the impact of extensive parking areas, *enhance* pedestrian circulation for all, including those with disabilities, complement adjacent uses, and distinguish the significance of the Nodes from surrounding areas.

**3.13.3.12** Nodes will act as a focus of activity for the surrounding areas at locations which are afforded good accessibility, visibility and a relatively high level of existing and potential transit service.

**3.13.3.13** Pedestrian convenience and safety will be a priority in determining location and design of transit facilities, and buildings within a Node.

**3.13.3.14** Pedestrian and cycling convenience and safety will be priorities in the design and *development* of Nodes and abutting areas. Walkways and cycling routes should be visually prominent, accessible to all, including those with disabilities, link principal destinations with the abutting community, and be oriented to, and an integral part of, active building facades and spaces.

**3.13.3.15** Residential and employment density in the Node should be sufficiently high to support transit usage.

**3.13.3.16** Community, cultural, and recreational facilities and opportunities should be encouraged to locate in Nodes.

**3.13.3.17** *Major office development* will be encouraged to locate within the Hurontario Node, Central Erin Mills Node and all nodes in Employment Districts.

**3.13.3.18** Within Nodes in Employment Districts the following uses will not be permitted:

- a. outdoor storage and display areas;
- b. transportation facilities, except public transportation facilities;
- c. *waste processing or transfer stations* and *composting facilities*;
- d. trucking facilities;
- e. *Motor Vehicle Commercial uses*;
- f. motor vehicle body repair facilities.

#### **3.13.4 Intensification Corridors and Major Transit Station Areas**

**3.13.4.1** *Intensification corridors* and *major transit station areas* will be planned to achieve:

- a. increased residential and employment densities that support and ensure the viability of existing and planned transit service levels;
- b. a mix of residential, office, institutional, and commercial development, wherever appropriate.

**3.13.4.2** *Major office development* will be encouraged to locate within *intensification corridors* and *major transit station areas*.

**3.13.4.3** *Major transit station areas* will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.

**3.13.4.4** Planning studies may delineate the boundaries of *intensification corridors* and *major transit station areas* and identify appropriate densities, land uses, and building heights.

**3.13.4.5** Where there is no restriction on the heights of buildings in the Residential District Policies, any consideration to heights in excess of four (4) storeys will only be considered where it can be demonstrated that an appropriate

transition in heights that respects the surrounding context will be achieved and that *development* proposals *enhance* the existing or planned *development* and are consistent with the policies of this Plan.

**3.13.4.6** *Intensification* will be encouraged within *major transit station areas*, provided it is *compatible* with surrounding planned residential areas.

**3.13.4.7** Low density residential *development* is discouraged from locating within *intensification corridors* and *major transit station areas*.

### **3.13.5 Outside Intensification Areas**

**3.13.5.1** Lands designated for residential purposes, outside *intensification areas*, will not be the focus for *intensification* and should be regarded as stable residential areas where the existing *character* is to be *preserved*.

**3.13.5.2** Residential *intensification* outside *intensification areas* will generally occur through *infilling*.

**3.13.5.3** *Intensification* outside *intensification areas* may be considered where the proposed *development* is *compatible* in built form and scale to surrounding *development*, *enhances* the existing or planned *development* and is consistent with the policies of this Plan.

**3.13.5.4** Where there is no restriction on the heights of buildings in the Residential District Policies, any consideration to heights in excess of four (4) storeys will only be considered where it can be demonstrated that an appropriate transition in heights that respects the surrounding context will be achieved and that *development* proposals *enhance* the existing or planned *development* and are consistent with the policies of this Plan.

**3.13.5.5** Lands located inside the designated greenfield area, as shown in Figure 2, will be planned to achieve a minimum density target that is not less than fifty (50) residents and jobs combined per hectare.

### **3.13.6 Policies**

The following policies apply to lands inside and outside of *intensification areas*, unless the policy is specifically directed to *intensification areas*.

**3.13.6.1** *Development* within *intensification areas* should promote the qualities of *complete communities*.

**3.13.6.2** A mix of medium and high density housing, employment, and commercial uses, including mixed use residential/commercial buildings and *offices* will be encouraged to locate in *intensification areas*. However, not all of these uses will be permitted in all *intensification areas*.



**3.13.6.3** *Intensification areas* will accommodate a greater variety and concentration of uses than their surrounding areas and will:

- a. reflect their role in the urban form hierarchy;
- b. act as a focus for more compact, mixed use and higher intensity transit oriented *development*;
- c. provide a community focus and identity;
- d. maximize the use of existing infrastructure;
- e. provide access for more people to a wider variety of community and commercial services and facilities, and *employment opportunities*;
- f. protect the stability of existing neighbourhoods;
- g. enhance the use of transit, walking, and cycling.

**3.13.6.4** Built form within *intensification areas* should provide for the following characteristics of *development*:

- a. high quality urban design, streetscaping (including street trees) and pedestrian amenity;
- b. built form should be closely related to, and integrated with, the streetline, with minimal building setbacks, to provide spatial enclosure and street-related activity;
- c. *compatible* building bulk, massing and scale of built form to provide an integrated *streetscape*;
- d. retail uses should be encouraged along main street frontages with direct access to the public sidewalk;
- e. no parking lots/areas should be provided between the building and the streetline on principal street frontages, with the exception of on-street parking;
- f. blank building walls should be avoided facing principal street frontages and intersections;
- g. service, loading and garbage storage should be accessed from rear or side lanes;
- h. front building facades should be parallel with the street and provided with periodic indentations for visual relief and features such as urban squares;

- i. signage should integrate with the scale and *character* of built form;
- j. continuity of built form from one (1) property to the next with minimal gaps between buildings;

**3.13.6.5** *Intensification areas* will be planned and designed to provide a high quality public realm with site design and urban design standards that create attractive and vibrant places.

**3.13.6.6** Pedestrian movement and access for all, including those with disabilities, from major transit routes should be a priority in *intensification areas*.

**3.13.6.7** *Intensification areas* will be served by transportation corridors containing roads and transit, and may contain *higher order transit* facilities.

**3.13.6.8** *Development* within *intensification areas* will be phased in accordance with the provision of *community infrastructure* and other infrastructure.

**3.13.6.9** As part of the review of *development* applications, area-wide or site specific transportation studies may be required to be carried out to identify necessary transportation improvements and the need for staging to ensure that the *development* does not precede necessary transportation improvements. Further, the requirement for additional minor collector roads and local roads may be identified during the review of *development* applications.

**3.13.6.10** For projects that will be phased, applications shall be accompanied by a detailed phasing plan.

**3.13.6.11** Proposed *development* will take into account the availability and location of existing and planned *community infrastructure* so that *community infrastructure* can be provided efficiently and effectively and tailored to meet the needs of the population in each community.

**3.13.6.12** The proponent of an *intensification* project may be required to provide a Community Infrastructure Impact Study. A Community Infrastructure Impact Study will, among other things, assess the proximity to and adequacy of existing *community infrastructure*, human services and emergency services to meet increased demand caused by proposed *intensification*. A Community Infrastructure Impact Study will identify necessary *community infrastructure* and the need for staging to ensure that *development* does not precede necessary *community infrastructure* improvements. A Community Infrastructure Impact Study will require the approval of the *City* and other appropriate approval agencies.

**3.13.6.13** *Development* will be required to consider the creation of an attractive public realm and provision of *community infrastructure*, transportation infrastructure, and other services required for the achievement of a *complete community*.

**3.13.6.14** The *development* should maintain or improve public parkland; pedestrian, cycling and vehicular access; and connections to surrounding neighbourhoods.

**3.13.6.15** *Redevelopment* may not be permitted on sites identified as *heritage resources*.

**3.13.6.16** *Development* should be *compatible* with the scale and *character* of a planned area by having regard for the following elements:

- a. natural environment;
- b. natural hazards (flooding and erosion);
- c. natural heritage features/*Natural Areas System*;
- d. lot frontages and areas;
- e. street and block patterns;
- f. building height;
- g. coverage;
- h. massing;
- i. architectural *character*;
- j. *streetscapes*;
- k. heritage features;
- l. setbacks;
- m. privacy and overview;
- n. the pedestrian environment;
- o. parking;
- p. cycling connections;
- q. parkland needs;
- r. community service provisions;
- s. view corridors;

- t. trees/tree canopy/vegetation that do not fall within the *Natural Area System*.

**3.13.6.17** *Development* proposals will demonstrate compatibility and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different *development* densities and scale. Transition in built form will act as a buffer between the proposed *development* and planned uses, and should be provided through appropriate height, massing, *character*, architectural design, siting, setbacks, parking, and public and private open space and amenity space.

**3.13.6.18** *Development* proposals may be required to submit micro-climate studies to demonstrate how negative impacts on the public streets, public parkland, pedestrian environments and adjacent residential areas have been ameliorated with regard to the following environmental elements:

- a. sun;
- b. wind;
- c. noise;
- d. light;
- e. odour.

**3.13.6.19** *Development* applications should complete connections and existing *development* patterns.

**3.13.6.20** *Development* should be located on public roads.

**3.13.6.21** For multiple unit *development*, shared road access is encouraged to minimize disruption to pedestrian activity.

**3.13.6.22** Multiple pedestrian entries are encouraged to reduce the mass of buildings and promote pedestrian activity.

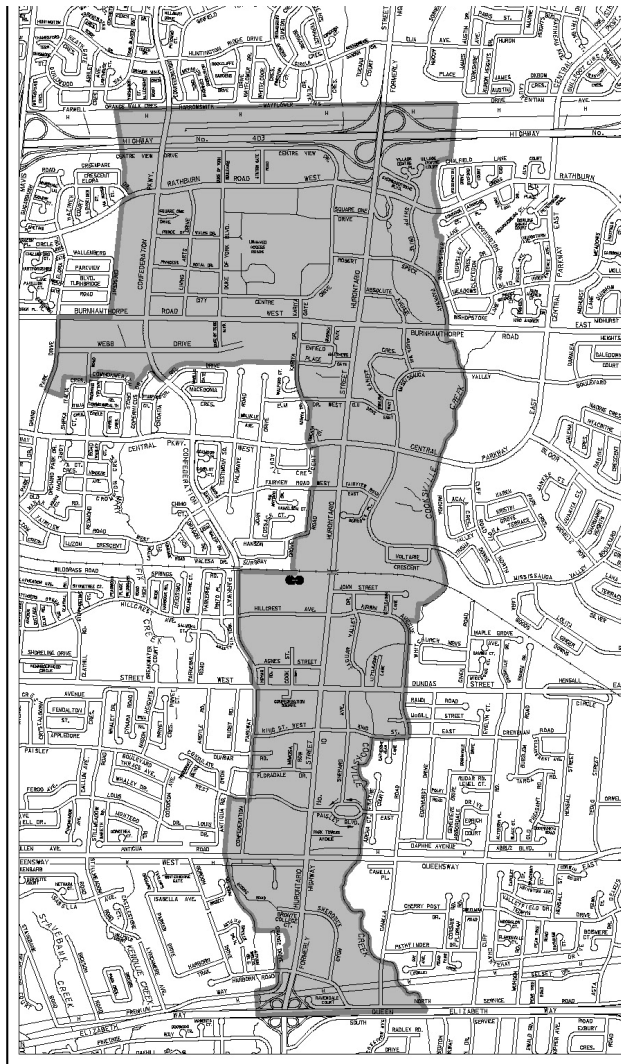
**3.13.6.23** The *development* should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to provide for surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or *office* uses.

**3.13.6.24** Shared parking is encouraged.

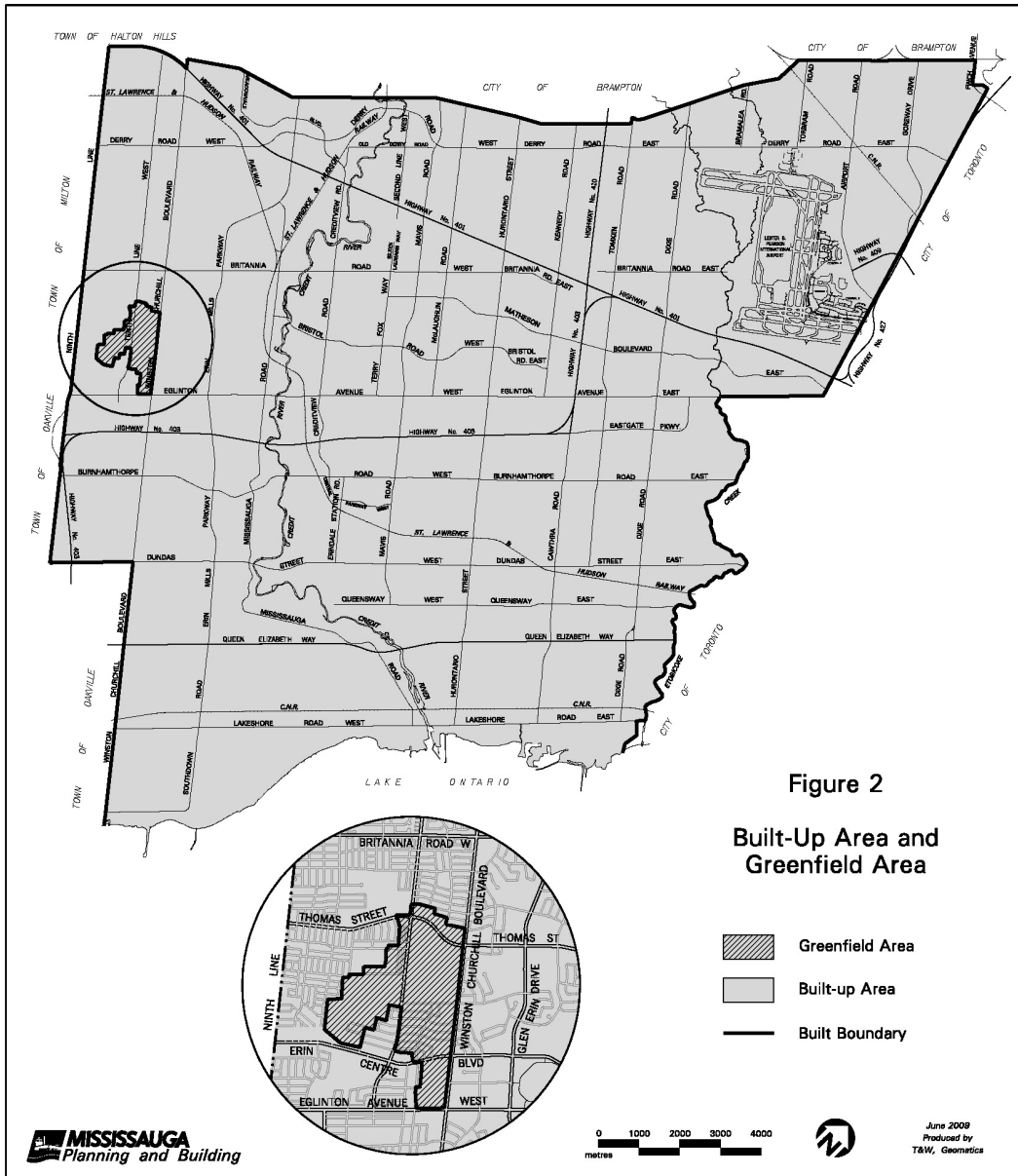
**3.13.6.25** The proponent of an *intensification* project will be required to provide a Stormwater Management Study. This study may, among other things, be required to include the following:

- a. verification that the existing storm drainage system has the capacity to convey the increased stormwater flow due to *intensification* in accordance with current *City* standards;
- b. identification of any impact on the upstream and downstream *valley and watercourse corridor* through erosion and/or flooding and impacts on water quality;
- c. recommendations for any remediation works;
- d. identification of the limits of allowable *intensification* by demonstrating that unacceptable impact on the upstream and downstream *valley and watercourse corridor*, water quality and infrastructure will not occur.

Figure 1: Urban Growth Centre



Boundaries are approximate and are not intended to define the exact locations except where they coincide with major roads, railways, transmission lines, *major watercourses* or other bodies of water and other clearly recognizable physical features.



14. Section 3.15.4.3 Pollution Prevention and Reduction, Environmental Issues, Environment, of Mississauga Plan (Official Plan), is hereby amended by adding the following:

- c. Mississauga will work with the *Region* to develop policies to encourage air quality protection.

15. Section 3.15.4.5.2 Policies, Urban Drainage, Environmental Issues, Environment of Mississauga Plan (Official Plan), is hereby amended by adding the following:

- i. Mississauga will work together with other municipalities and levels of government to ensure that water quality and quantity in

Lake Ontario and its associated watercourses are maintained or improved.

j. Mississauga supports *development*, including *redevelopment* and *intensification*, which implement measures and activities to reduce stormwater flows, improve water quality and facilitates groundwater infiltration and flow using innovative stormwater management practices.

k. Mississauga will manage storm drainage infrastructure and services to support future growth. The scale of change will vary depending on infrastructure needs and development goals.

16. Section 3.15.4.6 Waste Management, Environmental Issues, Environment, of Mississauga Plan (Official Plan), is hereby amended by adding the following:

f. Mississauga will work with the *Region* to develop an integrated *waste* management strategy.

17. Section 3.15.4.7 Energy Conservation, Environmental Issues, Environment, of Mississauga Plan (Official Plan), is hereby amended by deleting the title and replacing it with the following:

#### **3.15.4.7** Energy and Water Conservation

18. Section 3.15.4.7.a Energy Conservation, Environmental Issues, Environment, of Mississauga Plan (Official Plan), is hereby amended by deleting the sixth bullet and replacing it with the following:

- encourage incorporation of appropriate energy and water conservation features in building design and construction;

19. Section 3.15.4.7 Energy Conservation, Environmental Issues, Environment, of Mississauga Plan (Official Plan), is hereby amended by adding the following:

d. Mississauga will work with the *Region* to strengthen policies on energy conservation and develop water conservation policies.

20. Section 3.17.2.1 Policies, Transportation, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:

Mississauga will develop an efficient transportation network through the provision of transportation infrastructure and services, and by encouraging a greater emphasis on *Transportation Demand Management* (TDM) solutions and the use of new technologies to support a more sustainable approach to transportation.



21. Section 3.17.2.2 Policies, Transportation, of Mississauga Plan (Official Plan), is hereby amended by deleting the reference to **Major Transit Corridor** and replacing it with **Higher Order Transit** Corridor.
22. Section 3.17.2.3 Policies, Transportation, of Mississauga Plan (Official Plan), is hereby amended by deleting the reference to **Major Transit Corridors** and replacing it with **Higher Order Transit** Corridors.
23. Section 3.17.3.1 Transit, Transportation, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:

Transit is an essential component in creating a **multi-modal** transportation system and will be designed to contribute to the implementation of the policies of this Plan.
24. Section 3.17.3.2 Transit, Transportation, of Mississauga Plan (Official Plan), is hereby deleted.
25. Section 3.17.3.4 Transit, Transportation, of Mississauga Plan (Official Plan), is hereby deleted.
26. Section 3.17.3.7 Transit, Transportation, of Mississauga Plan (Official Plan), is hereby amended by deleting the reference to **Major Transit Corridors** and replacing it with **Higher Order Transit** Corridors.
27. Section 3.17.3.11 Transit, Transportation, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:

A Rail Link between Toronto Union Station and Lester B. Pearson International Airport is being proposed. City of Mississauga staff will continue to work with stakeholders through the environmental assessment process for the project.
28. Section 3.17.3.14.a Transit, Transportation, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:

Hurontario Street and Dundas Street are identified as **Higher Order Transit** Corridors for the provision of transit services and their potential for the implementation of **transit priority measures**;
29. Section 3.17.4.1 Roads, Transportation, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:

The policies of this Plan apply to roads under the jurisdiction of the City of Mississauga. Roads which are under the jurisdiction of the Region of Peel are identified on Appendix A: Map 1 - Transportation Facilities Other Jurisdictions.

30. Section 3.17.4.2 Roads, Transportation, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:

Schedule 4: Road and Transit Network Long Term Concept, shows the major road network. The road network will have regard for the importance of urban design and land use considerations and the needs of all road *users* including pedestrians, cyclists, buses, trucks and automobiles.

31. Section 3.17.4.3 Roads, Transportation, of Mississauga Plan (Official Plan), is hereby deleted.

32. Section 3.17.4.5 Roads, Transportation, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:

Where the road classification or right-of-way at the municipal boundary is different from the neighbouring municipality an appropriate transition shall be determined and accommodated in consultation with the municipalities involved.

33. Section 3.17.4.6 Roads, Transportation, of Mississauga Plan (Official Plan), is hereby deleted.

34. Section 3.17.4.9 Roads, Transportation, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:

Road/rail grade separations may be required for various locations, to support the achievement of a safe and efficient transportation system, and to maintain an adequate level of service on the road network. The following have been identified as priority needs:

- a. Torbram Road and Canadian National Railway (CNR) (north);
- b. Torbram Road and CNR (south);
- c. Goreway Drive and CNR;
- d. Drew Road Extension and CNR;
- e. Erindale Station Road and St. Lawrence and Hudson Railway;
- f. Wolfedale Road and St. Lawrence and Hudson Railway;
- g. Ninth Line and St. Lawrence and Hudson Railway;
- h. Tenth Line and St. Lawrence and Hudson Railway.

Mississauga will continue to seek financial assistance from other levels of government for the provision of road/rail grade separations.

35. Section 3.17.4.10 Roads, Transportation, of Mississauga Plan (Official Plan), is hereby deleted.
36. Section 3.17.5.2 Road Classification, Transportation, of Mississauga Plan (Official Plan), is hereby amended by deleting all references to **Major Transit Corridors** and replacing them with **Higher Order Transit Corridors**.
37. Section 3.17.6.2 Cycling and Walking, Transportation, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:

Mississauga will ensure that pedestrian and cycling facilities are integrated into the transportation network to:

- a. provide safe, comfortable travel for pedestrians and cyclists within existing communities and new **development**;
  - b. provide linkages between **intensification areas**, adjacent neighbourhoods, and transit stations, including facilities for cyclists on the major road network as determined through future studies.
38. Section 3.17.8.2 Trucking, Transportation, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:

Mississauga will develop a transportation network to support the significant role the **City** has as a goods movement hub. This will be achieved through:

- a. identifying and supporting priority truck routes through road design;
  - b. encouraging strategic linkages to inter-modal facilities, gateways, and 400-series highways to facilitate the efficient movement of goods;
  - c. within the Northeast District, priority will be for road improvements which support goods movement;
  - d. facilitating the efficient movement of goods through opportunities to create a denser road grid in employment areas.
39. Section 3.17.8.3 Trucking, Transportation, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:

To support the 400-series highways as part of the provincial goods movement network, Mississauga will work with the province to pursue opportunities to provide additional connections at interchanges and necessary highway improvements at key locations including:

- a. Hurontario Street and Provincial Highway 401;

- b. Hurontario Street and Provincial Highway 407;
  - c. Mavis Road and Provincial Highway 401;
  - d. Centreview Drive and Provincial Highway 403.
  - e. Provincial Highway 401 E/B off-ramp (west of Etobicoke Creek).
  - f. widen Provincial Highway 401 from its interchange with Provincial Highway 410 to the western limit of Mississauga;
  - g. widen Provincial Highway 410 from its interchange with Provincial Highway 401 to the northern limit of Mississauga;
  - h. complete partial interchange at Courtneypark Drive and Provincial Highway 410, to provide access to and from the north;
  - i. construct partial interchange at Provincial Highway 401 in the vicinity of the Etobicoke Creek, to service the area to the north;
  - j. improve interchanges along the Queen Elizabeth Way (QEW) at Hurontario Street and Dixie Road.
40. Section 3.17.9.1 Rail, Transportation, of Mississauga Plan (Official Plan), is hereby deleted and replaced by the following:

Mississauga recognizes that rail services are an important element of people and goods movement in the Greater Golden Horseshoe. Accordingly, rail facilities for the movement of goods and people are subject to the following policies. Mississauga will:

- a. cooperate with the appropriate authorities to provide adequate provision for safety, *multi-modal* access in the planning, design, and operation of rail facilities;
  - b. cooperate with other levels of government and the railway companies in locating, planning, and designing new freight and passenger terminals to ensure that such facilities are *compatible* with the transportation network and land use;
  - c. urge that an adequate supply of automobile and truck parking be provided at existing freight and passenger terminals so that public and private parking areas are not unduly burdened.
41. Schedule 4 Road and Transit Network Long Term Concept of Mississauga Plan (Official Plan), is hereby amended by changing the reference to Major Transit Corridor to Higher Order Transit Corridor and by removing Eglinton Avenue as a Major Transit Corridor, as shown on Schedule 'B' of this Amendment.

42. Schedule 5, Notes, Designated Right-of-Way Widths of Mississauga Plan (Official Plan), is hereby amended by changing the references to Major Transit Corridors to Higher Order Transit Corridors, as shown on Schedule 'C' of this Amendment.
43. Section 4.2 to Section 4.33, Airport Corporate District Policies to Western Business Park District Policies, inclusive, are amended as follows:
- Table 1: Basic Road Characteristics, asterisk note, Road Classification, Transportation, District Policies, is hereby amended by deleting the reference to *Major Transit Corridors* and replacing it with *Higher Order Transit* Corridors.
44. Section 4.2 Airport Corporate District Land Use Map of the Airport Corporate District Policies of Mississauga Plan (Official Plan), is hereby amended by removing Eglinton Avenue as a Major Transit Corridor, as shown on Schedule 'D' of this Amendment.
45. Section 4.3 Applewood Land Use Map of the Applewood District Policies of Mississauga Plan (Official Plan), is hereby amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, as shown on Schedule 'E' of this Amendment.
46. Section 4.4 Central Erin Mills District Land Use Map of the Central Erin Mills District Policies of Mississauga Plan (Official Plan), is hereby amended by removing Eglinton Avenue as a Major Transit Corridor, as shown on Schedule 'F' of this Amendment.
47. Section 4.6 City Centre Land Use Map of the City Centre District Policies of Mississauga Plan (Official Plan), is hereby amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, as shown on Schedule 'G' of this Amendment.
48. Section 4.8 Cooksville Land Use Map of the Cooksville District Policies of Mississauga Plan (Official Plan), is hereby amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, as shown on Schedule 'H' of this Amendment.
49. Section 4.10 Dixie Land Use Map of the Dixie District Policies of Mississauga Plan (Official Plan), is hereby amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, as shown on Schedule 'I' of this Amendment.
50. Section 4.11 East Credit District Land Use Map of the East Credit District Policies of Mississauga Plan (Official Plan), is hereby amended by removing Eglinton Avenue as a Major Transit Corridor, as shown on Schedule 'J' of this Amendment.

51. Section 4.12 Erindale Land Use Map of the Erindale District Policies of Mississauga Plan (Official Plan), is hereby amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, **as shown on Schedule 'K' of this Amendment.**
52. Section 4.13 Erin Mills Land Use Map of the Erin Mills District Policies of Mississauga Plan (Official Plan), is hereby amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, **as shown on Schedule 'L' of this Amendment.**
53. Section 4.14 Fairview Land Use Map of the Fairview District Policies of Mississauga Plan (Official Plan), is hereby amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, **as shown on Schedule 'M' of this Amendment.**
54. Section 4.15 Gateway Land Use Map of the Gateway District Policies of Mississauga Plan (Official Plan), is hereby amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, **as shown on Schedule 'N' of this Amendment.**
55. Section 4.16 Hurontario Land Use Map of the Hurontario District Policies of Mississauga Plan (Official Plan), is hereby amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, **as shown on Schedule 'O' of this Amendment.**
56. Section 4.16 Hurontario District Land Use Map of the Hurontario Corporate District Policies of Mississauga Plan (Official Plan), is hereby amended by removing Eglinton Avenue as a Major Transit Corridor, **as shown on Schedule 'O' of this Amendment.**
57. Section 4.20 Mavis-Erindale Land Use Map of the Mavis-Erindale District Policies of Mississauga Plan (Official Plan), is hereby amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, **as shown on Schedule 'P' of this Amendment.**
58. Section 4.23 Meadowvale Village Land Use Map of the Meadowvale Village District Policies of Mississauga Plan (Official Plan), is hereby amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, **as shown on Schedule 'Q' of this Amendment.**
59. Section 4.24 Mineola Land Use Map of the Mineola District Policies of Mississauga Plan (Official Plan), is hereby amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, **as shown on Schedule 'R' of this Amendment.**
60. Section 4.25 Mississauga Valleys Land Use Map of the Mississauga Valleys District Policies of Mississauga Plan (Official Plan), is hereby

amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, as shown on Schedule 'S' of this Amendment.

61. Section 4.26 Northeast District Land Use Map of the Northeast Corporate District Policies of Mississauga Plan (Official Plan), is hereby amended by removing Eglinton Avenue as a Major Transit Corridor, as shown on Schedule 'T' of this Amendment.

62. Section 4.27 Port Credit Land Use Map of the Port Credit District Policies of Mississauga Plan (Official Plan), is hereby amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, as shown on Schedule 'U' of this Amendment.

63. Section 4.27.6.5.2.1 Development Concept, Area 4B, Site 4, Special Site Policies, Port Credit, of Mississauga Plan (Official Plan), is hereby amended by deleting the reference to Major Transit Corridor and replacing it with **Higher Order Transit** Corridor.

64. Section 4.28 Rathwood Land Use Map of the Rathwood District Policies of Mississauga Plan (Official Plan), is hereby amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, as shown on Schedule 'V' of this Amendment.

65. Section 4.29 Sheridan Land Use Map of the Sheridan District Policies of Mississauga Plan (Official Plan), is hereby amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, as shown on Schedule 'W' of this Amendment.

66. Section 4.33 Western Business Park Land Use Map of the Western Business Park District Policies of Mississauga Plan (Official Plan), is hereby amended by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor, as shown on Schedule 'X' of this Amendment.

67. Section 5.3.1.10 1<sup>st</sup> and 2<sup>nd</sup> paragraphs General Policies, Development Applications, Implementation, of Mississauga Plan (Official Plan), is hereby amended by deleted and replaced by the following:

**5.3.1.10** Dundas Street and Hurontario Street are identified as **Higher Order Transit** Corridors on Schedule 4: Road and Transit Network Long Term Concept, to support high density **development**.

**Development** applications for the reduction of densities in proximity to **Higher Order Transit** Corridors, will be discouraged.

**Development** applications for the reduction of densities below Residential Medium Density in proximity to other arterial and major collector roads, will be discouraged.

The use of the *Provincial Transit Supportive Land Use Guidelines* will be applied during the *development* review process.

68. Section 5.3.2 Criteria for Site Specific Official Plan Amendments, Development Applications, Implementation, of Mississauga Plan (Official Plan), is hereby amended by adding the following:

**5.3.2.2** The conversion of lands designated Business Employment or Industrial to non-employment uses is prohibited unless considered through a municipal comprehensive review. For the purposes of this policy, major retail uses are considered non-employment uses.

69. Section 5.3.3.1.b Holding Zone, Zoning, Development Applications, Implementation, of Mississauga Plan (Official Plan), is hereby amended by deleted and replaced by the following:

**5.3.3.1.b** A Holding Zone will be used to implement this Plan for staging of *development* and specific requirements, such as, but not limited to:

- the adequacy of services;
- the adequacy of transportation facilities;
- protection of the *Natural Areas System*;
- the remediation of *contaminated sites*;
- the provision of parkland;
- the provision of flood free ingress/egress;
- the adequacy of *community infrastructure*.

70. Section 7, Glossary of Mississauga Plan (Official Plan), is hereby amended by deleting the following definition:

**MAJOR TRANSIT CORRIDOR**

means a corridor where transit demand is sufficient to allow the introduction of a high level of transit service. The use of express type transit services will be encouraged. The use of priority lanes, such as *HOV lanes* or *RB lanes* will be introduced, where appropriate, to reduce travel time. While service is expected to use bus technology for the foreseeable future, other technologies may also be introduced where the need and justification can be demonstrated through appropriate studies.

71. Section 7, Glossary of Mississauga Plan (Official Plan), is hereby amended by adding the following definitions:



## **AFFORDABLE**

means

a) in the case of ownership housing, the least expensive of:

1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for low and moderate income households; or
2. housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the regional market area;

b) in the case of rental housing, the least expensive of:

1. a unit for which the rent does not exceed 30 per cent of gross annual household income for low and moderate income households; or
2. a unit for which the rent is at or below the average market rent of a unit in the regional market area.

For the purposes of this definition:

Low and moderate income households means, in the case of ownership housing, households with incomes in the lowest 60 per cent of the income distribution for the regional market area, or in the case of rental housing, households with incomes in the lowest 60 per cent of the income distribution for renter households for the regional market area.

## **COMMUNITY INFRASTRUCTURE**

means lands, buildings, and structures that support the quality of life for people and communities by providing public services for health, education, recreation, socio-cultural activities, security and safety, and *affordable* housing.

## **COMPLETE COMMUNITIES**

means communities that meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, public services, *affordable* housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.

## **HIGHER ORDER TRANSIT**

means transit that generally operate on its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways), light rail (such as streetcars), and buses in dedicated rights-of-way.

**INTENSIFICATION AREA**

means lands identified as the focus for accommodating *intensification*. Intensification areas are comprised of the urban growth centre, *intensification corridors*, *major transit station areas*, and nodes.

**INTENSIFICATION CORRIDOR**

means the lands within approximately 200 to 300 metres of the centre line of roads identified as having the potential for higher density mixed-use *development* consistent with planned transit service levels.

**MAJOR OFFICE**

means freestanding *office* buildings of 10,000m<sup>2</sup> or greater, or with 500 jobs or more.

**MAJOR TRANSIT STATION AREA**

means the area including and around any existing or planned *higher order transit* station. Station areas generally are defined as the area within an approximate 500m radius of a transit station, measured from the station building, representing about a 10-minute walk.

**MULTI-MODAL**

means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, *rapid transit*, rail (such as commuter and freight), trucks, air and marine.

## IMPLEMENTATION

Upon the approval of this Amendment by the City of Mississauga, the Mississauga Plan (Official Plan) will be amended in accordance with this Amendment.

## INTERPRETATION

The provisions of the Mississauga Plan (Official Plan), as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Amendment.

This Amendment supplements the intent and policies of the Mississauga Plan (Official Plan).

Upon approval of this Amendment, the various Sections and District Land Use Maps will be amended in accordance with this Amendment, subject to technical revisions being permitted to this Amendment without official plan amendments with respect to: changing the numbering, cross-referencing and arrangement of the text, tables, schedules and maps; altering punctuation or language for consistency; and correcting grammatical, dimensional and boundary, mathematical or typographical errors, provided that the purpose, effect, intent, meaning and substance of this Amendment are in no way affected.

**Only the provisions within this Amendment are subject to this Amendment. All other provisions of Mississauga Plan are not subject to this Amendment.**

## APPENDIX I

### PUBLIC MEETING

All property owners and residents within the City of Mississauga were invited to attend a Public Meeting of the Planning and Development Committee held on May 4, 2009 in connection with this proposed Amendment.

Approximately 20 residents or representatives were in attendance at the aforementioned Planning and Development Committee meeting. Four of those in attendance addressed the Planning and Development Committee and five written comments were received at the meeting. The comments raised a number of issues that have been addressed in the Planning and Building Department Report dated May 12, 2009, attached to this Amendment as Appendix IV. Prior to the public meeting one written comment was received and subsequent to May 4, 2009 two written comments were received. All written submissions are attached to the report dated May 12, 2009.

**Official Plan Amendment 95 – Responses to Oral and Written Submissions**

#	RESPONDENT	ISSUE/COMMENT	STAFF RESPONSE	RECOMMENDATION <sup>1</sup>
1(a)	Planning and Development Committee	Committee expressed the concern that services in the Urban Growth Centre, particularly transit services may not be adequate or in place in time for the population and employment growth envisioned.	The growth forecasts contained in the Official Plan are premised on the provision of adequate community infrastructure, engineering works and transportation facilities. Development should not be approved that exceeds the capacity of existing and planning infrastructure and services and the timing of development should be aligned to when necessary services are in place. If planned services are not implemented, the growth forecasts should be reviewed and possibly reduced in accordance with service capacity.	<p>1. That OPA 95 be amended by adding to Section 2 the following:</p> <p>The population and employment forecasts are premised on the adequacy of services and infrastructure to support growth in the appropriate locations. Coordination between <i>development</i> and planned infrastructure is essential to the viability of Mississauga’s communities and critical to the quality of life for residents and the economic competitiveness of local businesses and to ensure the efficient and effective delivery of services and infrastructure. As such, <i>development</i> will be directed to appropriate locations to support existing or planned infrastructure and may not be permitted to proceed prior to satisfactory arrangements being made for the provision of the necessary services and infrastructure needed to support growth, such as, engineering services, transit services and <i>community infrastructure</i>. A development proposal may be phased or refused if existing or planned servicing and/or infrastructure is inadequate to support the additional population and employment growth that would be generated.</p>

<sup>1</sup> Numbering of sections refers to OPA 95, as amended, and as attached under separate cover.

#	RESPONDENT	ISSUE/COMMENT	STAFF RESPONSE	RECOMMENDATION <sup>1</sup>
				<p>A significant portion of Mississauga's future growth has been directed to the Urban Growth Centre based on the transit infrastructure investments planned for this area. This includes <b>Bus Rapid Transit</b> in the Highway 403/Eglinton Avenue corridor and <b>higher order transit</b> along Hurontario Street and Dundas Street. <b>Bus Rapid Transit</b> in the Highway 403/Eglinton Avenue corridor is scheduled for operation in 2012 whereas <b>higher order transit</b> along Hurontario Street and Dundas Street is in the planning phase. <b>Development</b> in the Urban Growth Centre, or in other areas of the city to be serviced by these transit investments, will not be permitted to exceed the capacity of the planned transportation system and only <b>development</b> that can be adequately served by transit in operation will be allowed to proceed. If satisfactory arrangements for the implementation of <b>higher order transit</b> currently being planned are not made, the population and employment forecasts may be reduced in accordance with the capacity of the transportation system.</p>
1(b)	Planning and Development Committee	Committee questioned the removal of the four-storey height limit within nodes.	<p>The Interim Residential Intensification Policies restricted heights to four storeys outside of the Urban Growth Centre, as defined in OPA 58, except where District Policies identified an alternate height.</p> <p>Staff agree that height limitations within nodes should apply to the provision that District Policies may identify alternative</p>	<p>2. That OPA 95 be amended by adding to Section 13 the following:</p> <p>3.13.3.2 For lands within the Central Erin Mills Node and the Hurontario Node a minimum building height of two (2) storeys to a maximum building height of twenty-five (25) storeys will apply unless District policies specify alternative building height</p>

#	RESPONDENT	ISSUE/COMMENT	STAFF RESPONSE	RECOMMENDATION <sup>1</sup>
			<p>heights. Staff recommend that the four-storey height limit be applied to the Residential Nodes, except for the Central Erin Mills Node and Hurontario/Eglinton Node, where a 25 storey maximum height limit is appropriate.</p> <p>Further, to achieve intensification and built form objectives, a minimum height limit of two-storeys should be required for all Residential Nodes.</p>	<p>requirements or until such time as alternative building heights are determined through the review of District policies.</p> <p>3.13.3.4 For lands within the Clarkson-Lorne Park Node, Erin Mills Node, Malton Node, Meadowvale Node, Port Credit Node, Rathwood/Applewood Node, Sheridan Node and Streetsville Node a minimum building height of two (2) storeys to a maximum building height of four (4) storeys will apply unless District policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of District policies.</p> <p>3.13.3.5 Where there is no restriction on the heights of buildings in the Residential District Policies, any change to heights in excess of four (4) storeys will only be considered where it can be demonstrated that an appropriate transition in heights that respects the surrounding context will be achieved and that <i>development</i> proposals <i>enhance</i> the existing or planned <i>development</i> and are consistent with the policies of this Plan.</p>
1(c)	Planning and Development Committee	Policies encouraging the reduction of surface parking were questioned. Committee suggested stronger policies to require structured or underground parking within Nodes.	Staff agree that within the Urban Growth Centre and certain nodes structured parking is the preferred long-term solution. District policies should specify in what situations structured parking will be required, or require phasing plans to demonstrate how surface parking areas	No change to OPA 95 is recommended.

#	RESPONDENT	ISSUE/COMMENT	STAFF RESPONSE	RECOMMENDATION <sup>1</sup>
			can be redeveloped.	
2	Letter submitted by David M. Adams, dated April 27, 2009. See Appendix 2(a)	<p>Concerns were expressed regarding the impact of permitting secondary suites on the character of neighbourhoods.</p> <p>This issue generated considerable discussion and additional comments from Committee regarding the assessment of homes, requirements under the Growth Plan, the need for affordable housing, impact on services, and housing for seniors. Committee also expressed concerns regarding enforcement and the need for an effective communications strategy regarding the requirement for secondary suites.</p>	<p>The Affordable Housing Strategy is underway which will address, among other matters, how secondary suites should be regulated. The issues raised by Committee will be addressed in this strategy.</p> <p>Staff recommend that the policy be revised to clarify that Mississauga's affordable housing strategy will consider the appropriate regulations for secondary suites. Preparation of the strategy will include a full public process.</p>	<p>3. That OPA 95 be amended by replacing the policy contained in Section 10 with the following:</p> <p>3.2.1.7 Secondary suites within detached dwellings will be permitted, where appropriate. Regulations for secondary suites will be determined through the preparation of an affordable housing strategy. The affordable housing strategy will be developed in consultation with the community and will consider, among other matters, zoning provisions, licensing requirements and health, safety and property standards.</p>
3(a)	Letter submitted by Adam J. Brown with Sherman, Brown, Dryer, Karol Barristers & Solicitors on behalf of Berkley Homes (Mississauga Rd) Inc. owners of property municipally known as 1745, 1765 and 1775 Thorny-Brae	The respondent requests that the site municipally known as 1745, 1765 and 1775 Thorny-Brae Place, be exempt from the four-storey height limitation that applies to areas outside of Intensification Areas. This site is under application (OZ 08/002 W8) and is proposing residential development in excess of four-storeys.	<p>An appeal to OPA 58 has been filed for this site based on the four-storey height limitation.</p> <p>Staff support the general four-storey height limitation for areas outside of Intensification Areas. Appropriate heights for the subject site will be determined through the processing of the development applications.</p>	No change to OPA 95 is recommended.



#	RESPONDENT	ISSUE/COMMENT	STAFF RESPONSE	RECOMMENDATION <sup>1</sup>
	Place. See Appendix 2(b).			
3(b)	Letter submitted by Mark R. Flowers of Davies, Howe Partners on behalf of Gemini Urban Design (Cliff) Corp., owners of property municipally known as 2021-2041 Cliff Road. See Appendix 2 (c).	The respondent requests that the site municipally known as 2021-2041 Thorny-Brae Place, be exempt from the four-storey height limitation that applies to areas outside of Intensification Areas. This site is under application (OZ 06/019 W7) and is proposing residential development in excess of four-storeys.	An appeal to OPA 58 has been filed for this site based on the four-storey height limitation.  Staff support the general four-storey height limitation for areas outside of Intensification Areas. Appropriate heights for the subject site will be determined through the processing of the development applications.	No change to OPA 95 is recommended.
4	Letter submitted by Philip Stewart of Pound & Stewart Associates Limited on behalf of Orlando Corporation. See Appendix 2 (d).	a. <u>Higher Order Transit</u> The respondent comments that Hurontario Street does not currently have higher order transit and, therefore, suggests that the corridor be referred to as proposed.	Hurontario Street is being referred to as a higher order transit corridor, because it is an existing corridor designated for higher order transit capability.	No change to OPA 95 is recommended.
		b. <u>2008 Growth Forecasts</u> The respondent comments that the 2008 Growth Forecasts will directly influence the City's pending Development Charges (DC) Review. Their client's view is that non-residential DC's should not be increased. Their recommendation is that the policy regarding the population and employment forecasts not be included in OPA 95.	The 2008 Growth Forecasts have been adopted by City Council, as such these figures are included in OPA 95. The concerns regarding development charges should be dealt with through the Development Charges Review.	No change to OPA 95 is recommended.

#	RESPONDENT	ISSUE/COMMENT	STAFF RESPONSE	RECOMMENDATION <sup>1</sup>
		<p>c. <u>Higher order transit Designation</u>  The respondent observes that on Schedule 2: Urban Form, Schedule 4: Road and Transit Network Long Term Concept, and the Gateway District Land Use Map, that the higher order transit corridor is located along the west side of Hurontario Street.</p>	<p>The Interpretation section of Mississauga Plan clarifies that public transit systems are shown in approximate locations only. The Hurontario Main Street Study, currently underway, will determine the appropriate location.</p>	<p>No change to OPA 95 is recommended.</p>
		<p>d. <u>Section 2.10.2.11 and 3.13.6.6 of Existing Mississauga Plan</u>  The written submission notes that the removal of the phrase “for all, including those with disabilities” is not redundant and that the policy should not be deleted</p>	<p>These objectives are covered in section 2.10.2.3 and in other policies in Mississauga Plan.</p>	<p>No change to OPA 95 is recommended.</p>
		<p>e. <u>Intensification Areas</u>  The policies regarding encouraging major office development to locate within the Urban Growth Centre, nodes, intensification corridors and major transit station areas, is supported. The policy that the boundaries for all intensification corridors and major transit station areas be determined through planning studies is also supported.</p>	<p>No comment.</p>	<p>No change to OPA 95 is recommended.</p>

#	RESPONDENT	ISSUE/COMMENT	STAFF RESPONSE	RECOMMENDATION <sup>1</sup>
		<p>f. <u>Complete Communities and Employment Intensification Areas</u> The written submission indicates support for policy 3.13.6.1 regarding complete communities, and notes that employment areas must also be complete communities.</p> <p>The submission goes on to say that employment areas or non-residential development should be exempt from providing for community infrastructure.</p> <p>The respondent recommends that the Transportation Demand Management (TDM) policies of Mississauga Plan be revised to recognize the importance of TDM as a measure to support complete communities.</p>	<p>Since all nodes are intensification areas, including employment nodes, the policy regarding complete communities is applicable.</p> <p>Employment nodes are envisioned to include a range and mix of uses to support higher forms of density and mixed use development, but not residential development. As such, employment nodes should be required to provide community infrastructure appropriate to the role they perform within the City structure and to support the uses contained within the node.</p> <p>The proposed TDM policy achieves minimum conformity to the Growth Plan. Additional TDM policies will be considered through the comprehensive Mississauga Plan Review.</p>	No change to OPA 95 is recommended.
		<p>g. <u>Urban Design Policies</u> The respondent wishes to ensure that the policies regarding urban design, specifically those regarding the characteristics of development, should be sufficiently flexible to advance economic competitiveness and flexibility.</p>	The wording of the proposed policy indicates that the specified urban design features ‘should’ be provided for through development. ‘Should’ indicates a desire and not mandatory requirement and provides sufficient flexibility.	No change to OPA 95 is recommended.

#	RESPONDENT	ISSUE/COMMENT	STAFF RESPONSE	RECOMMENDATION <sup>1</sup>
		<p>h. <u>Parking</u>  The respondent expresses concern with policy 3.13.6.23 which indicates that development should minimize the use of surface parking in favour of underground or aboveground structured parking. The respondent suggests that surface parking continue to be permitted in employment areas subject to appropriate screening and buffering.</p>	<p>The policies encourage structured parking but do not prohibit surface parking. It is staff's position that employment nodes, particularly those with higher order transit, be encouraged to provide structured parking. Where surface parking is provided, its eventual replacement is encouraged through the provision of phasing plans.</p>	<p>No change to OPA 95 is recommended.</p>
		<p>i. <u>Persons Plus Jobs Ratio for Nodes</u>  The respondent notes and supports that the persons plus jobs ratio for nodes included in OPA 95 only applies to nodes located within Residential Planning Districts and not to nodes in Employment Planning Districts.</p>	<p>No comment.</p>	<p>No change to OPA 95 is recommended.</p>
		<p>j. <u>Watercourse Corridor Definition</u>  The respondent asks that the definition of 'watercourse corridor' be clarified.</p>	<p>The policies which make reference to the 'watercourse corridor' have been changed to 'valley and watercourse corridor' which is a defined term.</p>	<p>4. That OPA 95 be amended by replacing the policy contained in Section 13 with the following:</p> <p>3.13.6.25 The proponent of an <i>intensification</i> project will be required to provide a Stormwater Management Study. This study may, among other things, be required to include the following:</p>

#	RESPONDENT	ISSUE/COMMENT	STAFF RESPONSE	RECOMMENDATION <sup>1</sup>
				<p>a. verification that the existing storm drainage system has the capacity to convey the increased stormwater flow due to <b>intensification</b> in accordance with current <b>City</b> standards;</p> <p>b. identification of any impact on the upstream and downstream <b>valley and watercourse corridor</b> through erosion and/or flooding and impacts on water quality;</p> <p>c. <b>recommendations</b> for any remediation works;</p> <p>d. identification of the limits of allowable <b>intensification</b> by demonstrating that unacceptable impact on the upstream and downstream <b>valley and watercourse corridor</b>, water quality and infrastructure will not occur.</p> <p><i>[Comments were also received on these policies from the Credit Valley Conservation and their recommended changes have been incorporated, see #9]</i></p>
		<p>k. <u>Urban Growth Centre</u> The respondent suggests that the Urban Growth Centre be shown on Schedule 2: Urban Form Concept and defined in the Glossary.</p>	<p>The Urban Growth Centre is shown as Figure 1 of Section 3.13 and is defined in the Growth Plan. Clarification that the Urban Growth Centre will be Mississauga’s Downtown is appropriate. The comprehensive Mississauga Plan Review will address these matters in greater detail.</p>	<p>5. That OPA 95 be amended by replacing the policy contained in Section 13 with the following:</p> <p>3.13.1.2 The Urban Growth Centre is comprised of the lands along Hurontario Street between Highway 403 and the Queen Elizabeth Way, and is Mississauga’s Downtown. The Urban Growth Centre includes the City Centre Planning District, which will be the Downtown Core; lands within the Cooksville Planning District,</p>

#	RESPONDENT	ISSUE/COMMENT	STAFF RESPONSE	RECOMMENDATION <sup>1</sup>
				including the Cooksville Node; and lands within the Fairview Planning District.
		<p>l. <u>Gateway District Land Use Map</u>  The submission indicates that the Gateway District Land Use map should show the Madill Boulevard extension (as a Major Collector) to the Highway 401 westbound off-ramp at Hurontario Street. This change was approved through an OMB decision in conjunction with OPA 25.</p>	<p>These changes are in process and would have been included in the next Mississauga Plan update. Because this matter was raised through comments received for OPA 95, Schedules 4 and 5, and the Gateway District Map, attached as OPA 95 Schedules B, C and N, respectively, the changes have been included on these maps.</p>	No change to OPA 95 is recommended.
		<p>m. <u>Trucking Policies</u>  Pound and Stewart recommend that proposed policy 3.17.8.2.c be revised to include the Gateway District and Section 3.17.8.2 to include economic and environmental sustainability planning policies to support production efficiencies for new and more efficient logistical processes. They also propose that staff add a new schedule to identify goods movement routes and employment areas.</p>	<p>It is not appropriate to include reference to the Gateway District to policy 3.17.8.2.c as only portions of the District may be appropriate as goods movement areas. The Gateway District includes a node where office development is encouraged and higher order transit is planned.</p> <p>Policies pertaining to economic and environmental sustainability planning to support the production efficiencies for new and more logistical processing will be considered through the Mississauga Plan Review process.</p> <p>Amendments to schedules are not appropriate at this time as the Region of Peel is in the process of reviewing goods movement routes as part of its Official</p>	No change to OPA 95 is recommended.

#	RESPONDENT	ISSUE/COMMENT	STAFF RESPONSE	RECOMMENDATION <sup>1</sup>
			Plan Review.	
		<p>n. <u>Policy on Employment Conversion</u> The respondent suggests that policy 5.3.2.2 be amended to indicate that the policy is in accordance with the Growth Plan.</p>	The purpose of OPA 95 is to achieve conformity to the Growth Plan and, as such, the proposed change is not necessary.	No change to OPA 95 is recommended.
		<p>o. <u>Holding Zone Provisions</u> The respondent suggests that not all of the specific requirements proposed under section 5.3.3.1.b Holding Zone may be relevant or applicable to a specific development proposal and recommends that only some of the provisions may apply.</p> <p>Further, the respondent notes that the reference to affordable housing is not required as it included within the definition of community infrastructure.</p>	<p>The policy is sufficiently clear that the specific requirement(s) for which a holding zone may be used would be specific to each development application.</p> <p>The new definition of community infrastructure does include affordable housing and, as such, the Holding Zone provision should be amended to remove this redundancy.</p>	<p>6. That OPA 95 be amended by replacing the policy contained in Section 69 with the following:</p> <p>5.3.3.1.b A Holding Zone will be used to implement this Plan for staging of <b>development</b> and specific requirements, such as, but not limited to:</p> <ul style="list-style-type: none"> <li>• the adequacy of services;</li> <li>• the adequacy of transportation facilities;</li> <li>• protection of the <b>Natural Areas System</b>;</li> <li>• the remediation of <b>contaminated sites</b>;</li> <li>• the provision of parkland;</li> <li>• the provision of flood free ingress/egress;</li> <li>• the adequacy of <b>community infrastructure</b>.</li> </ul>
5	John Sabiston, President of the Gordon Woods Homeowners Association. See Appendix 2 (e).	On behalf of the Gordon Woods Homeowners Association, Mr. Sabiston attended the public meeting and requested that the southern boundary of the Urban Growth Centre (UGC) be the Cooksville Node or the	The Urban Growth Centre boundary has been defined by the Province and cannot be changed. In the area in the vicinity of the Gordon Woods community there is no change from the boundaries as established in OPA 58. The boundary in the vicinity of the Gordon Woods	No change to OPA 95 is recommended.

#	RESPONDENT	ISSUE/COMMENT	STAFF RESPONSE	RECOMMENDATION <sup>1</sup>
		<p>Queensway.</p> <p>Further, Mr. Sabiston had concerns with the definition of an intensification corridor and suggested it be revised to add the word “generally” with regard to the width of the corridor. He also inquired if the intensification corridor overlapped with the UGC boundaries.</p>	<p>community was drawn specifically to exclude the low density residential area.</p> <p>The proposed definition of intensification corridor already indicates that the boundaries are ‘approximate’ and the policies indicate that the boundaries will be delineated through detailed planning studies. The intent of the definition is primarily to capture properties fronting onto Hurontario Street. The intensification corridor is proposed to run through the UGC and the policies for both would apply.</p>	
6	Credit Valley Conservation (CVC), submission dated May 1, 2009. See Appendix 2 (f)	<p>The CVC has requested (a) that the District Plan maps be revised to reflect the Regulatory Floodplain mapping, (b) that an additional policy on the Natural Heritage System be added, and (c) changes to the policies regarding stormwater management and water quality and quantity.</p>	<p>(a) Updating the District Plan maps is not a conformity issue and will be addressed at a later date.</p> <p>(b) The proposed policy regarding natural heritage is already addressed by policy 3.15.2.2.h of Mississauga Plan.</p> <p>(c) The requested wording changes in regards to stormwater management and water quality and quantity are supported with some minor modifications.</p>	<p>7. That OPA 95 be amended by replacing the policy contained in Section 13 with the following:</p> <p>3.13.6.25 The proponent of an <b>intensification</b> project will be required to provide a Stormwater Management Study. This study may, among other things, be required to include the following:</p> <ul style="list-style-type: none"> <li>a. verification that the existing storm drainage system has the capacity to convey the increased stormwater flow due to <b>intensification</b> in accordance with current <b>City</b> standards;</li> <li>b. identification of any impact on the upstream and downstream <b>valley and watercourse corridor</b> through erosion and/or flooding and impacts on water quality;</li> <li>c. <b>recommendations</b> for any remediation</li> </ul>



#	RESPONDENT	ISSUE/COMMENT	STAFF RESPONSE	RECOMMENDATION <sup>1</sup>
				<p>works;</p> <p><b>d.</b> identification of the limits of allowable <b>intensification</b> by demonstrating that unacceptable impact on the upstream and downstream <b>valley and watercourse corridor</b>, water quality and infrastructure will not occur.</p> <p><i>[Comments were also received on these policies from Pound and Stewart and their recommended changes have been incorporated, see #7]</i></p> <p>8. That OPA 95 be amended by replacing the policy contained in Section 15 with the following:</p> <p><b>i.</b> Mississauga will work together with other municipalities and levels of government to ensure that water quality and quantity in Lake Ontario and its associated watercourses are maintained or improved.</p> <p><b>j.</b> Mississauga supports <b>development, including redevelopment and intensification</b>, which implement measures and activities to reduce stormwater flows, improve water quality and facilitates groundwater infiltration and flow using innovative stormwater management practices.</p>
7	Letter submitted by Jeannette Gillezeau, MA of the Altus Group on behalf of	The respondent provided comments indicating that it is not appropriate for the City to be adopting an Official Plan	The Region will process OPA 95, however, the Region of Peel has advised that approval of population and employment figures in OPA 95 will be	No change to OPA 95 is recommended.

#	RESPONDENT	ISSUE/COMMENT	STAFF RESPONSE	RECOMMENDATION <sup>1</sup>
	Solmar Development Corporation, dated May 4, 2009. See Appendix 2 (g).	Amendment with new population and employment forecasts prior to the completion of the Region of Peel's Growth Management exercise. They provided observations regarding complete communities and trucking and transportation.	deferred until the Regional Plan has been amended to include population and employment figures for 2021 and 2031. See Appendix 3.	
8	Letter submitted by Ian Woods of the Greater Toronto Airports Authority, dated May 7, 2009. See Appendix 2 (h).	<p>The respondent requests that the policy regarding secondary suites be prohibited within the Airport Operating Area (AOA). The GTAA has no objection to the intensification policies associated with Section 3.13.3 provided that the Malton Node is outside of the AOA.</p> <p>The also requests to work with City staff to establish policies in Airport Section the new Official Plan to mitigate impacts on the current airport operations caused by proposed developments.</p>	<p>Existing policy 3.11.2.1.3 prohibits new residential development and redevelopment, and infilling which increases the number of dwelling units within the Lester B. Pearson International Airport (LBPIA) Operating Area. The definition of 'redevelopment' in section 3.11.2.1.11 of Mississauga Plan includes secondary suites, consequently they will not be permitted within the AOA.</p> <p>Although a portion of the Malton Node is within the AOA, development within it are subject to the Aircraft Noise policies as well as all other policies of the Plan.</p>	No change to OPA 95 is recommended.

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CLERK'S DEPARTMENT  
Jessica Reid

APPENDIX 2(a)

3408 Enniskillen Circle  
Mississauga ON L5C 2N1  
April 27, 2009

Office of City Clerk  
300 City Centre Drive  
Mississauga ON L5B 3C1

Amendments to Official Plan

Dear Ms Reid:

As I may not be able to attend the May 4<sup>th</sup> Public Meeting, please accept my concern as set forth below. Also, please notify me of the adoption.

In the advertisement published in the Mississauga News of April 8, it is stated "A number of other policies have been added...including... a secondary suite policy...".

This greatly concerns me because, traditionally, Mississauga has not been a great supporter of basement apartments. In fact that restriction has been an excellent feature of this city!

Now the province wants us to change the permitted use of residential property generally (under Section 3.2.1.7 - Permitted Uses, Residential) to permit "secondary suites in detached dwellings" throughout the built-up area - a major change in policy!

Such a sweeping amendment threatens the character of many neighbourhoods, including mine.

How will homes, driveways, streets, communities in zones Residential - Low Density I and II be affected?

In summary, I am greatly concerned over this amendment.

Respectfully submitted



David M. Adams



# FACSIMILE TRANSMISSION COVER PAGE

DATE: April 29, 2009

OUR FILE NO.: 00-1072

TO: Mr. Grant Bivol  
Mr. Jessica Reid

cc: Councillor Katie Mahoney  
Councillor Carolyn Parrish  
Councillor George Carlson  
Mr. Edward Sajecki  
Mr. Marilyn Ball  
Mr. Diana Rusnov  
Mr. Patrick Iaboni  
Mr. Paul Federico  
Mr. Jim Levac  
Mr. Peter Walker

<b>RECEIVED</b>
REGISTRY No.
DATE APR 29 2009
FILE No.
CLERK'S DEPARTMENT

FAX NUMBER: 905-615-4181 / 905-615-4181 / 905-896-5463 / 905-896-5463 /  
905-896-5463 / 905-896-5638 / 905-896-5553 / 905-896-5553 /  
905-669-8399 / 905-669-8399 / 905-257-5736 / 416-960-0172

number of pages (including cover page): 3 pages

FROM: Adam J. Brown

RE: 1745, 1765 and 1755 Thorny-Brae Place

NOTE: The information contained in this transmission is confidential and intended only for the parties to whom it is addressed. The contents of this transmission are subject to Solicitor-Client privilege and all rights to that privilege are expressly claimed and not waived. If you have received this transmission in error, please notify the writer immediately and return the original transmission to our office.

IF YOU DO NOT RECEIVE FULL TRANSMISSION, PLEASE CONTACT OUR OFFICE AT (416) 222-0344.

SHERMAN · BROWN · DRYER · KAROL  
PRACTISING IN ASSOCIATION



SHERMAN · BROWN · DRYER · KAROL  
BARRISTERS & SOLICITORS

April 29, 2009

Our File No.: 00-1072

City of Mississauga  
Attention: Mr. Grant Bivol, Manager, Clerks Department  
300 City Centre Drive  
Mississauga, ON, L5B 3C1

City of Mississauga  
Attention: Ms. Jessica Reid, Legislative Coordinator, Planning & Development Committee  
300 City Centre Drive  
Mississauga, ON, L5B 3C1

Dear Sir/Madam:

Re: Notice of Opposition to Proposed Amendment No. 95 to the City of Mississauga Official Plan as it relates to the property municipally known as 1745, 1765 and 1775 Thorny-Brae Place in the City of Mississauga, which Official Plan Amendment is to be considered by the Planning and Development Committee on May 4, 2009

AND: Request to be notified of all Meetings of Council, Committees of Council, and any public information meetings where the above-referenced matters are to be considered

AND: Request to be notified of the passage of any implementing By-laws which have the effect of permitting Official Plan Amendment No. 95

City File No.: CD.03-MIS

We are the solicitors for Berkley Homes (Mississauga RD) Inc., the owners of the property municipally known as 1745, 1765 and 1775 Thorny-Brae Place (the "Site") in the City of Mississauga. The Site is approximately six (6) acres in size, which property has been the subject of an extensive planning process to consider a proposed redevelopment, under City File No. OZ 08/002 W8, which our client has been pursuing in a cooperative manner for well over a year.

Our client's original application, filed after a number of pre-consultation meetings with City Staff, was formally submitted to the City on January 22, 2008. The originating application proposed an amendment to both the City of Mississauga Official Plan and Zoning By-law to permit the development of the Site with a 494 unit condominium development comprised of two separate buildings having heights of 12 and 9 storeys.

SHERMAN · BROWN · DRYER · KAROL  
PRACTISING IN ASSOCIATION

-2-

Subsequent to meetings with City Staff, the local community, the local politicians and the City's Urban Design Panel, our client and its consultants agreed to significant revisions to its proposal, which in essence, reduced the overall unit count from 494 units to 251 units, reduced the overall density from 2.1 times the area of the lot to 1.16 times the area of the lot, with the heights reduced to 8, 8 and 4 storeys. Our client and its consultants are confident that all of the revisions to date have been positively received by City Staff, and we are confident that City Council will look favourably upon our client's revised scheme, which revised scheme our client has pursued in a reasonable, responsive and cooperative manner.

With our client formally submitting the revisions noted above on February 27, 2009, we are hopeful that the Supplementary Report can proceed to the Planning and Development Committee and City Council in a timely manner. In light of the cooperative manner in which our client has pursued its approval, we are hopeful that the City will exempt our client from the application of the proposed Official Plan Amendment No. 95, which exemption we would hope would do nothing more than recognize the revised submission which is proceeding to Council in June of this year. Our client had requested a similar treatment of its Site as it is affected by Official Plan Amendment No. 58, which again, we are confident will be resolved positively by the approval of our client's revised proposal.

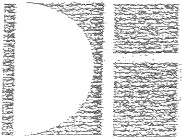
We look forward to continue working with City Staff, the local residents and City Council to bring this worthwhile proposal to fruition. In light of the foregoing, we would respectfully request that our client's Site be exempt from the application of Official Plan Amendment No. 95. Please also be advised that Mr. Jim Levac of Korsiak and Company Ltd. will also be attending the Public Meeting on May 4<sup>th</sup>, on behalf of the owner of the Site, to speak on the public record regarding this matters addressed in this letter. Should you have any questions or require additional information, please do not hesitate to contact the undersigned, or Mr. Mathew Laing, Planner in our office.

Yours very truly,



Adam J. Brown

cc: Councillor Mahoney  
Councillor Parrish  
Councillor Carlson  
Mr. E. Sajecki  
Ms. M. Ball  
Ms. D. Rusnov  
Mr. P. Isbont  
Mr. P. Federico  
Mr. J. Levac  
Mr. P. Walker



PLANNING & DEVELOPMENT COMMITTEE  
MAY - 4 2009

Please refer to: **Mark Flowers**  
e-mail: markf@davieshowe.com

Davies  
Howe  
Partners

May 4, 2009

By E-Mail to [jessica.reid@mississauga.ca](mailto:jessica.reid@mississauga.ca)

Lawyers

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M5V 3P8

Jessica Reid  
Office of the City Clerk  
City of Mississauga  
300 City Centre Drive  
Mississauga, Ontario  
L5B 3C1

T 416.977.7038  
F 416.977.8931  
davieshowe.com

Dear Ms. Reid:

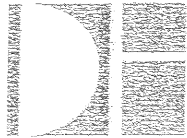
**Re: Proposed City of Mississauga Official Plan Amendment 95**

We are counsel to Gemini Urban Design (Cliff) Corp., the owner of lands municipally known as 2021-2041 Cliff Road in the City of Mississauga (the "Property").

The Property is approximately 7 acres and is located at the northeast corner of the intersection of Cliff Road and North Service Road, between Hurontario Street and Cawthra Road. The Property is presently occupied by low scale commercial uses (a retail plaza, fitness centre and medical office building) with extensive surface parking, which represents a significant underutilization of the Property.

On September 27, 2006, our client submitted applications to the City for approval of an Official Plan Amendment and Zoning By-law Amendment to permit a phased, mixed-use redevelopment of the Property (File No. OZ 06/019 W7). The applications have since been the subject of public meetings and the development concept has been revised, most recently in December 2008, in response to comments received from the City and other stakeholders.

We have had an opportunity to review the City's proposed Official Plan Amendment 95 ("OPA 95"), together with the accompanying staff report of March 10, 2009 and some of the background reports that were purportedly used as the basis for the proposed amendment. We understand that the City's Planning and Development Committee will be considering the proposed amendment at its meeting later today.



Davies  
Howe  
Partners

Notwithstanding that our client's applications would not be subject to OPA 95, our client nonetheless has a number of concerns with the proposed amendment and offers the following comments for the Committee's consideration.

First, the stated purpose of OPA 95 is to bring Mississauga Plan into conformity with the *Growth Plan for the Greater Golden Horseshoe* (the "Growth Plan"). However, the City is proposing to define *intensification areas*, where *intensification* is to be focussed, in a more restrictive manner than the Growth Plan directs. More specifically, whereas both the Growth Plan and OPA 95 identify *urban growth centres*, *intensification corridors* and *major transit station areas* as *intensification areas*, the Growth Plan also recognizes that there are other major opportunities for significant intensification and, accordingly, defines *intensification areas* as also including, among others, *brownfield sites* and *greyfields*. By contrast, proposed OPA 95 includes no reference whatsoever to these other major intensification opportunities.

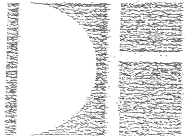
Interestingly, the City's background report, *Sustainable Living: A Growth Management Strategy for Mississauga* (October 2008), explicitly acknowledges *brownfield sites* and *greyfields* as a focus for intensification of the existing built-up area, and repeatedly recognizes the intensification potential of underutilized commercial lands for mixed-use redevelopment. Nonetheless, despite this recognition by the City, this has not been reflected in the proposed OPA 95.

Further, the omission of these other *intensification areas* in the proposed amendment is exacerbated in light of the proposed restrictive policies in section 3.13.5, which intend to treat lands outside of *intensification areas* as stable and where existing character is to be preserved. By contrast, it is worth noting that the Growth Plan directs municipalities to develop strategies and policies to "encourage *intensification* generally throughout the built-up area".

Similarly, OPA 95 proposes to establish a base height of four storeys in cases where there is no existing restriction on the heights of buildings in the Residential District Policies. Although the proposed policies contemplate consideration of greater heights, there does not appear to be any sound planning rationale to warrant the establishment of a four storey maximum base height, particularly in such a broad fashion. The effect of this policy could be to discourage and/or unnecessarily restrict otherwise appropriate intensification proposals.

In our view, the City's neglect to acknowledge the intensification potential of lands outside of its narrowly defined *intensification areas*, coupled with the overly restrictive policies for development outside of these areas, is a serious shortcoming





Davies  
Howe  
Partners

of the proposed amendment. Importantly, it fails to establish an appropriate policy framework to guide the redevelopment of sites, like the Property, which possess excellent attributes for mixed-use intensification, consistent with the Growth Plan principle of optimizing the use of infrastructure to support growth in a compact, efficient form.

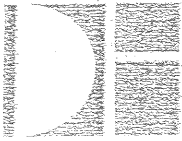
In addition, it is also not apparent that the City has given appropriate, or indeed any, consideration to the inclusion of the Property and the lands immediately to the west of Cliff Road within the City's proposed Urban Growth Centre. Whereas the proposed easterly boundary of the Urban Growth Centre in the southeast corner is Cooksville Creek, it is our position that the inclusion of the lands between North Service Road and the hydro corridor from Cooksville Creek to the easterly limit of the Property would represent a logical and appropriate extension of the boundary in this location.

The lands on the west side of Cliff Road are currently designated for high-density residential uses and are occupied by a number of high-density residential apartment buildings. Further, these mid-rise, high-density apartment buildings are served exclusively by expansive surface parking areas, and would appear to have potential for upgrading and intensification through site redevelopment. Thus, together with the Property and its proposed mixed-use, higher-density redevelopment, this relatively minor adjustment to the boundary of the proposed Urban Growth Centre would assist the City in achieving its more aggressive target of 300-400 residents and jobs per hectare.

Kindly ensure that the Planning and Development Committee are provided with these comments as they consider the City's proposed OPA 95.

In addition, please ensure that we are notified of any further public meetings with respect to this matter, together with any decisions of the Committee and/or City Council regarding OPA 95.

Please do not hesitate to contact us if you have any questions with respect to this submission.



Davies  
Howe  
Partners

Yours truly,

**DAVIES HOWE PARTNERS**

A handwritten signature in cursive script, appearing to read "Mark R. Flowers".

Mark R. Flowers

copy: Client

Jim Levac, Korsiak and Company Ltd.


**POUND & STEWART SERVICES**

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 Markham, Ontario, Canada L3R 9S7  
 Tel: 905 305-9797 • 1-800-250-9056  
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 E-mail: info@cityplan.com  
 www.cityplan.com

May 4, 2009

**DELIVERED**

City of Mississauga  
 300 City Centre Drive  
 City of Mississauga  
 L5B 3C1

Attn: Chair & Members of Planning & Development Committee

Re: Proposed Official Plan Amendment 95 – Conformity of Mississauga Plan to the Growth Plan for the Greater Golden Horseshoe  
 Re: Corporate Report dated March 10, 2009  
 Our file: 1421

We are writing on behalf of Orlando Corporation, a major landowner and commercial/industrial developer with significant properties located within the City.

We are requested to comment on their behalf regarding the *Proposed Official Plan Amendment 95 – Conformity of Mississauga Plan to the Growth Plan for the Greater Golden Horseshoe* tabled May 4<sup>th</sup>, 2009 at Planning & Development Committee (PDC).

The proposed changes to Mississauga Plan, in accordance with 'Growth Plan' policies, are based on City Staff interpretation of the 'Growth Plan' and its relationship to the Mississauga Plan currently in effect. We are advised that City Staff have consulted with the Region of Peel, as the approval authority for Mississauga Plan, on the changes proposed by OPA 95.

**GENERAL COMMENTS**

Our client currently maintains an outstanding appeal concerning Mississauga Plan (OPA 25) which is fundamentally reinforced by provincial 'Growth Plan' policies in our opinion. This appeal concerns the provision of accessory use daycare facilities as part of the Gateway District Node for those lands located below the City of Mississauga 35 NEF/NEP Composite Noise Contour. This appeal is also supported by the Orlando-initiated ROPA 14, which has a similar purpose, and is currently in process at the Region of Peel.

On a broad note we look forward to implementation of 'Growth Plan' policies in the Mississauga Plan as the application of 'Growth Plan' goals, objectives and supporting definitions will now be more consistent when applied to GTA municipalities.

## COMMENTS REGARDING APPENDIX 1 OF THE CORPORATE REPORT

Our specific comments are as follows and are provided in response to the order set out in *Appendix 1 Proposed Changes to Mississauga Plan* in accordance with 'Growth Plan' policies. Only those proposed changes of interest are referenced in the numerical sequence per Appendix 1 at this time.

### 1. REFERENCE TO HIGHER ORDER TRANSIT REQUIRES QUALIFICATION

*Higher Order Transit* as defined by the Growth Plan does not exist yet on Hurontario Street and therefore the proposed paragraph change is not accurate in our opinion as the intent of *1.2 Context* in Mississauga Plan purports to describe a current situation. The existing policy and current reference to *major transit corridor* as defined in Mississauga Plan is more accurate in terms of the intent of *Context* section of Mississauga Plan.

*Higher Order Transit* along Hurontario Street at this time is '*proposed*' and currently the subject of an Environmental Assessment.

**Our Recommendation:** The phrase "*are located*" be replaced with phrase "are proposed to be located" in proposed Section 1.2, paragraph 9.

### 2. PENDING 2008 GROWTH FORECASTS – POPULATION & EMPLOYMENT

The content of this proposed policy relates back to the April 8<sup>th</sup>, 2009 Council Resolution which implements the *2008 Growth Forecasts - Supplementary Report for Population and Employment* adopting the *High Growth Scenario* as reflected in the Council Resolution.

We refer to the Region of Peel correspondence dated March 27, 2009 addressed to the City wherein it was advised that the population and employment figures proposed by the City "*do not conform to... the Peel Region Official Plan*" and that this matter remains subject to "*Regional approval of the Amendment...*" And that, "*Approval of the population and employment figures in Amendment No. 95 be deferred until after the Regional Plan has been amended to include population and employment forecast figures for 2021 and 2031.*"

Based on our review of the Supplementary Report and PDC discussions, it is evident that the *2008 Growth Forecasts* will directly influence the City's pending Development Charge (DC) Review. Our client maintains the view that 'non-residential' DC's should

not be increased, because it increases the cost of development and reduces the City's ability to attract sought after quality business investment, particularly in the current economy. We refer to this given that the *2008 Growth Forecasts* deliberations are not complete at this time.

**Our Recommendation:** That the Region's recommendation be acknowledged wherein; *"Approval of the population and employment figures in Amendment No. 95 be deferred until after the Regional Plan has been amended to include population and employment forecast figures for 2021 and 2031."*

### 3. CLARIFICATION OF HIGHER ORDER TRANSIT CORRIDOR DESIGNATION

The *Urban Form - Schedule 2* includes the recognition of *Higher Order Transit Corridor* schematically along the west side of Hurontario Street. This schematic reference is also included in *Road and Transit Network Long Term Concept - Schedule 4* and the *Gateway District Land Use Map*, among others. As *"High Order Transit generally operates within its own dedicated right-of-way"* by 'Growth Plan' definition, it is appropriate that amendments to Mississauga Plan reflect the intent of the 'Growth Plan' in this context.

**Our Recommendation:** That the location of this *Higher Order Transit Corridor* on *Schedules 2 and 4* and the *Gateway District Land Use Map*, among others be located centrally within the Hurontario Street right-of-way as intended, or 'Notes' should be amended on *Schedule 2*, and all related Schedules and Maps to read as follows: *"Higher Order Transit corridor alignment and its location within the planned Hurontario Street right-of-way will be determined by Environmental Assessment."*

### 9. NEED TO MAINTAIN SECTION 2.10.2.11 PER MISSISSAUGA PLAN

Existing Mississauga Plan policy *Section 2.10.2.11* reads: *"To improve pedestrian linkages to existing and future parking areas for all, including those with disabilities."* (note underline added). In our opinion the existing *Mississauga Plan Policy Section 2.10.2.11* is not redundant as a result of applying the 'Growth Plan' policy 3.2.2.1.b. as this existing policy is different than the *Section 2.10.2.3* proposed to replace it.

A major component of OPA 25 concerned the City's program to accommodate changes proposed by the *City's Accessibility Advisory Committee* as adopted by City Council in 2004. This policy was amended per OPA 25 adding in the text as underlined above and responded to the *Accessibility for Ontarians with Disabilities Act, 2005*. In support of this recommendation we also refer to *Universal Design Principles* which remain policy per Mississauga Plan.

**Our Recommendation:** That existing Official Plan *Section 2.10.2.11* should remain.

### 13. COMMENTS WITH RESPECT TO PROPOSED INTENSIFICATION AREAS

Proposed *Section 3.13.1 Intensification Areas* refers to a planning framework which includes the Urban Growth Centre, nodes, *intensification corridors* and *major transit station areas*. Although the current Mississauga Plan Review process refers to the Gateway District Node as the Gateway Corporate Area as part of the Draft Growth Management Strategy, for the purpose of OPA 95, the Gateway District Node designation remains and is subject to the various proposed policies that are to apply to all *Intensification Areas*.

We offer the following comments for consideration:

#### A.) PRESCRIBE FLEXIBILITY, INNOVATION & PERFORMANCE

*Major office development*, as defined in Mississauga Plan, will be encouraged to locate within the “*Urban Growth Centre...*” and, “*all nodes in Employment Districts*” per proposed *Policies 3.13.2.12* and *3.13.3.14* respectively. As well, reference is made to *Section 3.13.4.2* where *major office development* will be encouraged to locate within *intensification corridors* and *major transit station areas* as per the ‘Growth Plan’.

Achieving a high degree of ‘*Business Functionality*’, (described as “*the number one locational driver for business tenants...*” per a City Corporate Report) is a major factor in this success. Planning policies which support the diversity of business and its ability to deliver its service competitively by supporting a broad range of quality and diverse *major office development* locations responds to the diverse needs of companies in the marketplace. The locational characteristics that attract a new business to the City Centre, Gateway or Meadowvale Employment Nodes for example, are based on the unique needs or ‘*Business Functionality*’ of that company.

In summary, Mississauga Plan policies will be strengthened by supporting a broad range of quality and diverse office investment locations in an increasingly competitive global market. Planning policies should support all existing major office locations by prescribing flexibility, innovation and performance.

**Our Recommendation:** These policies are supported because they reinforce the regional context and importance of the City, as a place which retains and attracts *major office development*, and this planning policy regime does not advance *major office development* in one location of the City at the expense of other viable locations.

#### B.) CITY-INITIATED PLANNING STUDIES BY OFFICIAL PLAN AMENDMENT

Proposed *Section 3.13.4.4* refers to *Intensification Corridors* and *Major Transit Station Areas* and we note reference is made to future city-initiated planning studies delineating the boundaries of *intensification corridors* and *major transit station areas* so as to identify densities, land uses and building heights.

**Our Recommendation:** The furtherance of this policy should only occur by way of planning studies adopted by future Official Plan Amendments providing public notice, hearing and appeal.

#### C.) COMPLETE COMMUNITIES & EMPLOYMENT INTENSIFICATION AREAS

Proposed *Section 3.13.6.1* reads, "*Development within intensification areas should promote the qualities of complete communities.*" Planning policies would be strengthened by recognizing that employment communities, within an Employment Node and/or Corridor only, also need to achieve their planned function. Achieving such planned function requires that the services and amenities that support employment communities are also permitted and encouraged so as to achieve *complete communities*. This policy intent exists in Mississauga Plan.

A basic planning principle of the 'Growth Plan' includes *complete communities*, and therefore '*complete*' employment communities. The Gateway District Node, as a major employment area, for example, 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, make employment communities stronger and working conditions easier. Community service amenities, such as accessory work-place daycare facilities, 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.

**Our Recommendation:** This planning policy should also be more clearly applied to Employment Nodes and/or Corridors within *intensification areas* so as to encourage *complete communities* in the context of an Employment Area's planned function. Complete employment communities are served by public and private services minimizing unnecessary travel and energy consumption, i.e. workplace daycare. Achievement of *complete communities* is also referenced in *Section 3.13.6.13*;

#### D.) SUPPORT FOR ALL POLICIES TO PROVIDE URBAN DESIGN FLEXIBILITY

Proposed *Section 3.13.6.4* reads, "*Built form within intensification areas should provide for described characteristics of development.*" Reference is made to the following policies which are of concern (note underlined added):

- b. *Built form should be closely related to, and integrated with, the street line, with minimal building setbacks, to provide spatial enclosure and street-related activity;*

- d. Retail uses should be encouraged along main street frontages with direct access to the public sidewalk;
- e. No parking lots/areas should be provided between the building and the street line on principal street frontages, with the exception of on-street parking.

The choice of language in a policy is intended to distinguish between the types of policies and the nature of implementation. For example, should is interpreted to mean that the above *intensification areas* policies are designed to be supportive or enabling, but not mandatory. Mississauga Plan states that “the term ‘should’ is used to indicate the desired, but not mandatory, intention of the Plan.” We assume that the term should as used in the proposed policies is subject to this interpretation. Our client is on record that the application of planning policies in terms of the “*characteristics of development*” needs to be carefully applied on a site specific basis. Any mandatory requirement is not viewed as acceptable in the context of the Gateway District Node within the Heartland Business Community. These proposed policies ought not to preclude the opportunity to undertake future building intensification: i.e. atriums at office towers as the need and function requires.

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. Urban design needs to be applied flexibly through guidelines, creative discussion and negotiation between developers and municipalities on a site by site basis. 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.

**Our Recommendation:** We support all policies that provide reasonable flexibility to the described “*characteristics of development*,” and wording that supports or enables this flexibility to advance economic competitiveness and sustainability.

#### E.) NEED TO PRESERVE CONVENIENT SURFACE PARKING AS APPROPRIATE

Proposed Section 3.13.6.6 reads, “Pedestrian movement and access for all, including those with disabilities, from major transit routes should be a priority in intensification areas.”

This proposed policy is linked to existing *Mississauga Plan Policy 2.10.2.11*, noted above in Comment 9. A major component of OPA 25 involved the City’s program to accommodate changes proposed by the *City’s Accessibility Advisory Committee* as adopted by City Council in 2004. In support of this recommendation we also refer to *Universal Design Principles* which remain in Mississauga Plan. It is important to



consider where some front yard and exterior side yard surface parking will be located to service the needs and convenience of visitors and tenants and for disabled persons to have ready access to office buildings, for example, particularly given the Canadian climate.

**Our Recommendation:** This policy is supported but should be amended to acknowledge that 'parking areas', which serve *modal split*, will also be permitted within *intensification areas* and will also improve pedestrian linkages by way of existing and future 'parking areas' for all, including those with disabilities.

#### F.) A 'PROGRESSIVE' SUSTAINABLE DESIGN APPROACH IS RECOMMENDED

Proposed *Section 3.13.6.8* reads, "Development within intensification areas will be phased in accordance with the provision of community infrastructure and other infrastructure."

Proposed *Section 3.13.6.11* reads, "Proposed development will take into account the availability and location of existing and planned community infrastructure so that community infrastructure can be provided efficiently and effectively and tailored to meet the needs of the population in each community."

Proposed *Section 3.13.6.12* reads, together with the Holding Zone *Section 5.3.3.1.b*, "The proponent of an intensification project may be required to provide a Community Infrastructure Impact Study. A Community Infrastructure Impact Study will, among other things, assess the proximity to and adequacy of existing community infrastructure, human services and emergency services to meet increased demand caused by proposed intensification. A Community Infrastructure Impact Study will identify necessary community infrastructure and the need for staging to ensure that development does not precede necessary a community infrastructure improvements. A Community Infrastructure Impact Study will require the approval of the City and other appropriate approval agencies."

Collectively these policies maintain the common theme of *community infrastructure* and the provision of *community infrastructure* relative to the timing or phasing of development. It is our interpretation that these proposed policies ought not apply to employment areas or non-residential development.

**Our Recommendation:** Clarify that these policies referring to *community infrastructure* do not apply to employment areas/non-residential development.

#### G.) SURFACE PARKING AREAS

Proposed *Section 3.13.6.23* reads, "The development should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface

*parking should be screened from the street and be designed to provide for surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses."*

Our client has successfully constructed office commercial towers along Hurontario Street and Matheson Blvd., for example, providing conveniently accessible *surface parking* and supporting drive aisles located between Hurontario Street and such buildings. Where this *surface parking* area abuts a street, it is screened/buffered from the street by landscaping. While underground or aboveground structured parking is encouraged, it is not mandatory. This policy is part of the *Intensification Areas/Corridors* and Hurontario Street is defined as an *intensification corridor* and therefore it is intended to apply to this Employment Node and applies on a city-wide basis.

While Employment Areas are part of *Intensification Areas/Corridors* it should also be recognized that they are distinct from the mixed residential and employment use model that is envisaged by this proposed policy. Employment Areas will need to have a set of policies that will help them fulfil their planned function and create quality and interesting urban environments.

**Our Recommendation:** It is recommended that where *surface parking* is required in Employment Areas, appropriate screening/buffering be provided as determined by the Site Plan Approval process under the *Planning Act*.

#### H.) REFERENCE TO 'PPF' FOR EMPLOYMENT NODES SHOULD BE REMOVED

Proposed *Sections 3.13.3.2* and *3.13.3.4* refer to the gross density based on residents and jobs. We are advised through discussions with planning staff that the reference to residents and jobs as a density standard does not apply to Employment Nodes... And, only applies to mixed use residential and employment Nodes and the Urban Growth Centre.

**Our Recommendation:** We support that the residents and jobs density standard not apply to Employment Nodes and *Intensification Areas/Corridors*.

#### I) NEED TO CONFIRM DEFINITION OF WATERCOURSE CORRIDOR

Proposed *Section 3.13.6.25 b)* refers to a *watercourse corridor* which is not a defined term in the 'Growth Plan' or the Mississauga Plan.

**Our Recommendation:** Need to confirm definition of *watercourse corridor*.

## J.) URBAN GROWTH CENTRE

**Our Recommendation:** That the Urban Growth Centre (Figure 1) be identified and depicted within *Schedule 2-Urban Form Concept*. In addition the Urban Growth Centre ought to be a defined term within the Official Plan.

## 20. TDM AND COMPLETE COMMUNITIES

Proposed *Section 3.17.2.1 Policies, Transportation*: refers to *Transportation Demand Management (TDM)* as defined in Mississauga Plan and recognizes the need “to support a more sustainable approach to transportation.” A TDM solution not only includes public measures it also includes private measures in our opinion. For example, well located parking areas help serve the wide range of needs and accessibility that are and will be demanded by seniors and persons with disabilities as population aging increases. As well, the day to day activities of business also benefit functionally from such parking areas.

Sustainability is generally described as an approach to living which meets the needs of the present generations without compromising the ability of future generations to meet their own needs.

We note that “more sustainable” implies there are degrees of sustainability aspired to. This same principle of ‘progressive’ sustainability applies to built form and the function and form that serve Employment Areas.

**Our Recommendation:** That the TDM definition of Mississauga Plan be revised so as to recognize the importance of TDM as a measure to support *complete communities*, including convenient access and universal accessibility within Employment Areas.

## 35. ENSURE OPA 25 APPROVALS ARE UPDATED AS PART OF OPA 95

Proposed *Section 3.17.4.10* is to be deleted and now incorporated into *Section 3.17.8.3 Trucking and Transportation* including various policies to support the provincial goods movement network. Reference is also made to this proposed policy in item 39 of this submission.

We successfully reached agreement with the City regarding specific items concerning access roads and connections with Highway 401 as part of an appeal to Mississauga Plan OPA 25. Further all affected Mississauga Plan Schedules and Land Use District Maps are required to include the Ministry of Transportation’s final design program for the Highway 401 Core Collector system, as approved July 17, 2007 by the Ministry of the Environment per the Environmental Assessment process. The actual construction is set to commence shortly.

**Our Recommendations:** Given that OPA 95 now provides the City with the opportunity to completely update all affected Schedules, we provide our opinion as follows:

- The *Gateway District Land Use Map* included in OPA 95 should reflect the Madill Boulevard extension (as a Major Collector) to the Highway 401 westbound off-ramp at Hurontario Street and be correctly identified as referenced in *Section 4.15 Gateway District Policies*. See attached Figure 1 *Gateway District Land Use Map* which illustrates our expectation for the Madill Boulevard Extension (as a Major Collector) to the Highway 401 westbound off-ramp at Hurontario Street, and attached Figures 2 and 3 for OPA 95 Schedules 4 and 5 to reflect the Madill Boulevard extension to the Highway 401 westbound off-ramp at Hurontario Street, with a R.O.W. of 23m-26m. (red circle). We note the Whittle Road/Belgrave Road extensions to the eastbound off-ramp at Highway 401 appear to be properly as shown per OPA 25, *Gateway District Land Use Map*. (yellow circles)
- Proposed *Section 3.17.8.3 Trucking, Transportation* should allow for the incorporation of future road connections/improvements 'without further amendment to this Official Plan subject to appropriate studies and Provincial Approval.'

### 38. IMPROVE ECONOMIC & ENVIRONMENTAL SUSTAINABILITY POLICIES

Proposed *Section 3.17.8.2* refers to *Trucking, Transportation* and in particular *subsection (c)* should be revised to include the *Gateway District* and any other planning districts that rely on a transportation network to support the significant role the City has as a goods movement hub.

As well, this section could be strengthened by recognizing that there are many additional ways in which a transportation network can support the significant role the City has as a goods movement hub. Logistical network decisions focus on moving goods shorter distances in a cost-effective, efficient and environmentally friendly manner to consumer clusters and this supports urban intensification.

As the urban areas of the GGH become more compact, facilitating higher urban and built form densities, the supply chain and management of materials and products, to support the needs of GGH residents requires more careful and accessible logistics facilities. Well located facilities minimize the unnecessary movement of goods and materials and therefore support economic and environmental sustainability objectives.

**Our Recommendation:** Proposed *Section 3.17.8.2 c)* be revised to include the *Gateway District* and *Section 3.17.8.2* include economic and environmental sustainability planning policies which support production efficiencies for new or more efficient logistical processes by providing for:

- Urban design flexibility within an Employment Area to support planned function;
- Intensification of Employment Areas;
- Optimizing the use of public lands to facilitate effective movement of goods;
- Reduced fuel consumption through proximity and clustering of business resources and accessory land use to improve competitiveness.

In addition, it may be warranted for Mississauga to create a new Official Schedule that will specify the importance of Goods Movement and Employment Areas and identify and improve various routing and access within the City.

### 39. UPDATE ALL SCHEDULES – HWY 401 CORE/COLLECTOR SYSTEM

Proposed *Section 3.17.8.3* refers to *Trucking, Transportation*, to support the 400-series highways as part of the provincial goods movement. *Section (f)* of this section may not be required as an Environmental Assessment has already been successfully completed for Highway 401 from Highway 410 to the City's westerly limit. Therefore the appropriate Schedules of Mississauga Plan need to be updated to reflect this result.

**Our Recommendation:** That the appropriate Schedules of Mississauga Plan be updated to recognize the approved Environmental Assessment for the Highway 401 core Collector Widening, including interchanges, westward from 410 to the City's western limit.

### 68. NEED TO INCLUDE CRITERIA FOR COMPREHENSIVE REVIEW

Proposed *Section 5.3.2.2* refers to *Criteria for Site Specific Official Plan Amendments, Development Applications, Implementation*. Proposed *Section 5.3.2.2* reads, "The conversion of lands designated for Business Employment or Industrial to non-employment uses is prohibited unless considered through a municipal comprehensive review. For the purposes of this policy, major retail uses are considered non-employment uses."

Although reference is made in the *Reason for Change* section to supporting policies a) through f) as per the 'Growth Plan', there is no reference in the actual proposed amendment to Mississauga Plan.

**Our Recommendation:** Add the words "in accordance with the GGH Growth Plan" after the words "municipal comprehensive review".

### 69. HOLDING ZONE PROVISIONS

Not all of the *specific requirements* under proposed *Section 5.3.3.1.b Holding Zone* may be relevant or applicable to a specific development proposal. There should be a provision

added to this policy to clarify this fact. The reference to *affordable housing* is redundant as it is also included in the definition of *community infrastructure*.

**Our Recommendation:** Under proposed *Section 5.3.3.1.b Holding Zone* there should be a provision noting some or all of the *specific requirements* may apply on a site specific basis.

Thank-you of the opportunity to provide our submission and we welcome the opportunity to meet with Staff as required to discuss these matters in further detail.

Yours truly,  
Pound & Stewart Associates Limited



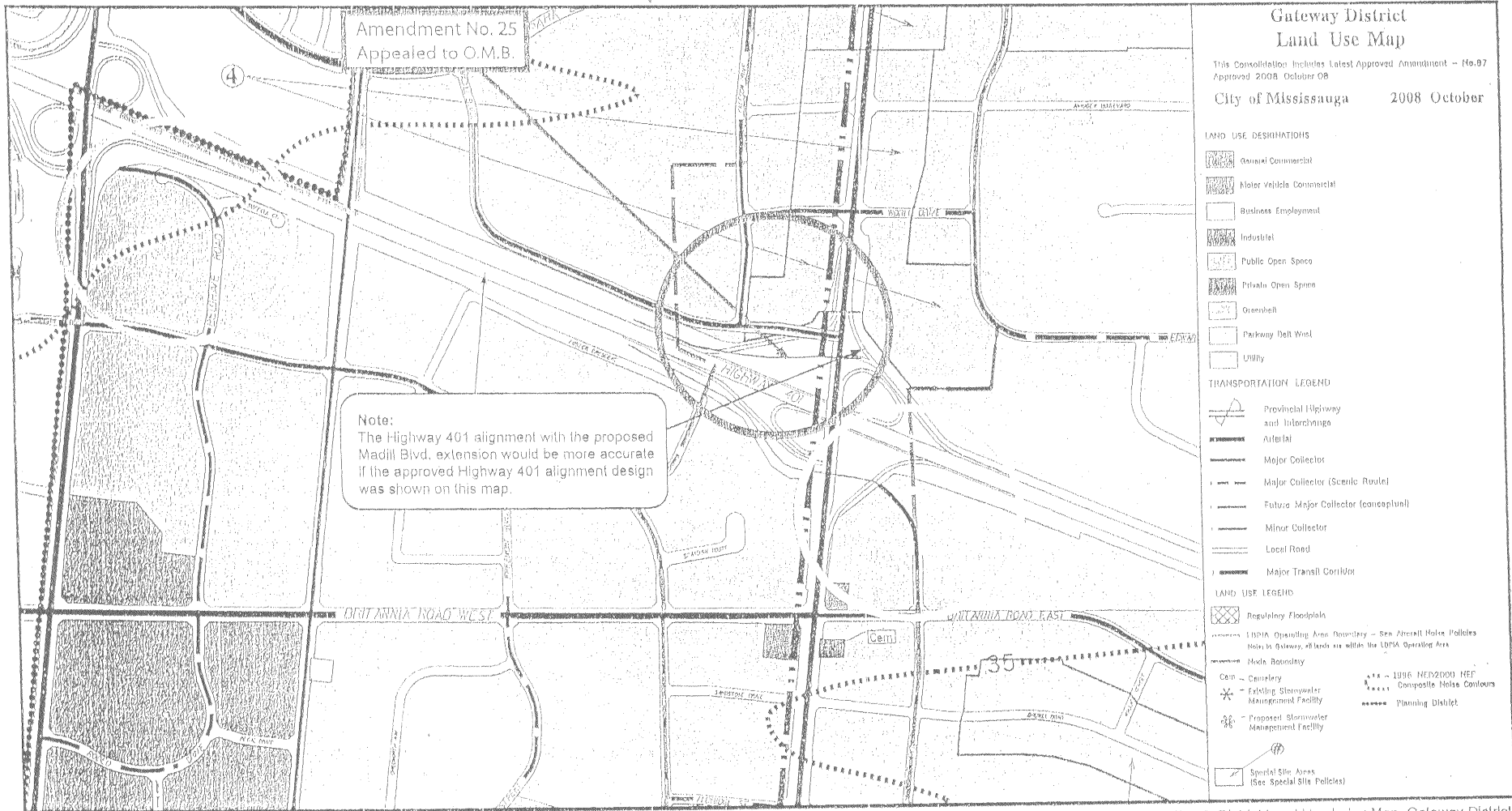
Philip Stewart, MCIP, RPP

la/

1421ltr\_May.04.09

- cc. Ms. Jessica Reid, Legislative Coordinator, Office of the City Clerk
- cc. Mr. Edward Sajecki, Commissioner of Planning and Building, City of Mississauga
- cc. Mr. Brock Criger, Manager Development Planning Services, Region of Peel
- cc. Ms. Shalini Alleluia, Office of the City Clerk, City of Mississauga.
- cc. Mr. Leo Longo, Aird & Berlis
- cc. Messrs. Phil King & Gary Kramer, Orlando Corporation

FIGURE 1  
 CITY OF MISSISSAUGA - GATEWAY DISTRICT  
 ORLANDO CORPORATION  
 MAY 2009



1421\_Figure1, May.04.09

Source: Mississauga Plan - OPA No. 25, District Land Use Index Map, Gateway District

LEGEND



Revised Madill Blvd. extension to the Gateway District Land Use Map to reflect the Madill Boulevard extension (as a Major Collector) to the Highway 401 westbound off-ramp at Hurontario Street.

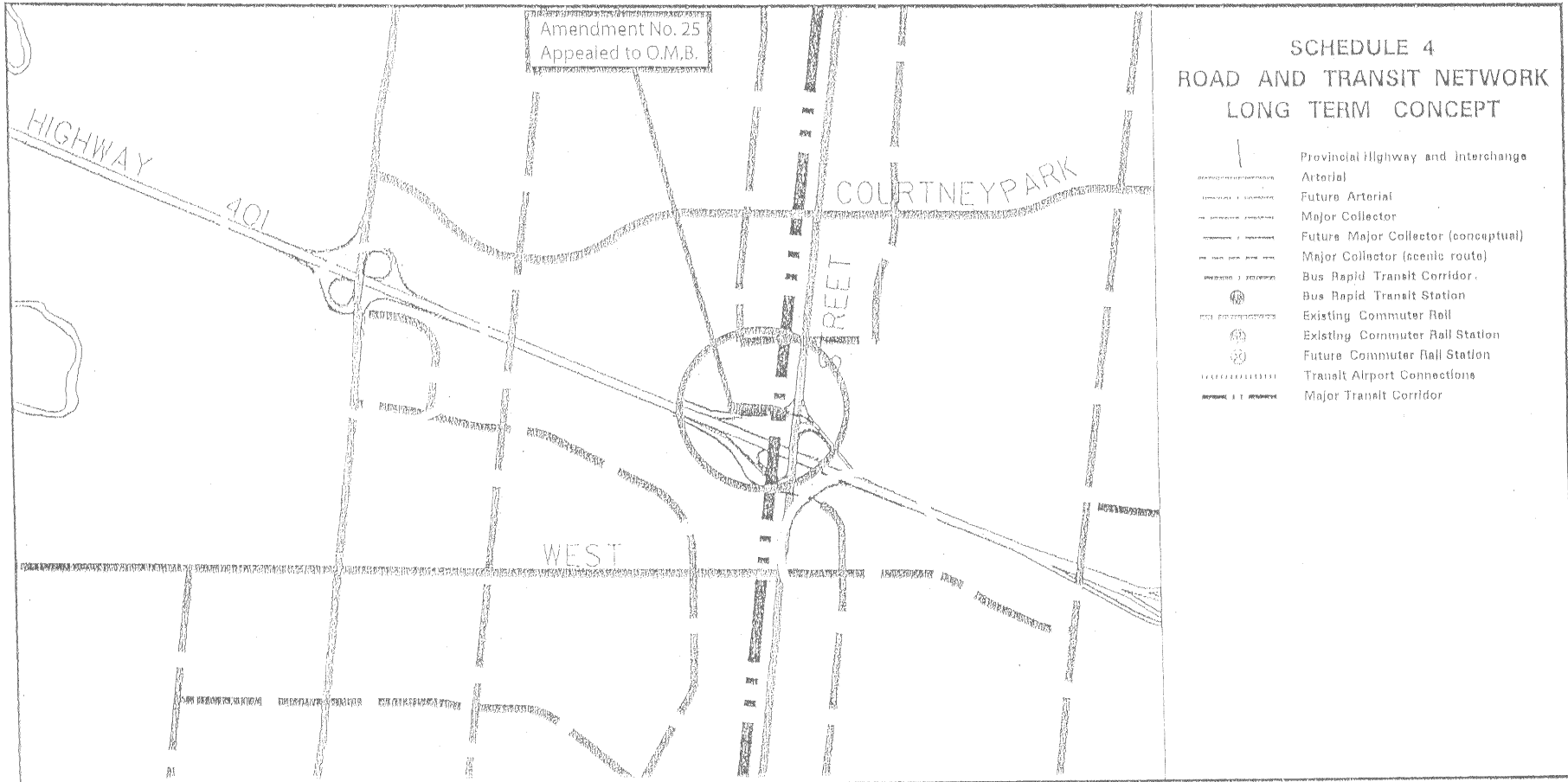
Other off-ramp connections identified per OPA No. 25.



**At-Risk Areas Business Centre**  
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 Markham, Ontario, Canada L3R 9S7  
 Tel: (905) 305-8797  
 1-800-250-0056  
 Fax: (905) 305-9801  
 Email: info@atriskpln.com  
 Internet: www.atriskpln.com



FIGURE 2  
 CITY OF MISSISSAUGA - ROADS AND TRANSIT NETWORK  
 ORLANDO CORPORATION  
 MAY 2009



SCHEDULE 4  
 ROAD AND TRANSIT NETWORK  
 LONG TERM CONCEPT

- Provincial Highway and Interchange
- Arterial
- Future Arterial
- Major Collector
- Future Major Collector (conceptual)
- Major Collector (scenic route)
- Bus Rapid Transit Corridor.
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Future Commuter Rail Station
- Transit Airport Connections
- Major Transit Corridor

1421\_Figure2.May.04.09

Source: Mississauga Plan - OPA No. 25, Schedule 4, Roads and Transit Network, September 2007

LEGEND



Revised road to generally illustrate city's proposed change to Schedule 4, to reflect the Madill Boulevard extension (as a Major Collector) to the Highway 401 westbound off-ramp at Hurontario Street.

Other off-ramp connections identified per OPA No. 25.

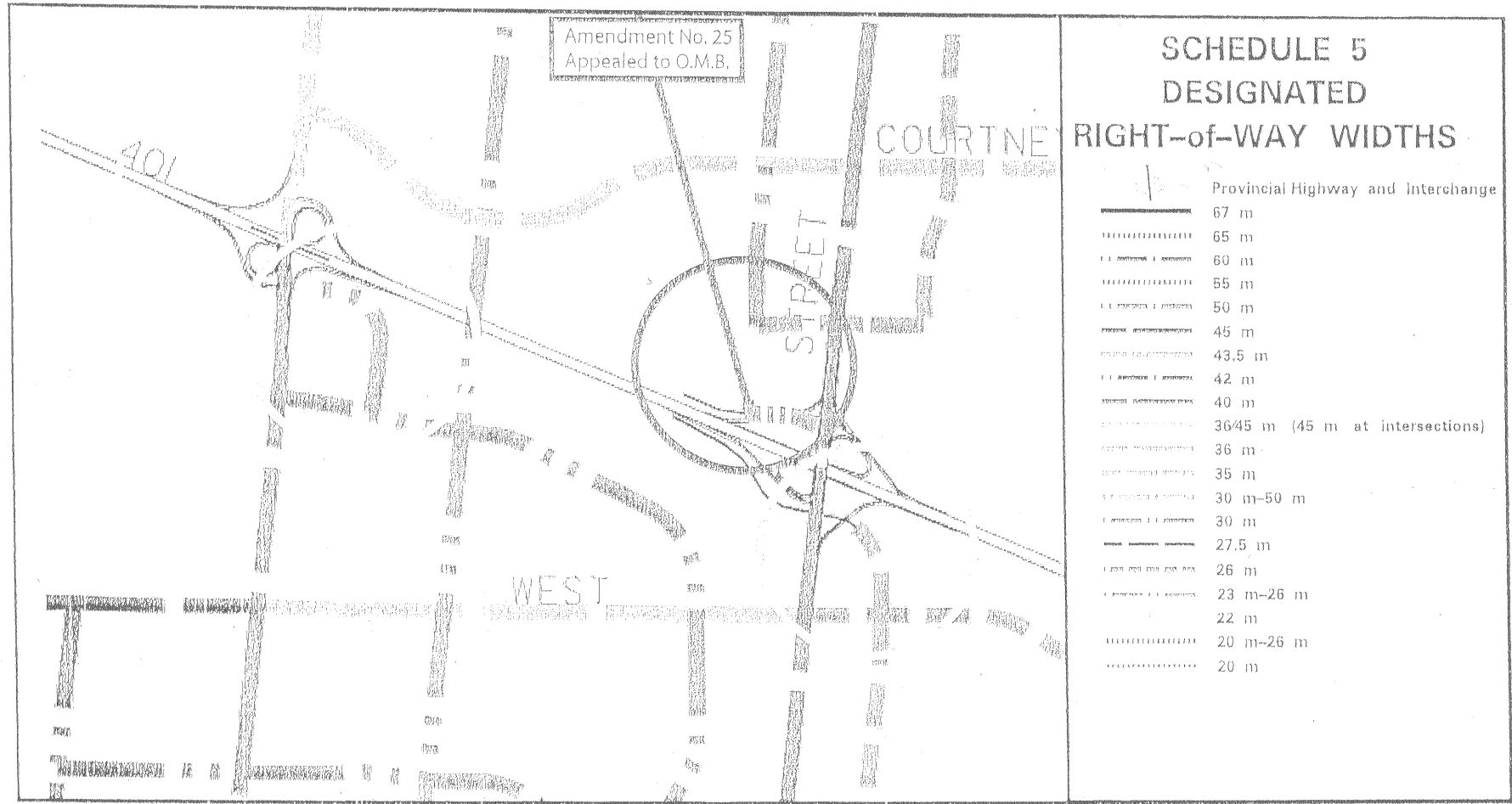


Mid-Hamiltons Business Centre  
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 Tel: (905) 305-9797  
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 Internet: www.cityplm.com





FIGURE 3  
 CITY OF MISSISSAUGA - DESIGNATED RIGHT-OF-WAY WIDTHS  
 ORLANDO CORPORATION  
 MAY 2009



### SCHEDULE 5 DESIGNATED RIGHT-of-WAY WIDTHS

	Provincial Highway and Interchange
	67 m
	65 m
	60 m
	55 m
	50 m
	45 m
	43.5 m
	42 m
	40 m
	36/45 m (45 m at intersections)
	36 m
	35 m
	30 m-50 m
	30 m
	27.5 m
	26 m
	23 m-26 m
	22 m
	20 m-26 m
	20 m

1421\_Figure3.May.04.09

Source: Mississauga Plan - OPA No. 25, Schedule 5, Designated Right-of-Way Widths, September 2007

LEGEND



Revised road to generally illustrate city's proposed change to Schedule 5, to reflect the Madill Boulevard to the Highway 401 westbound off-ramp at Hurontario Street, with a R.O.W. of 23 - 26 m.

Other off-ramp connections identified per OPA No. 25.



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OPA 95 - May 4, 2009

At first read, I was confused about the status of Hurontario Street. Are the Hurontario Lands immediately north of the QEW part of "Urban Growth Centre" as per Figure 1, or are they part of an intensification corridor as per Sec 3.13.1.2? Upon further review, I concluded that the intention is to extend the Urban Growth Centre. It is now proposed to extend south along Hurontario Street to the QEW. This is of great concern to the Gordon Woods Homeowners Association. We prefer that the Urban growth Centre end at the Cooksville node or maybe the Queensway. The existing character of lands north of the Queensway is markedly different from that south of the Queensway, at least on the west side of Hurontario Street. It is our view that the nature of Hurontario Street south of the Hospital more closely resembles that of Hurontario Street south of the QEW through Mineola, which is not even an intensification corridor.

We therefore suggest that the definition of the Urban Growth Centre as per 3.13.12 be changed to "comprised as City Centre, the Cooksville Node and the lands along Hurontario Street in between City Centre and the Cooksville Node. We however, are not opposed to these lands (Hurontario south of the Queensway) being an intensification corridor as per 3.13.1.2.

Our concerns about having the Urban Growth Centre going too far south are:

- A minimum building height of three stories which is not in keeping with the existing character of south of the Queensway on the west side of Hurontario; and
- the policies of the transition zone (3.13.2.7) which is undefined in size and very vague on the policies other than to provide a transition in height and density between the that of the Urban Growth Centre and that of the surrounding area. In essence the Gordon Woods community, or at least some of it would become part of this transition zone.

And I have another issue. And that is the definition of an "Intensification Corridor"

We suggest adding the word "generally" to the definition so that it would read;

Means the lands generally within approximately 200 to 300 metres of the centre line of the roads identified as having the potential for higher density mixed use development.

Gordon Woods Homeowners Association

John Sabiston, President



May 1, 2009

John Calvert, Director of Policy Planning  
City of Mississauga  
Planning and Building Department  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Dear Mr. Calvert:

Re: **Official Plan Amendment 95 – Conformity Amendment**  
**City of Mississauga**  
**CVC File: Mississauga Plan**

---

## PROPOSAL

The City of Mississauga has initiated an Official Plan Amendment (OPA No. 95) to bring Mississauga Plan into conformity with the Provincial Places to Grow Act (2005). The proposed OPA also includes housekeeping matters that have been identified by the Transportation and Works Department.

## BACKGROUND

Credit Valley Conservation (CVC) staff have provided preliminary comments on the structure of the new comprehensive Mississauga Official Plan and look forward to actively participating in this process. It is our understanding that a draft will be available later in 2009 and detailed CVC comments will be provided at that time.

The following comments are related to the proposed OPA 95 received on April 14, 2009:

## NATURAL HAZARDS AND REGULATED AREAS

Within the CVC's mandate for floodplain management, the primary objectives are to prevent the loss of life and to minimize property damage in areas susceptible to flooding during Regulatory Flood conditions. A review of Mississauga's District Land Use Maps indicates that the Regulatory Floodplain, for several watercourses, does not reflect CVC's updated mapping. CVC staff will compare the latest floodline mapping and illustrate the extent of discrepancies to the City. As part of the review, CVC staff recommend the City update the District Plan maps to more accurately illustrate the extent of natural hazards within the district. Updated digital copies of the Regulatory floodlines can be provided upon request.

Re: Official Plan Amendment 95 – Conformity Amendment  
 City of Mississauga  
 CVC File: Mississauga Plan

---

## NATURAL HERITAGE

CVC staff support the inclusion of trees outside the Natural Area System as a consideration in the evaluation criteria for assessing development applications in Policy 3.13.6.16. In addition, CVC staff suggest that the City consider the inclusion of the following policy:

*Development proposals may be required to enhance and restore the existing natural heritage system within and adjacent to a development site as a condition of development approval.*

The inclusion of this text would assist in the review and evaluation of development applications by notifying proponents up-front that ecological enhancements may be requested. CVC staff note that requiring these enhancements as a condition of development approval has been common practice when adjacent to a natural heritage feature.

CVC staff also note that there are circumstances where features identified in the Natural Areas System (NAS) are not identified explicitly on the District Land Use Maps. Through previous discussions with the City, an overlay or symbol could be placed on the existing land use designation illustrated on the District Land Use Maps to inform landowners up-front that natural heritage features are present and their retention or enhancement may be warranted.

## SUSTAINABLE DEVELOPMENT AND STORMWATER MANAGEMENT

CVC staff support the inclusion of new placeholder policies regarding water conservation, energy conservation, air quality protection and integrated waste management and look forward to reviewing the final policies when available.

CVC staff also support policies related to improving water quality and encouraging innovative storm water management practices. These policies support CVC's Credit River Water Management Strategy Update (CRWMSU) initiative. The CRWMSU is an important tool that will help us protect the Credit River and promote sustainable development objectives. It is a plan of action designed to help ensure that we have "abundant, clean and safe water" in the Credit River watershed, both now and into the future. The Credit River Water Management Strategy Update, Making it Work May 2007, emphasizes the integration of site design tools and planning techniques that conserve and enhance natural features and hydrologic functions of the watershed.

For more information on the CRWMSU's Making it Work: Strategies for Sustainability initiative, please refer to CVC's website link: <http://www.creditvalleyca.ca/sustainability/>

CVC staff suggest the following text changes in **bold underline** and ~~strikeout~~ to clarify the following matters of CVC interest in the following policies:

- 3.13.6.25 The proponent of an intensification project will be required to provide a Stormwater Management Study. This study, may, among other things, be required to include the following:
- b. identification of any impact on the **upstream and** downstream watercourse corridor through erosion and/or flooding **and impacts on water quality**;
  - d. identification of the limits of allowable intensification **by demonstrating that** without any unacceptable impact on the ~~both~~ the **upstream and** downstream watercourse corridor, **water quality** and infrastructure **will not occur**.

Re: Official Plan Amendment 95 – Conformity Amendment  
City of Mississauga  
CVC File: Mississauga Plan

3.15.4.2<sup>5</sup> (i) Mississauga will work together with other municipalities and levels of government to ensure that water quality and quantity in Lake Ontario and its associated watercourses are is maintained or improved.

3.15.4.2<sup>5</sup> (j) Mississauga supports development, including redevelopment and intensification, which implements measures and activities to reduce stormwater flows, control water quantity, and improve water quality, and facilitate groundwater infiltration and flow using innovative stormwater management practices.

CVC staff wish to thank the City for the opportunity to provide comments at this stage of the planning process. Please feel free to contact the undersigned or Michael Crechiolo, Planner at Extension 401 to arrange a meeting to discuss the above and to respond to any questions that you may have on our comments.

Regards,



Josh Campbell, MES, MCIP, RPP  
Senior Planner  
Extension 289

Attachment:

cc: City of Mississauga  
Shahada Khan, Policy Planner, Planning and Building Department

PLANNING & BUILDING			
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Independent Real Estate Intelligence

May 4, 2009

Mr. Edward R. Sajecki, Commissioner  
Planning and Building  
City of Mississauga  
300 City Centre Drive  
Mississauga, Ontario L5B 3C1

Dear Mr. Sajecki:

**Subject:** Official Plan Amendment 95  
**Our File:** P- 4136

---

I understand the City of Mississauga proposes to adopt Official Plan Amendment 95 which is intended to bring the Mississauga Plan into conformity with the Growth Plan for the Greater Golden Horseshoe. We have been retained by Solmar Development Corporation to review the proposed OPA 95 and the potential implications for housing and other growth management issues in Peel Region. As Solmar has proposed a "Complete Community" plan for lands in the South Albion/Bolton community in the Town of Caledon, the firm has an interest in the Growth Plan conformity exercise and in the equitable allocation of growth in Peel Region.

### Population Projections

Proposed OPA 95 would replace the existing population forecasts in Section 1.2 of the Mississauga Official Plan with a projection of 775,000 persons by 2021 and 812,000 persons by 2031. These forecasts are significantly higher than the forecasts for Mississauga in the Peel Region Official Plan<sup>1</sup>.

---

<sup>1</sup> The population projections in the Peel Official Plan are not adjusted for the Census undercount. The difference between the proposed new Mississauga forecasts and the Region Official Plan forecasts is significantly greater than the adjustment for Census undercount.



Official Plan Amendment 95

May 4, 2009

Page 2

The cumulative total of the forecasts proposed by the lower-tier municipalities (Caledon, Brampton and Mississauga) exceeds the population forecasts set out in the Growth Plan.

Regional coordination of the growth projections for Caledon, Brampton and Mississauga is a vital component of the Growth Plan conformity exercise. Coordination is necessary to ensure the proper balance needed to address all of the planning objectives and policies set out in the Growth Plan and the Provincial Policy Statement. A careful balancing is required to ensure that provincial objectives for intensification, the density of designated greenfield areas and urban growth centres, the efficient use of infrastructure, and the housing supply can be achieved.

While Mississauga can play a major role in meeting the intensification target set out in the Growth Plan, the City cannot provide the full range of housing types needed to meet the housing requirements of current and future residents of Peel Region. As Mississauga's greenfield lands will soon be built out, Brampton and Caledon will be responsible for providing most of the new single and semi-detached houses that will be needed over the period to 2031. The City of Mississauga does not appear to have considered the potential implications of the proposed new population projection for the continued provision of a full and appropriate range of housing to meet the projected requirements of current and future residents of Peel Region, as required by the Provincial Policy Statement.

Mississauga does not appear to have considered the potential implications of the proposed population and employment forecasts for the Growth Plan's density target for designated greenfield areas across Peel Region. Calculations undertaken as part of the Peel Region Official Plan Review indicate that concentrating too much growth in Mississauga would impair the ability to meet the density target of 50 residents and jobs per hectare in the designated greenfield areas in Brampton and Caledon.

One of the guiding principles of the Growth Plan is to optimize the use of existing and planned infrastructure. The allocation of population and employment forecasts to lower tier municipalities will have significant implications for the efficient utilization of existing and planned Regional infrastructure (water supply, sanitary sewers, and Regional roads). The coordination of infrastructure planning and land use planning is required in policy 3.2.1.1 of the Growth Plan and is necessary to provide for the efficient use of Regional infrastructure. Cost-effective use of existing



Official Plan Amendment 95

May 4, 2009

Page 3

and planned infrastructure will result in financial benefits for all Peel ratepayers, including the residents of Mississauga.

Policy 1.4.2 in the Provincial Policy Statement indicates that upper-tier municipalities are responsible for the allocation of population and units to lower-tier municipalities to ensure the maintenance of an adequate housing supply. Policy 1.2.2 in the Provincial Policy Statement confirms that upper-tier municipalities are responsible for the identification, coordination and allocation of population, housing and employment forecasts to lower-tier municipalities. While Peel Region did assign some of its responsibilities under the Growth Plan to the City of Mississauga, this did not include the allocation of population and employment growth.

The allocation of population and employment forecasts to Mississauga, Brampton and Caledon must be coordinated by the Region of Peel to ensure the conformity with the housing supply policies in the Provincial Policy Statement, the intensification and density targets in the Growth Plan and coordination with infrastructure planning. Therefore, it is not appropriate for the City of Mississauga to adopt an Official Plan Amendment with new population and employment forecasts prior to completion of Peel Region's Official Plan Review and Growth Plan conformity exercise. When a coordinated set of population and employment forecasts is approved for Peel Region, Mississauga can amend its Official Plan to reflect the new forecasts which will assist the Region in conforming to the targets and policy intent of the Growth Plan.

### **Complete Communities**

The proposed definition of Complete Communities does not match the definition in the Growth Plan. In particular, the proposed definition does not refer to "community infrastructure".

### **Trucking and Transportation**

The proposed Trucking and Transportation policies appropriately recognize the importance of Highway 410 as part of the provincial goods movement network. Coordination of land use policies among the lower-tier municipalities in Peel Region may help ensure that land uses in the vicinity of major highway interchanges are compatible with and supportive of the primary goods movement function of these facilities.





Official Plan Amendment 95

May 4, 2009

Page 4

Thank you for the opportunity to comment on proposed Official Plan Amendment 95.

Sincerely,

Jeannette Gillezeau, MA  
Senior Director  
Economic Consulting

c.c.           Maurizio Rogato, Solmar Development Corporation  
                  Lynda Townsend, Townsend Rogers  
                  Paul Lowes, Sorensen Gravely Lowes Planning Associates Inc.  
                  Dan Labrecque, Regional Municipality of Peel



Greater Toronto Airports Authority  
Strategic Planning and  
Airport Development

Ian Woods  
Director, Airport Planning  
Tel: (416) 776-4057  
Fax: (416) 776-4168

*Transmitted via email (shahada.khan@mississauga.ca)*

May 7, 2009

Mr. John Calvert, Director  
Policy Planning Division  
Planning and Building Department  
City of Mississauga  
300 City Centre Drive  
Mississauga, Ontario L5B 3C1

Dear Mr. Calvert:

RE: Proposed Official Plan Amendment 95 – Conformity Amendment  
City of Mississauga

We would like to thank you for the opportunity to comment on OPA 95 which is an amendment aimed at bringing the Mississauga Official Plan into conformity with the Province's 2006 Growth Plan for the Greater Golden Horseshoe. We also look forward to commenting on the new draft comprehensive Mississauga Official Plan when it is available.

Our comments are as follows:

Section 3.2.1 Permitted Uses, Residential, 3.2.1.7 Secondary suites in detached dwellings

The GTAA requests that the policy re secondary suites be subject to the Aircraft Noise Policies (Section 3.11.2.1) thereby prohibiting secondary suites in the Airport Operating Area (AOA).





Mr. John Calvert  
 City of Mississauga  
 May 7, 2009

### Section 3.13.3 Nodes

The GTAA has no objection to the intensification policies associated with Section 3.13.3 provided that the Malton node is outside of the AOA (east of Goreway).

### General Comments Related to the Intensification Policies Contained in OPA 95

We are currently working with NAV CANADA to better define the Airport's impact area beyond the AOA and Toronto Pearson Airport Zoning Regulations boundaries that is used by the local municipalities to determine whether to send a development application for review to the GTAA or not. We would like to work with City staff to ensure that we have the ability to review development applications based on airport operational criteria (which would be translated for municipal use into a certain number of storeys above ground level for an area). Currently we are not capturing some development that has the potential of affecting current airport operations and future runway capacity.

NAV CANADA owns and operates and is responsible for the safety and efficiency of Canada's civil air navigation service. Included among the many services provided by NAV CANADA are air traffic control, aeronautical information services and electronic aids to navigation. NAV CANADA has brought to our attention instances where:

- some high rise developments are impacting on approach procedures for Toronto Pearson;
- the level of development intensification that is taking place in close proximity to the Airport has the potential to negatively impact on radar and the Instrument Landing Systems; and
- wind turbines can interfere with radar equipment (It is expected that with the Province's new Green Energy Act there will be more new wind turbine installations in the future).

Our concerns relate to the cumulative impact of all proposed developments on current airport operations and on the future runway capacity of Toronto Pearson International Airport. We would like to work with you to develop new wording for incorporation into the Airport section of your new comprehensive Official Plan to address this.





Mr. John Calvert  
City of Mississauga  
May 7, 2009

The concerns of both the GTAA and NAV CANADA are consistent with Section 1.6.7.1 of the Provincial Policy Statement which states that "Planning for land uses in the vicinity of airports shall be undertaken so that: a) the long-term operation and economic role of airports is protected." and Section 1.6.7.2 "Airports shall be protected from incompatible land uses and development by c) discouraging land uses which may cause a potential aviation safety hazard.". Mississauga Plan in the Airport Section 3.11.2.1.2 states "The City will cooperate with the Federal Government, or successors, to ensure that new construction within the area of influence of the Airport is compatible with the requirements of the Airport for a) protection of navigational aids and telecommunications and d) height limitations".

If you have any questions about our comments, please contact Olga Smid, Superintendent Land Use Planning at 416-776-7355.

Yours truly,

Greater Toronto Airports Authority

  
Ian Woods  
Director, Airport Planning

cc: T. Lennox - GTAA  
T. Hollinger - NAV CANADA



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March 27, 2009

Mr. John Calvert  
Director,  
Policy Planning  
Planning and Building Department  
City of Mississauga  
300 City Centre Drive, 10<sup>th</sup> Floor  
Mississauga, ON L5B 3C1

Dear Mr. Calvert

Subject: Amendment Number 95 to Mississauga Plan (Official Plan)  
for the City of Mississauga Planning Area  
*Conformity to Places to Grow, Better Choices, Brighter Future;*  
*Growth Plan for the Greater Golden Horseshoe, 2006*  
City of Mississauga

---

Peel Region Planning staff have reviewed this amendment to Mississauga Plan and offer the following comments.

The amendment is intended to bring the City's Official Plan into conformity with the Provincial *Places to Grow, Better Choices, Brighter Future; Growth Plan for the Greater Golden Horseshoe, 2006*. Regional staff have no objection to this amendment proceeding to public circulation, a statutory public meeting and adoption by City Council.

We note that section 1.2, 10<sup>th</sup> paragraph of the amendment includes population and employment figures for 2021 and 2031 which do not conform to the corresponding figures for 2021 and 2031 in the Peel Region Official Plan. On this basis, we consider Amendment No. 95 not to be in conformity to the Region of Peel Official Plan. The Planning Act s. 27 requires lower-tier municipal official plans to conform to approved upper-tier municipal official plans.


Given the current lack of conformity between this amendment and the Peel Region Official Plan, the amendment does not meet the tests for exemption from Regional approval pursuant to Peel Region By-Law 1-2000. Regional approval of the amendment will therefore be required.

Following adoption of Amendment No. 95 by City Council, Regional staff will continue to process the Amendment including a report to Regional Council. We will recommend that approval of the population and employment figures in Amendment No. 95 be deferred until after the Regional Plan has been amended to include population and employment forecast figures for 2021 and 2031.

We recommend that the City continue to process Amendment No. 95 through public circulation, a statutory public meeting and consideration by Planning and Development Committee and City Council. We have no objection to the City's targeting of June 16, 2009 for Council adoption of this amendment.

If you require anything further from us in this regard, please contact me directly at (905) 791-7800, ext. 4307.

Yours truly,



Brock Criger, M.C.I.P., RPP,  
Manager, Development Planning Services  
Region of Peel Planning Department