



Corporate Report

Clerk's Files

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Files TS.14.SPEC

DATE: September 1, 2009

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 21, 2009

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed Official Plan Amendments and Zoning By-law
Amendments Airport Corporate District - Spectrum and
Orbitor Bus Rapid Transit Station Areas**

Public Meeting

Ward 5

-
- RECOMMENDATION:**
1. That the report titled "Proposed Official Plan Amendments and Zoning By-law Amendments Airport Corporate District – Spectrum and Orbitor Bus Rapid Transit Station Areas" dated September 1, 2009, from the Commissioner of Planning and Building, be received for information.
 2. That the Planning and Building Department report back on the public submissions received and make specific recommendations to amend the Official Plan policies for the Airport Corporate District and to amend the existing E1 (Employment in Nodes) zone standards in order to support transit oriented development.

BACKGROUND: A report titled *Mississauga BRT Planning Guidance Spectrum and Orbitor Station Areas* was completed by Urban Strategies Inc. on behalf of the City which contained a number of recommendations for the City's consideration proposing amendments to the Official Plan and Zoning By-law in order to encourage development that would be transit

supportive. The report was received for information at Planning and Development Committee on May 19, 2009. Staff circulated the study recommendations to affected landowners and technical agencies for comments in accordance with Resolution 0105-2009 adopted on May 28, 2009 by City Council. These lands are not subject to the Interim Control By-law and the Ontario Municipal Board hearing that affect the Renforth Study area and hence were subject to their own study.

COMMENTS:

The study looked at proposed land use restrictions for lands south of Matheson Boulevard East between the Etobicoke Creek and Explorer Drive on the north side of Eglinton Avenue West to encourage higher employment densities, performance standards such as minimum heights, parking strategies and methods to facilitate movement to and from the stations.

Affected landowners were contacted on June 2, 2009, informing them of the study and directing them to review the entire document which is available on-line on the City's website. Landowners were also requested to inform Planning staff of any initial comments they have and to provide contact information should they wish to be notified of any meetings or additional work being undertaken.

Based on the study recommendations and initial comments received, proposed amendments to the Airport Corporate District policies of Mississauga Plan and the Zoning By-law were drafted which requires that buildings have a minimum height of two storeys, a Floor Space Index (FSI) of 0.5, and be brought up to the street with no parking between the Bus Rapid Transitway (BRT) and/or the street. Main entrance doors are to face the BRT and/or streets. Manufacturing and warehousing facilities have been removed from the list of permitted uses to encourage higher employment densities that would be found in multi-level buildings. In the policies, at grade service and retail uses are encouraged as is underground parking. Through site plan review, staff will be encouraging transparent facades at grade and convenient access for pedestrians to the BRT.

On July 13, 2009, draft copies of a proposed Official Plan Amendment and draft Zoning By-law were circulated to those landowners who requested further notification of the project.

There have been a number of issues raised through the preliminary consultation stage. Appendix 1 contains a summary of the issues raised regarding the *Mississauga BRT Planning Guidance-Spectrum and Orbitor Station Areas* report prepared by Urban Strategies Inc., as well as the comments received on the Official Plan Amendments and proposed Zoning By-law Amendments dated July 13, 2009, and a response to those comments.

Based on the comments received, a number of revisions have been made to the proposed amendments. Attached as Appendices 2 and 3 are draft Official Plan and Zoning By-law Amendments that are being proposed based on the work of Urban Strategies Inc. and input received from landowners and technical agencies.

The major issues raised to date through the consultation process are:

- concern regarding any restrictions on the maximum parking to be provided;
- the requirement for additional pedestrian walkways and whether or not they would be public or private;
- the requirement for underground parking;
- the requirement for a minimum Floor Space Index (FSI) of 0.5 on a development parcel;
- the need to recognize the existing industrial uses and buildings that would not conform to the by-law;
- concern that the study did not address the road infrastructure improvements required in addition to the Bus Rapid Transit (BRT) improvements.

At this time, the Planning and Building Department are not proposing to place restrictions on the parking provided. The need for walkways and their locations will be dealt with through the site plan approval process. Existing buildings and uses are recognized in the draft Zoning By-law and may expand without being subject to the by-law

provisions. Other transportation improvements are being dealt with by the Transportation and Works Department.

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

CONCLUSION: Once the public meeting has been held, the Planning and Building Department will be in a position to make a recommendation regarding these matters.

ATTACHMENTS:

- Appendix 1 - Comments received regarding Mississauga BRT Planning Guidance – Spectrum and Orbitor Station Areas, Urban Strategies. April 2009, and the proposed OPA 102 and proposed Zoning By-law dated July 13, 2009
- Appendix 2 - Proposed Official Plan Amendment 102
- Appendix 3 - Proposed Zoning By-law Amendment

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Lesley Pavan, Manager, Development Team North

Comments received regarding Mississauga BRT Planning Guidance – Spectrum and Orbitor Station Areas by Urban Strategies and Proposed Official Plan and Zoning By-law Amendments dated July 13, 2009

#	Respondent	Issue/Comment	Staff Response
1	Letter dated June 17, 2009 from Ed Gruscyc, Ed Gruscyc Insurance Agency	<p>Owner of two units within the building at Skymark, Commerce/Blvd. Concerns that the project is for bus rapid transit and not light rail transit.</p> <p>Concern for the disruption during construction.</p> <p>Any bike paths should be constructed beside or under light rails.</p> <p>Commuters require convenience, otherwise vehicles will always be the popular choice.</p>	<p>The issues raised are related to the BRT project and construction which is dealt with through the Environmental Assessment process and detailed design.</p> <p>Letter has been forwarded to the BRT office for their information and in comments dated August 21, 2009, have noted that the transitway along the frontage of this site has always been envisioned as below grade and along the north side of Eglinton Avenue. The City is protecting for possible future light rail transit. At this time LRT is cost prohibitive. However, a BRT also allows the functionality of transit buses to use only portions of the transitway and then be able to access adjacent neighbouring areas north and south of the transitway. Bike paths/multi-use trails are being envisioned to run along the Eglinton Avenue Corridor, at grade with Eglinton Avenue adjacent to the BRT.</p> <p>Parking facilities along the transitway corridor are proposed at Winston Churchill Boulevard, Erin Mills Parkway, Cawthra Road and Dixie Road with existing parking opportunities at City Centre. At other locations, Kiss and Ride or on-street lay-bys would be provided for taxi and vehicle drop off access.</p>
2	Email dated June 25, 2009 from Sarah Buckland on behalf of Carl Rodrigues Holdings, owners of two units at 5155 Spectrum Way	<p>Will safeguards be put in place to prevent excessive pedestrian traffic through the Airport Corporate Centre? Concerns with respect to increase in foot traffic. There is the potential for vandalism/garbage/security concerns.</p> <p>Request information regarding the layout of the station and how buses will be routed including pick up and drop off.</p>	<p>The comments are related to the construction of the BRT and were passed on to the BRT office who responded to the questions as follows:</p> <p>Connections from the Spectrum Way Station are to be directed to the municipal sidewalk.</p> <p>The station layout was forwarded to Ms. Buckland.</p>

		Will the new terminal have parking spaces and will they be free or paid parking. Concern that non-employees may try to park at their complex.	No parking spaces will be provided at the BRT's Spectrum Way Station Terminal.
3	Letter dated June 26, 2009 from Stuart Wanlin on behalf of Bentall	<p>Manage 2630 & 2680 Skymark Avenue and 5100 Spectrum Way.</p> <p>The following policy recommendations will be a hindrance to further development in the node: Parking – the maximum parking proposal of 2/100 m² is 50% of the currently required market parking ratio. Occupancy of 1 person/200 sq. ft. is common</p> <p>Density - the recommendation of 1.0 times on all sites will be an economic impairment to development. 1.0 times coverage cannot be accomplished with the market required parking unless some parking is provided in underground or a parking structure. Requiring one level of underground parking will cause the Airport Corporate Centre developments to be uneconomic compared to surrounding office nodes.</p> <p>Design standards – overall agree with the Urban Strategies vision but until an integrated rail system is in place in the GTA, the vision for pedestrian and bicycle friendly form will be largely under utilized.</p> <p>Infrastructure Improvements – this report does not speak to other necessary traffic infrastructure improvements which are currently required to provide reasonable vehicle access to and from the Airport Corporate Centre node at peak hours. Additional lands and new access to Highway 401 and Highway 427 are required, and should be addressed in conjunction with BRT planning.</p>	<p>Although the Urban Strategies study recommended that a cap be placed on the maximum parking, this recommendation does form part of the proposed amendments.</p> <p>The proposed Official Plan Amendment and Zoning By-law Amendments contemplate the phasing of development. The by-law is seeking 0.5 times coverage for the first phase. If a landowner is proposing a two story building an Floor Space Index (FSI) can be achieved by constructing on one quarter of the site.</p> <p>Comment is noted. No change to proposed amendments required.</p> <p>The Ministry of Transportation, as part of their rehabilitation program for Highway 427 from QEW to Highway 401, is looking at providing a "Bus Only Access" from Eglinton Avenue to Highway 427 South onto the Collector lane, and a transit priority lane and signals at Highway 427 and Dundas Street Interchange to allow buses to move more efficiently to the Kipling Station.</p>

<p>Letter dated August 6, 2009 from Tony Maduri on behalf of GE Real Estate Equity</p>	<p>GE manages 2400 Skymark Avenue and 5055 Satellite Drive and 5255 Solar Drive within the Airport Corporate Centre.</p> <p>While supportive of the initiatives to improve public transportation to and from the Airport Corporate Centre, based on their experience in the market and knowledge of clients' needs, do not believe that the BRT will significantly reduce the majority of tenants from driving. Need a fully integrated transportation system.</p> <p>The proposed Official Plan and Zoning By-law may hinder future development. Specific concerns are as follows:</p> <p>Parking - do not support reducing parking. Typically, tenants demand a parking rate of 4.0 spaces/100 m². Sales staff, executives and professional office employees require mobility to meet daily schedules/needs which can be easily accommodated by cars rather than relying on the BRT.</p> <p>Density and Height - the proposed FSI of 1.0 and minimum height of 2 storeys will come with economic impairment – mainly increased costs to construct underground or at-grade structures to meet the market required parking ratio. This will put the owners at a disadvantageous position of renting office space compared to surrounding office nodes outside the Airport Corporate Centre.</p> <p>Permitted uses - tenants located at 2400 Skymark Avenue and 5055 Satellite Drive comprise a combination of flex office and warehouse spaces. In many instances this space was custom designed and built to meet their needs and converting to pure office would be an economic burden.</p>	<p>Although the Urban Strategies study recommended that a cap be placed on the maximum parking, this recommendation does form part of the proposed amendments.</p> <p>The proposed Official Plan Amendment and Zoning By-law Amendments contemplate the phasing of development. The by-law is seeking 0.5 times coverage for the first phase. If a landowner is proposing a two storey building an Floor Space Index (FSI) can be achieved by constructing on one quarter of the site.</p> <p>The proposed Official Plan Amendment and proposed By-law Amendment have been revised to allow the expansion of any legally existing use or building on the date of the passage of the by-law should Council proceed.</p>
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	<p>Pedestrian Connections: Agree with the proposal to strengthen pedestrian travel along Skymark Avenue. Require information on whether or not additional land or easements will be required by the City from the owners adjacent to Skymark Avenue to accomplish this goal.</p> <p>Urban Design Standards: Generally agree with initiatives, however, remain concerned that the vision for pedestrian and bicycle friendly form will be largely underutilized until a comprehensive and integrated rail system is in place throughout the GTA. Limiting parking in front of buildings, and limiting parking overall will require costly structured parking and is seen as detrimental in maintaining our current tenant base and attracting new tenants in the future.</p>	<p>At this time no easements are being requested. There are sidewalks on the south side of Skymark Avenue for all the developed sites as well as on the north side for a majority of the existing developed sites.</p>
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Amendment No. 102

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. 102.

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;

AND WHEREAS, pursuant to section 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing may authorize an approval authority to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, the Minister of Municipal Affairs and Housing has authorized the Region of Peel to exempt Local Municipal Official Plan Amendments;

AND WHEREAS, on January 27, 2000, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Environment, Transportation, and Planning Services for the Region of Peel has advised that, with regard to Amendment No. 102, in his opinion the amendment conforms with the Regional Official Plan and is exempted;

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

1. The following text attached hereto, constituting Amendment No. 102 to Mississauga Plan (Official Plan), specifically the Airport Corporate District Policies of Mississauga Plan (Official Plan), of the City of Mississauga Planning Area, are hereby adopted.

ENACTED and PASSED this _____ day of _____, 2009.

Signed _____
MAYOR

Signed _____
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. 102

to

Mississauga Plan (Official Plan)

for the

City of Mississauga Planning Area

The following text attached hereto constitutes Amendment No. 102.

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

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

Appendix II is a map showing the Existing Land Use of the subject lands and the surrounding area, with the lands affected by this Amendment outlined in red.

Appendix III is a copy of the Planning and Building Department report dated XXXX XX XXXX, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to amend the Business Employment Policies within the Airport Corporate District to encourage transit supportive development within the area surrounding the Gateway Mobility Hub and the Spectrum and Orbitor bus rapid transit stations.

LOCATION

The lands affected by this Amendment are located north of Eglinton Avenue West, east of the Etobicoke Creek, south of Matheson Boulevard in the City of Mississauga.

BASIS

The subject lands are located in the Airport Corporate District, and form part of Mississauga Plan (Official Plan). Mississauga Plan came into effect on May 5, 2003, save and except for those policies and land use designations which have been appealed to the Ontario Municipal Board. The appeals to Mississauga Plan do not pertain to the subject lands.

The subject lands are designated Business Employment which permits a range of industrial uses including, manufacturing, warehousing, offices, overnight accommodation, entertainment uses, financial institutions, restaurants, commercial schools, funeral establishments.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The amendment to the Airport Corporate District Policies will encourage transit supportive development by eliminating those uses that will not generate employment densities that meet the definition for Mobility Hubs in the Regional Transportation Plan (RTP).
2. The amendment is proposing policies that include urban design standards to facilitate ease of movement of transit users and create pedestrian friendly streets to encourage transit usage.

Details regarding this Amendment to the Airport Corporate District Policies of Mississauga Plan (Official Plan) are contained in the Planning and Building Report dated XXXX XX XXXX, attached to this Amendment as Appendix III.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 4.2.1 Airport Corporate District Policies of Mississauga Plan, planning context (Official Plan) is hereby amended by adding the following paragraphs:

*The Mississauga Bus Rapid Transit System (BRT) will be constructed on the north side of Eglinton Avenue and is considered a **Bus Rapid Transit Corridor**. Transit stations are proposed at Spectrum Way, Orbitor Drive and west of Renforth Drive. The Spectrum and Orbitor stations are Bus Rapid Transit Stations and the Renforth Station is identified as a Gateway Mobility Hub in the Regional Transportation Plan.*

*The lands along the BRT are considered to be within an **Intensification Corridor**.*

2. Section 4.2.2 Airport Corporate District Policies, Development Concept is hereby amended by deleting the section and replacing it with the following:

The Airport Corporate District is identified as a Node in recognition of the existing high quality office development and its visibility, access and location. The District will continue as a location primarily for corporate head offices, manufacturing, research and development and accessory commercial.

With the introduction of the Mississauga Bus Rapid Transit along the southern border of the District, the area will continue to evolve as a transit-oriented hub, with a greater mix of uses, high quality public realm including pedestrian-friendly streets and new open spaces. Buildings will define street edges, public spaces and intersections through appropriate building siting. In support of the investment in BRT, new buildings will be higher density and contribute to an attractive pedestrian area. In addition, lands within 800 metres of Renforth Station are identified in the Regional Transportation Plan as a Gateway Mobility Hub. The development and employment density should be substantial in order to support levels of ridership for the BRT.

3. Section 4.2.3.1(a) Airport Corporate District Policies, Urban Design Policies, is hereby deleted and replaced by the following:

- (a) the development to a continuous street frontage through the orientation of buildings parallel to the street, and the placement of significant building mass adjacent to the street edge *with transparent facades* at-grade will be encouraged;

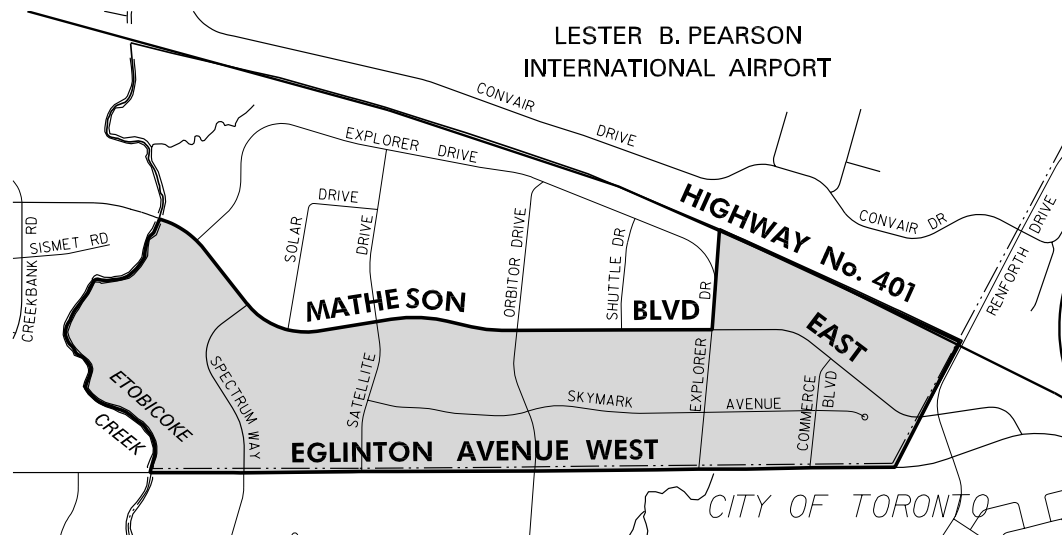
4. Section 4.2.3.1 Airport Corporate District Policies, Urban Design Policies of Mississauga Plan (Official Plan) is hereby amended by adding the following paragraph (b) after paragraph (a) and renumbering the remaining policies thereafter:

- (b) *where they are related, multi-storey buildings should be linked together with a podium;*
5. Section 4.2.3.1(c) Airport Corporate District Policies, Urban Design Policies is hereby deleted and replaced by the following:
- (c) *main building entrances will be clearly articulated and linked to pedestrian walkway systems to provide convenient access for pedestrians to public transit. Active building entrances should be orientated to major street frontages and the BRT.*
6. Section 4.2. **Airport Corporate District** Policies of Mississauga Plan (Official Plan) is hereby amended by adding the following as Section 4.2.3 Special Site Policies:

4.2.3.1. Introduction

There are sites within the District which merit special attention and are subject to the following policies:

"4.2.3.2 Site 1



The lands identified as Special Site 1 are located north of Eglinton Avenue West, south of Matheson Boulevard East, east of the Etobicoke Creek, to Explorer Drive and all lands East of Explorer Drive.

- a. *Notwithstanding the provisions of the Business Employment designation, the following uses will not be permitted:*
- *new industrial uses including manufacturing, assembling, processing, fabricating, repairing, warehousing, distributing and wholesaling, outdoor storage uses;*

- *free-standing retail commercial uses and financial institutions.*

However, existing industrial uses will be permitted to continue and expand.

b. Notwithstanding the Business Employment designation, the following additional policies will apply:

- *buildings will be a minimum of four storeys within 500 m of the limits of Renforth BRT station;*
- *buildings will be a minimum of two storeys within 500 m of the limits of Spectrum and Orbitor stations;*
- *development will have a minimum FSI of 0.5;*
- *prior to site plan approval, it will be demonstrated by the proponent that sites have the ability to achieve a minimum FSI of 1.0 over time by demonstrating the capacity of the site to accommodate additional development having regard to parking, servicing, access and landscaping;*
- *the provision of retail commercial uses with display windows in the at-grade level is encouraged. Buildings closest to the BRT station should have active uses along most of their ground floor frontage facing public streets and/or BRT corridor;*
- *where it is not feasible to include retail commercial uses, the at grade level should include windows, lobbies and entrances so as to avoid blank walls facing public streets;*
- *in order to achieve a continuous street wall, it is intended that as development occurs over time, a minimum of 70 percent of any lot frontage along the BRT corridor, Skymark Avenue, Commerce Boulevard and Citation Place, should be occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Commerce Boulevard and the BRT corridor.*

*c. **Pedestrian Connections***

Development will promote pedestrian movements to and from transit stations through the local streets and publicly accessible private pedestrian connections or private open space areas (plazas). The location, size and character of the publicly accessible connections will be determined during the site plan review process having regard for the following:

- *sidewalks will be provided on both sides of all streets and form a connected system of pedestrian access to and from BRT stations.*

- *streetscape improvements will be coordinated and well designed, including trees, pedestrian-scale lighting, special paving and street furniture on sidewalks, boulevards and important pedestrian and publicly accessible open space areas and walkways;*
- *parking areas will have appropriate landscape treatments, including trees and lighting, throughout parking lots and along their edges, in order to improve the appearance of the parking areas, to contribute to the visual continuity of the street edge. Parking areas should also incorporate defined pedestrian routes for safe and convenient pedestrian movement to building entrances and other destinations to encourage the safe use of these spaces;*
- *concentrated landscape treatment will be provided where continuous street planting is not possible due to the location of utilities or other constraints;*
- *private open space areas will be high quality, usable, and physically and visually linked to streets, park and mid-block pedestrian routes;*
- *pedestrian easements will be provided through the site plan review for the achievement of a continuous pedestrian promenade adjacent to the BRT corridor.*

d. Parking and Servicing

- *new developments will demonstrate that they have a Transportation Demand Management (TDM) strategy in place as a condition of site plan approval;*
- *prestige offices will be encouraged to provide at least one level of below grade parking below the building;*
- *no parking will be provided between the building and the streetline or BRT corridor on principal building frontages;*
- *surface parking should incorporate pedestrian and environmental features including: pathways and plantings to break up large expanses of asphalt, permeable surfaces, storm-water management, clear pathways for enhanced pedestrian access, and defined future development blocks;*
- *loading and garbage storage areas should be located at the rear of buildings, integrated or screened from primary pedestrian routes and publicly visible areas;*
- *shared parking and driveways between developments will be encouraged;*

- *site plans will demonstrate the ability for shared servicing access with adjacent developments;*
- *new development will provide secure bicycle parking for employees.*

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.

Provisions will be made through the rezoning of the lands subject to this Amendment, for development to occur subject to approved site development, architectural and landscaping plans, to ensure that site access, buildings, parking and landscaping are satisfactorily located and designed.

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 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.

APPENDIX I
PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on XXXX XX XXXX in connection with this proposed Amendment.

Note to Planner: A sentence or paragraph needs to be added regarding the result of the Public Meeting

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A by-law to Adopt Mississauga Plan (Official Plan) Amendment No. 102

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;

AND WHEREAS, pursuant to section 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing may authorize an approval authority to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, the Minister of Municipal Affairs and Housing has authorized the Region of Peel to exempt Local Municipal Official Plan Amendments;

AND WHEREAS, on January 27, 2000, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Environment, Transportation, and Planning Services for the Region of Peel has advised that, with regard to Amendment No. 102, in his opinion the amendment conforms with the Regional Official Plan and is exempted;

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

1. The following text attached hereto, constituting Amendment No. 102 to Mississauga Plan (Official Plan), specifically the Airport District Policies of Mississauga Plan (Official Plan), of the City of Mississauga Planning Area, are hereby adopted.

ENACTED and PASSED this _____ day of _____, 2009.

MAYOR

CLERK

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

8.2.2.19	Exception: E1-19	Map # 34E, 34W, 35 E	By-law:
In an E1-19 zone the permitted uses and applicable regulations shall be as specified for an E1 zone except that the following uses/regulations shall apply:			
Uses Not Permitted			
8.2.2.19.1	(1) Manufacturing Facility (2) Warehouse/Distribution Facility		
Additional Permitted Uses			
8.2.2.19.2	(1) Manufacturing facility legally existing on the date of passing of this By-law (2) Warehouse/distribution facility legally existing on the date of passing of this By-law		
Regulations			
8.2.2.19.3	Minimum floor space index - non-residential		0.5
8.2.2.19.4	Maximum setback to the first three (3) storeys of a streetwall of the first building erected on a lot abutting, lands zoned PB1 or Eglinton Avenue West		7.5 m
8.2.2.19.5	Maximum setback to the first three (3) storeys of a streetwall of the first building erected on a lot abutting, Explorer Drive, Orbitor Drive, Satellite Drive, Spectrum Way or Skymark Avenue		5.0 m
8.2.2.19.6	A maximum of 30% of the length of a streetwall of the first three (3) storeys of a building or structure identified in Sentences 8.2.2.19.4 and 8.2.2.19.5 of this Exception, may be set back beyond the maximum setback		
8.2.2.19.7	Minimum height of all buildings and structures except that: (1) a maximum of 30% of the building footprint may be less than two (2) storeys		2 storeys

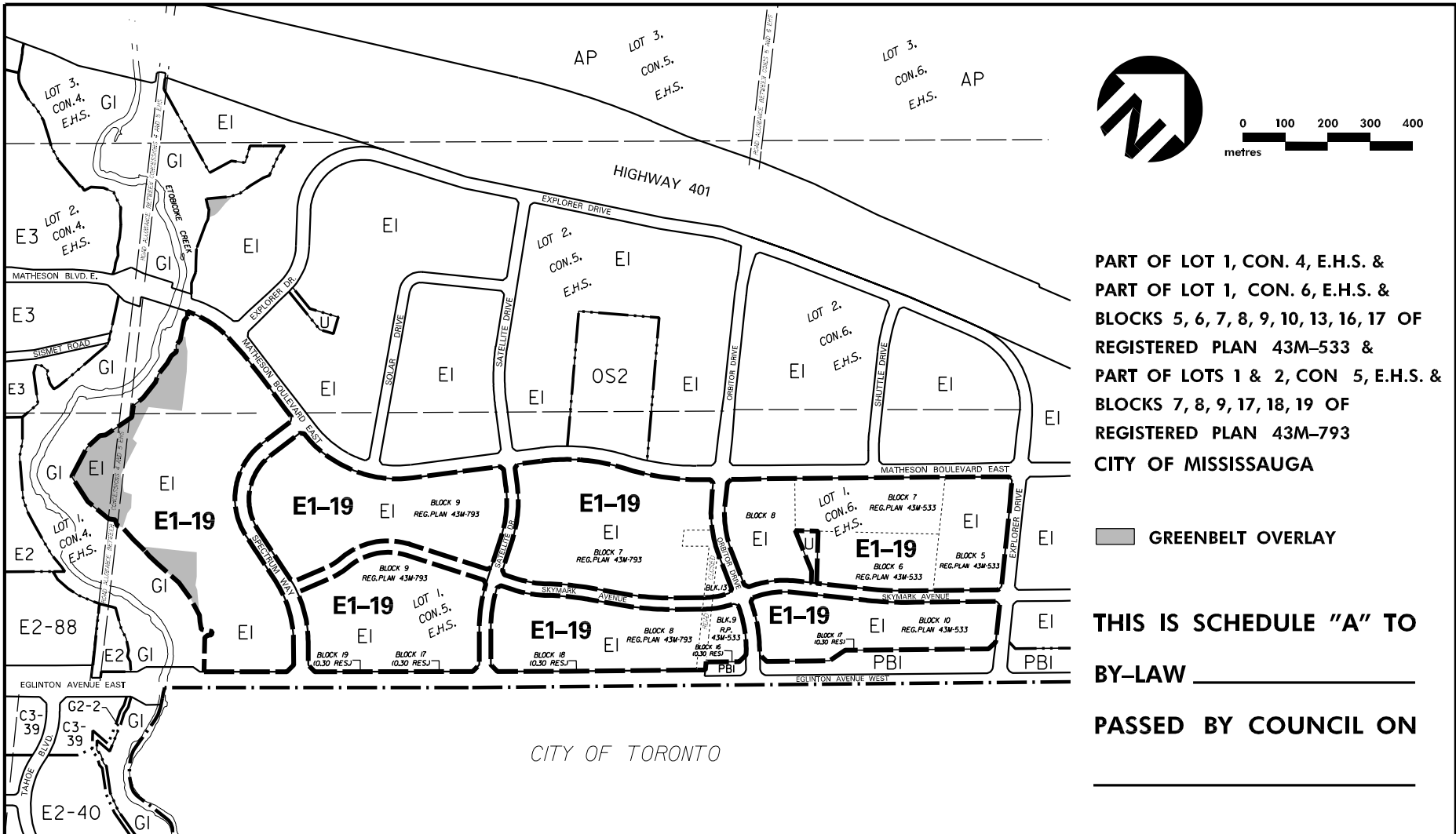
8.2.2.19	Exception: E1-19	Map # 34E, 34W	By-law:
8.2.2.19.8	Where a building is located within 10.0 m of lands zoned PB1, Eglinton Avenue West, Explorer Drive, Orbitor Drive, Satellite Drive, Spectrum Way or Skymark Avenue, the main front entrance shall face the street . Where a building is located at the intersection of two (2) of these streets and/or lands zoned PB1, or any combination thereof, the main front entrance shall be located at either the corner of the building facing the intersection or a building entrance shall be located facing each street and/or lands zoned PB1		
8.2.2.19.9	Enlargement of any use, building or structure legally existing on the date of passing of this By-law shall be permitted and shall not be subject to the regulations of Sentences 8.2.2.19.3 to 8.2.2.19.8 of this Exception		
8.2.2.19.10	In an office building , where the non- office uses , including medical office and real estate office , are greater than 20% of the total GFA – non-residential , separate parking will be required for all of such uses in accordance with the regulations contained in Table 3.1.2.2 of this By-law. Parking for banquet hall/conference centre/convention centre will be provided in accordance with the applicable regulations contained in Table 3.1.2.2 of this By-law.		

2. Map Numbers 34E, 34W and 35E of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, are amended by changing thereon from "E1" to "E1-19", the zoning of Part of Lot 1, Concession 4, East of Hurontario Street, Part of Lots 1 and 2, Concession 6, East of Hurontario Street and Blocks 5, 6, 7, 8, 9, 10, 13, 16 and 17, Registered Plan 43M-533 and Part of Lots 1 and 2, Concession 5, East of Hurontario Street and Blocks 7, 8, 9, 17, 18 and 19, Registered Plan 43M-793 in the City of Mississauga, PROVIDED HOWEVER THAT the "E1-19" zoning shall only apply to the lands which are shown on the attached Schedule "A" outlined in the heaviest broken line with the "E1-19" zoning indicated thereon.
3. This By-law shall not come into force until Mississauga Plan (Official Plan) Amendment Number 102 is in full force and effect.

ENACTED and PASSED this _____ day of _____ 2009.

MAYOR

CLERK



**PART OF LOT 1, CON. 4, E.H.S. &
 PART OF LOT 1, CON. 6, E.H.S. &
 BLOCKS 5, 6, 7, 8, 9, 10, 13, 16, 17 OF
 REGISTERED PLAN 43M-533 &
 PART OF LOTS 1 & 2, CON 5, E.H.S. &
 BLOCKS 7, 8, 9, 17, 18, 19 OF
 REGISTERED PLAN 43M-793
 CITY OF MISSISSAUGA**

GREENBELT OVERLAY

**THIS IS SCHEDULE "A" TO
 BY-LAW _____
 PASSED BY COUNCIL ON _____**

APPENDIX "A" TO BY-LAW NUMBER _____

Explanation of the Purpose and Effect of the By-law

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "E1" (Employment in Nodes) to "E1-19" (Employment in Nodes - Exception).

The "E1-19" zone introduces minimum heights, FSI and maximum setbacks for a portion of the Airport Corporate Employment Node. The "E1-19" also removes manufacturing, warehousing and distribution facilities as a permitted use but permits existing uses to continue and expand.

Location of Lands Affected

Lands east of the Etobicoke Creek, south of Matheson Boulevard East, north of Eglinton Avenue West and west of Explorer Drive in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from Lesley Pavan of the City Planning and Building Department at 905-615-3200 ext. 5531.

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