



Corporate Report

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PDC JUN 28 2010

DATE: June 8, 2010

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 28, 2010

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Report on Comments – Draft Mississauga Official Plan**

- RECOMMENDATION:**
1. That the Draft Mississauga Official Plan be revised in accordance with the report titled "Report on Comments – Draft Mississauga Official Plan", dated June 8, 2010 from the Commissioner of Planning and Building.
 2. That a by-law to repeal Mississauga Plan and adopt the Draft Mississauga Official Plan, as revised, be enacted by City Council, and the City Clerk be authorized to forward the Draft Mississauga Official Plan to the Region of Peel for approval.

BACKGROUND: City Council, on March 31, 2010, considered the report titled "Draft Mississauga Official Plan, March 2010" dated March 2, 2010 from the Commissioner of Planning and Building and adopted the following:

"That the Draft Mississauga Official Plan, March 2010, attached under separate cover to the report titled "*Draft Mississauga Official Plan, March 2010*" dated March 2, 2010 from the Commissioner of Planning and Building, be circulated for comment and that a public consultation program, including the statutory open house and public meeting, be conducted."

COMMENTS:**Public Consultation Process**

On May 3, 2010, the statutory public meeting was held to consider the Draft Mississauga Official Plan (hereafter referred to as “the Plan”). At that meeting, two people addressed the Planning and Development Committee (PDC) – Mr. Bruce Thom and Ms. Dorothy Tomiuk. PDC also received 12 written submissions. Subsequently, another 20 written comments were received (see Appendix 1).

In addition to the statutory public meeting, residents and other stakeholders were invited to attend a series of open houses and two facilitated workshops combined with open houses.¹ Presentations were made to the Lakeview and Port Credit Advisory Panels, the Mississauga Cycling Advisory Committee, the Environmental Advisory Committee, the Accessibility Committee and representatives of commenting agencies, among others.

Attached as Appendix 2 is a summary of key messages for City Council resulting from the facilitated workshops. The messages relevant to the Plan are supportive of its directions, principles and general thrust. Support was expressed for the proactive vision of the Plan and its alignment with the Strategic Plan. In particular, the notions of creating complete communities and a multi-modal transportation system were well received. Support was also expressed for the inclusive nature of the Plan and the opportunities for the community to be involved in achieving the Plan’s vision. The desire to explore creative ideas, particularly for the waterfront, was also articulated.

Some of the key concerns focused on implementation. Participants believe that decisions should align with the Plan (e.g. development applications and budget), the Plan should be defensible at the Ontario Municipal Board, the decision-making process should be transparent and streamlined and infrastructure investment needs to keep pace with growth.

¹ *Open houses were held on April 12, 13 and 14, 2010. Facilitated sessions combined with an open house were held on April 26 and May 4, 2010. There were a total of 39 participants for the two facilitated sessions, 34 which attended the session held on May 4, 2010. Facilitated sessions scheduled for April 17, 27 and 28, 2010 were cancelled due to low registration.*

Proposed Changes to the Plan

Planning and Building Department staff have considered the results of the public consultation process, as well as comments received from PDC and additional staff comments and propose changes to the Plan, where appropriate. The recommendations are contained in Appendix 3.

The comments in Appendix 3 are in the order in which the policies appear in the Plan. Deletions are shown as ~~strikeouts~~ and additions are in *italics and underline*. The recommendations do not include editorial changes, minor matters of style or organization, changes to the arrangement of text, tables, schedules and figures, changes to figures, captions and appendices, minor cartographic revision, or minor rewording, that does not alter the intent or meaning of the proposed policies.

Photographs, figures, captions and appendices do not form part of the Plan and are provided for information only. Consequently, changes to these components are listed in Appendix 4 for reference purposes.

Key issues raised during the consultation process are as follows:

1. Numeric Measurements

At one of the open houses/facilitated sessions, concern was expressed regarding the removal of the Floor Space Index (FSI) provisions. As indicated in the report titled “*Draft Mississauga Official Plan, 2010*” dated March 2, 2010 from the Commissioner of Planning and Building, the Plan proposes to shift the emphasis from numeric, quantitative standards to qualitative standards that emphasize the vision for an area and design compatibility.

While many of the FSI provisions have been removed from the Plan, other policies will ensure that there are “brakes” on development capacity. Height limitations, density caps and population to employment ratios have been included in the Plan to control development potential. For example, in Neighbourhoods and Community Nodes, a four-storey height provision applies as an interim measure unless an alternative height has been identified, as appropriate, through a site specific or local area land use review.

Further, the density for Community Nodes is 100 to 200 residents and jobs per ha (40 to 80 per ac) and a population to employment ratio of 2:1 to 1:2 applies. As well, maximum FSI requirements are provided in the Zoning By-law. Collectively, these policies and regulations control the amount of development that can occur on a site.

The removal of the FSI restrictions for High Density Residential in the Downtown, however, merits reconsideration. There are no height caps in the Downtown, unless site specific or local area limitations existed in Mississauga Official Plan and were brought forward. Given that the Downtown is at the top of the proposed urban hierarchy where the greatest heights and densities are envisioned, this could be used by an applicant to promote a development with building heights and densities that are inappropriate.²

Therefore, it is recommended that in the Downtown, where vacant lands are designated Residential High Density and no height or density provisions have been brought forward, the Plan be revised to include the FSI range as specified in Mississauga Plan. The following sites are affected by this recommendation:

Downtown Cooksville

Special Site 2 (north of Hillcrest Avenue, west of Hurontario Street) – revise to add that apartments will be permitted at a FSI of 1.5 - 2.9;

Downtown Fairview

Special Site 1 (west side of Hurontario Street, south of Elm Drive) – revise to add that apartments will be permitted at a FSI of 2.2 - 2.9;

Downtown Hospital

New Special Site (south side of Paisley Blvd., east of Hurontario Street) - revise to add that apartments will be permitted at a FSI of 1.5 - 2.9.

² The Downtown includes four character areas – Downtown Core (formerly known as the City Centre), Downtown Fairview, Downtown Cooksville and Downtown Hospital. Collectively, these character areas make up Mississauga's Urban Growth Centre. There are no lands designated Residential High Density in the Downtown Core. Residential development is permitted in the Downtown Mixed Use and Downtown Core Commercial designations; the interim height cap would not apply these designations.

To control redevelopment or intensification of sites designated Residential High Density, until such time as site specific or local area reviews have determined appropriate heights and/or densities, a 25-storey height limit is proposed in the Downtown.

2. Convenience Commercial

The Plan restricts development on lands designated Convenience Commercial to 2 000 m² (21,500 sq.ft.) gross floor area (GFA). This size limitation was carried over from the existing Official Plan. Comments were received that a number of existing Convenience Commercial sites somewhat exceed the maximum GFA.

The purpose of the size limitation was to ensure that Convenience Commercial sites remained small in size in order to minimize the potential for conflict with adjacent land uses. Many Convenience Commercial sites are located in Neighbourhoods next to residential development. Although the designation permitted other uses, such as office and residential, these sites were expected to develop as one-storey retail plazas.

Convenience Commercial sites have limited expansion capacity as most are surrounded by developed lands and on-site development will be restricted by parking, landscaping and other site development requirements. Further, the Plan promotes a minimum two-storey built form for sites along Corridors, which is where a number of Convenience Commercial sites are located.

Removal of the size limitation in the Plan is recommended to recognize existing sites that exceed the size limitation and to provide greater flexibility for sites along Corridors to develop with a two-storey built form. The Zoning By-law will continue to apply a size cap to Convenience Commercial sites and, thus, expansions would require a rezoning application.

3. Drive-through Facilities

Comments were received regarding policies in the Plan that prohibit drive-through uses. It was suggested that the Zoning By-law, rather than the Official Plan, should identify where drive-through uses are prohibited and the Official Plan should establish the criteria that would have to be met for their approval.

The existing Official Plan prohibits drive-through facilities in the City Centre and on lands designated Mainstreet Commercial, which exist in areas of Clarkson-Lorne Park, Erindale, Lakeview, Malton, Port Credit and Streetsville. The Plan continued the prohibition of drive-through uses in the Downtown Core (formerly referred to as the City Centre) and prohibited drive-through uses in the remainder of the Downtown and in all Major Nodes, Community Nodes and Corporate Centres.

While drive-through uses are generally not regarded as an appropriate use in areas where a pedestrian oriented and compact built form is promoted, there may be locations where a drive-through use could be established without disrupting the intended form and function of an area. Further, all Intensification Areas, including Intensification Corridors and Major Transit Station Areas, should discourage drive-through uses. Also, drive-through uses outside of Intensification Areas require some policy direction.

It is recommended that drive-through uses continue to be prohibited in all locations where the existing Official Plan prohibits the use (City Centre and lands designated Mainstreet Commercial) as these include the portion of the Downtown where a concerted effort is being made to create a walkable environment with high design standards and the city's historic main streets. This prohibition is recommended in the Plan as well as the Zoning By-law. In addition, for all Intensification Areas, it is recommended that the Zoning By-law prohibit drive-through uses and an official plan policy establish the limited circumstances in which a drive-through use may be considered. Lastly, it is recommended that a policy be added that identifies the criteria for drive-through uses in non-intensification areas. The proposed official plan policies are included in Appendix 3 as recommendation #100.

4. Power Generation

The issue of power generation was raised at the March 22, 2010 meeting of PDC. The Plan allows a power generating facility where the output of energy is ten megawatts or greater, to be located on lands designated Industrial. This is a continuation of the policy framework in the existing Official Plan.

As indicated previously, most recently in the report titled “*Protection of the Ontario Power Generation Lands in Lakeview*” dated May 11, 2010, from the Commissioner of Planning and Building, a change in the land use from the existing permissions on a property should be supported by a comprehensive study and sound rationale. In the absence of such a study, no change to the Industrial policies permitting a power generation facility is recommended.

The Plan introduced a definition of “minor power generating facility” to capture facilities producing less than ten megawatts of energy. Further, the Plan identified a minor power generating facility as a use permitted in all designations, except Greenbelt. The intent was to clarify that small scale facilities would be allowed in a variety of settings (e.g., solar panels on a residential dwelling, power generation as an accessory use to an industrial operation). However, the recent enactment of the *Green Energy Act 2009*, which makes all renewable energy undertakings exempt from official plans and zoning by-laws, makes policies for renewable energy undertakings unnecessary. If a power generation undertaking with an output of less than ten megawatts is proposed that is not an accessory use or does not produce renewable energy, the proposal may be considered through an official plan amendment process.

It is recommended that no change be made to the policies regarding major power generation facilities but that a minor power generation facility be deleted from the list of uses permitted in all designations.

5. Green Development

At the March 22, 2010 meeting of PDC, it was questioned why policies regarding green development, in particular policies regarding low impact development, were not included in the Plan.

Policies regarding the natural environment are generally found in Chapter 5: Value the Environment, whereas policies regarding green development standards are generally found in Chapter 8: Build a Desirable Urban Form. However, sustainable development policies are incorporated throughout the Plan and embodied in many of the underlying concepts of the Plan (e.g., the vision; identification of Intensification Areas with pedestrian friendly, compact development; promotion of transit).

The term “stormwater best management practices” has been used in the Plan instead of “low impact development”. The term “stormwater best management practices” captures the entire stormwater treatment train from on-site practices (e.g., green roofs, permeable paving) to end-of-pipe facilities such as stormwater management ponds. The term “low impact development” has a narrower definition and focuses on on-site practices. To clarify that low impact development techniques are included in the term “stormwater best management practices” a revision to the glossary definition is recommended. The proposed definition is as follows:

Stormwater Best Management Practices - A set of practices which includes techniques, measures, structural and non-structural controls that are used to manage the volume, discharge rate and quality of stormwater runoff, promote groundwater infiltration and reduce the release of pollutants into waterbodies and in-stream erosion. Stormwater best management practices may include low impact development techniques to replicate the natural hydrologic cycle through infiltration, evapotranspiration, reuse and storage such as innovative site design and landscaping to minimize imperviousness, permeable paving, greenroofs, rainwater harvesting and bio-retention. Stormwater best management practices may also include roadway bioretention and stormwater management ponds.

In addition, staff from the Conservation Authorities and the Transportation and Works and Community Services departments were consulted and a number of additions and revisions to the green development policies are recommended. These are detailed in Appendix 3; some of the more significant changes are as follows:

- the natural hazard mapping for those portions of the Lake Ontario Shoreline under the jurisdiction of the Toronto Region Conservation Authority has been updated;
- the natural hazard mapping will be included on Schedule 10: Land Use Designations and the land use maps of all local area plans;

- policy 5.2.7 has been strengthened to require development proponents to incorporate stormwater best management practices into proposals (proponents to identify the technique(s) appropriate for the situation); and
- a policy has been added to Chapter 7: Build a Multi-Modal City to indicate that, where feasible, the City will incorporate stormwater best management practices into the planning, design and construction of municipal road and off-street parking facility projects.

When initiatives such as the Green Development Strategy, the Storm Water Quality Control Strategy and the Living Green Master Plan are completed, recommendations regarding revisions to the Plan will be incorporated.

6. Community Nodes

The inclusion of Community Nodes as Intensification Areas was questioned at the March 22, 2010 meeting of PDC. Community Nodes are identified as Intensification Areas because of the development capacity that exists within them and the role they are intended play within the urban structure.

The development capacity of the eight defined Community Nodes is approximately 40,000 additional persons or jobs, if they were to be developed to the 200 residents and jobs per ha (80 per ac) maximum. In addition, the two Community Nodes where boundaries are still to be defined – Lakeview and Dixie-Dundas – have development capacity. As such, Community Nodes have the potential of accommodating a significant percentage of the growth forecast for the city to 2031 and beyond.

In support of the growth that is being directed to Community Nodes and other Intensification Areas, transportation and community infrastructure is being directed to these areas and urban design policies have been developed that require a compact built form that is conducive to pedestrians. The vision for Community Nodes is that they are walkable and vibrant mixed use areas that act as the focal point for local development (e.g., housing for older adults to permit aging-in-place) and the location for a variety of services and

facilities (e.g., medical offices, libraries). However, for a number of Community Nodes the critical mass necessary to achieve this vision is not present.

It is important to recognize that not all Intensification Areas are to be developed to the same density. The urban hierarchy establishes that the Downtown and Major Nodes will be developed for greater heights and densities than Community Nodes. Local area studies will determine the appropriate density for each Community Node within the general range specified in the Plan.

Community Nodes play a critical role in the overall city structure and urban hierarchy of the Plan, and control how future growth is to be directed and where infrastructure investments will be made. Therefore, it is recommended that Community Nodes continue to be identified as Intensification Areas.

7. Incorporation of Official Plan Amendments

Subsequent to the Plan being prepared, a number of official plan amendments have been adopted by City Council. It is recommended that the Plan be revised to incorporate all amendments adopted by City Council since the Plan was prepared and prior to the Plan being adopted by City Council.

Approval of the Plan

This report recommends that Mississauga Plan be repealed and that the Plan, with the changes proposed in Appendices 3 and 4 be adopted by City Council. This will require that a by-law be prepared which will be brought forward in the early fall. The Plan will then be submitted to the Region of Peel for approval.

The Province has delegated approval authority to the Region and, within 180 days, the Region may approve; modify and approve as modified; or refuse to approve part, parts or the entire Plan. The Region's role is to ensure conformity to the Regional Official Plan and Provincial policies and legislation.

As part of the review process, the City may request the Plan be modified. There are two types of modifications the City may request:

1. Administrative and Technical - These modifications seek to correct gaps, overlaps and errors in the adopted Plan's text or schedules. These modifications do not change the intent of the policies and may be included in the normal course of the Region's review process.
2. Policies and Designations - These modifications seek to change policies and/or land use designations. While these can also be handled through the modification process, the *Planning Act* requirements for public notice and public hearing must be met.

Modifications to the Plan that fall into the second category may include recommendations resulting from the Cycling Master Plan, the Hurontario Main Street Study, the Downtown 21 Plan, the Green Development Strategy and the Living Green Master Plan, among other city initiatives. Modifications to the Plan resulting from development applications would also be included in this category.

A study or development application that proposes to modify the Plan must fulfill the notification and public meeting requirements of the *Planning Act* as part of its public consultation process. This is necessary even if the proposed change would otherwise be exempt from Regional approval.

Therefore, until such time as the Plan has been approved by the Region, all proposals to change the Plan should, in addition to the standard official plan amendment process, include a recommendation to request the Region to modify the Plan. In the transition period prior to the existing Official Plan being repealed and the draft Official Plan being approved, proposals requiring an official plan amendment should address both the existing and draft Official Plans.

STRATEGIC PLAN: The Official Plan is an important tool to implement the land use components of the Strategic Plan. The results of the “Our Future Mississauga – Be part of the conversation” public consultation informed the preparation of the Plan. The policy themes of the Plan advance the strategic pillars for change, which are:

Move: Developing a Transit Oriented City
Belong: Ensuring Youth, Older Adults and New Immigrants Thrive
Connect: Complete Our Neighbourhoods
Prosper: Cultivating Creative and Innovative Businesses
Green: Living Green

FINANCIAL IMPACT: Not applicable

CONCLUSION: Stakeholders have had the opportunity to obtain information and to comment on the Plan at the statutory public meeting, open houses and facilitated sessions. In addition, staff made a number of presentations and information has been available on the City’s website. During the public consultation process, a number of written submissions were received.

Some of the key issues raised at the March 22, 2010 meeting of the PDC meeting and during the public consultation process pertain to the removal of numeric measurements, size limitations for convenience commercial sites, prohibition of drive-through facilities, policies regarding power generation, green development standards and terminology and the inclusion of Community Nodes as Intensification Areas. Based on issues raised at various meetings and during the course of the public consultation program, revisions to the Plan are proposed.

This report recommends a by-law be prepared to repeal the existing Official Plan and adopt the Plan, as revised. The Plan would then be forwarded to the Region of Peel for approval. Modifications to the Plan may be requested by the City to accommodate on-going City initiatives, provided that the provisions to the *Planning Act* are complied with where changes to the intent of the Plan are involved.

The Plan aligns with the vision established in the Strategic Plan and the Plan's approval is important to the advancement of the vision articulated in the "Our Future Mississauga – Be part of the conversation" process.

ATTACHMENTS

APPENDIX 1: Written Submissions

APPENDIX 2: Key Messages for City Council From Workshops

APPENDIX 3: Response to Comments Table

APPENDIX 4: Changes to Figures, Captions and Appendices

Original Signed By:

Edward R. Sajecki
Commissioner of Planning and Building

*Prepared By: Marianne Cassin, Ron Miller and Angela Dietrich,
Policy Planning Division*

Written Submissions

1. Letter dated April 14, 2010 from Carol-Anne Munroe, Sorensen Gravely Lowes Planning Associates Inc.
2. Letter dated April 20, 2010 from Alan Young, Senior Associate, Weston Consulting Group Inc.
3. Letter dated April 20, 2010 from Paul Mountford, Intermediate Planning Officer, Planning and Accommodation Department, Peel District School Board
4. Letter dated April 28, 2010 from Angela Sciberras, Principal, Sciberras Consulting Inc.
5. Letter dated April 29, 2010 from Diana Santo, Senior Planning Director, Planning & Environmental Design, MMM Group
6. Letter dated April 29, 2010 from J. Ferguson, Real Estate Services, Ontario Power Generation
7. Letter dated April 30, 2010 from B.D. Jolly, President, Tyndall Nursing Home Limited
8. Follow up letter dated May 25, 2010 from Ron Scarcello, Tyndall Nursing Home Limited
9. Letter dated April 30, 2010 from Brock Criger, Manager, Development Services, Region of Peel
10. Letter dated April 30, 2010 from Paul Lowes, Principal, Sorensen Gravely Lowes Planning Associates Inc.
11. Letter dated April 30, 2010 from Areta Lloyd, 1210 & 1212 Crestlawn Drive, Mississauga, ON L4W 1A6
12. Letter dated April 30, 2010 from O. M. Komarnicky, 5350 Maingate Drive, Mississauga
13. Letter dated April 30, 2010 from O. M. Komarnicky, 5369 Maingate Drive, Mississauga
14. Letter dated April 30, 2010 from Zdana Fedchun, 5340 Maingate Drive, Mississauga
15. Letter dated May 1, 2010 from Roma Clasper, Landlord, 1200 Crestlawn Drive and 1202 Crestlawn Drive, Mississauga, ON L4W 1A6
16. Letter dated May 2, 2010 from Victor Labreche, Senior Principal, Labreche Patterson & Associates Inc.
17. Email dated May 3, 2010 from Tony Chiodo, Antorisa Investment Ltd.

18. Letter dated May 3, 2010 from Bruce Thom, Planner, EMBEE Properties Limited
19. Letter dated May 3, 2010 from Harry Froussios, Senior Planner, Zelinka Priamo Ltd
20. Letter dated May 3, 2010 from Jeff Boyd, Senior Site Development Manager, Lowe's Companies Canada ULC
21. Letter dated May 3, 2010 from Mark R. Flowers, Davies Howe Partners
22. Letter dated May 3, 2010 from Philip Stewart, Pound & Stewart Associates Limited
23. Follow up letter dated May 14, 2010 from Phil Stewart, Pound & Stewart Associates Limited
24. Letter dated May 20, 2010 from Josh Campbell, Senior Planner, Credit Valley Conservation
25. Letter dated May 7, 2010 from Kim Peters, Environmental Planner, Conservation Halton
26. Letter dated May 14, 2010 from Gayle Bursey, Director, Chronic Disease and Injury Prevention, Peel Public Health, Region of Peel
27. Letter dated May 14, 2010 from John La Chapelle, Manager - Municipal Relations, Access Network Provisioning, Ontario, Bell Canada
28. Letter dated May 19, 2010 from Mark Nowicki, Manager, Aerodrome Planning, Greater Toronto Airports Authority
29. Letter dated May 25, 2010 from Philip J. Levine, Director, IBI Group
30. Letter dated May 26, 2010 from Daniella Grosvenor, Growth Management Policy Planner, Planning, Design & Development, City of Brampton
31. E-mail dated May 27, 2010 from Judy Bates, Planner, Goodmans LLP
32. Letter dated June 1, 2010 from Steven A. Zakem, Aird & Berlis LLP



Sorensen Gravely Lowes Planning Associates Inc.

509 Davenport Road
Toronto, Ontario M4V 1B8
Telephone (416) 923-6630
Facsimile (416) 923-6916

Principals: Warren Sorensen, P.Eng, MCIP, RPP
Catherine Gravely, MES, MCIP, RPP
Paul Lowes, MES, MCIP, RPP
Senior Associate: Carol-Anne Munroe, MCIP, RPP

April 14, 2010

Project: UB.MS

Ms. Lesley Pavan
Manager, Development Team North
Planning and Building Department
City of Mississauga
300 City Centre Drive, 11th Floor
MISSISSAUGA, ON L5A 3R6

Dear Ms. Pavan:

**Re: Proposed Citywide Draft Mississauga Official Plan as it Affects
2950 Citation Place, Mississauga
Property Owner: UBE Airport Development Ltd.**

Upon reviewing the *Draft Mississauga Official Plan (March 2010)*, we noted that the above-noted lands located within the Airport Corporate Centre and owned by our client, UBE Airport Development Ltd, are included in the lands subject to the "Special Site 1" policies (*Part Three, Subsection 15.2.2.1*) arising from Council's approval of OPA No. 102.

As you know, OPA No. 102 was appealed to the Ontario Municipal Board (OMB) on behalf of our client, and a settlement related to that appeal has since been reached between the City and our client. Assuming that the OMB accepts the terms of the settlement at the upcoming Hearing scheduled for May 4, 2010, can you kindly confirm that the site-specific policies arising from the settlement will be incorporated into the City's *Draft Official Plan*. We would appreciate receiving your response in advance of the scheduled statutory public meeting related to the *Draft Mississauga Official Plan (March 2010)* scheduled to occur on May 3, 2010. Please also notify us when the update to the *Draft Official Plan* has occurred so that we can review the updated text accordingly.

Thank you for your time.

Yours very truly,

SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.

Carol-Anne Munroe, MCIP, RPP
Senior Associate

- c Marianne Cassin, City of Mississauga
- S. Zakem, Aird & Berlis
- N. Jakubovic, UBE Airport Development Inc.



Weston Consulting Group Inc.

'Land Use Planning Through Experience and Innovation'

April 20, 2010
File No. 4848

Ms. Marianne Cassin, Planner
Planning and Building Department
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Ms. Cassin:

RE: DRAFT CITY OF MISSISSAUGA OFFICIAL PLAN (March 2010)
PUBLIC MEETING – MAY 7, 2010
Daraban Holdings Ltd.
3640-70 Cawthra Road
Lots 44 – 49 inclusive and Part of Lot 50, Registered Plan 691
(Southwest corner of Cawthra and Burnhamthorpe Roads)

Weston Consulting is the planning consultant for Daraban Holdings Ltd. ("Daraban"), the owner of a 0.53 ha (1.3-acre) parcel at the above location (see attached air photo). The south portion of the parcel is occupied by a row of 10 townhouses. The north portion was, for many years, used for a gas bar, but is now vacant.

Daraban intends to redevelop the entire subject property for a retirement home. Two pre-consultation meetings have been held with planning staff, and a development application will be submitted in the near future. It is with this upcoming application in mind that we make this submission regarding the City's draft Official Plan (March 2010).

The subject lands are located within the Mississauga Valleys Neighbourhood and the proposed Cawthra and Burnhamthorpe Corridors (Schedule 1(c)). Although the site is not located within a proposed intensification area, we note that the draft Official Plan allows for new development outside intensification areas, provided the development is sensitive to the Neighbourhood's existing and planned character (4.3.5), and recognizes that intensification may be considered within Neighbourhoods where the proposed development is compatible in built form and scale to surrounding development (4.3.5.5). Higher density uses are steered to Corridors within Neighbourhoods (4.3.5.3), which would include the subject property.

We note also that the draft Official Plan encourages the diversification of housing stock to cater to the needs of seniors throughout the City, particularly as expressed in this proposed policy:

"Much of Mississauga's housing was built in the last three to four decades and geared to the needs of families with children. As these neighbourhoods mature, the dwelling units and Neighbourhoods that they occupy may no longer meet their needs. Opportunities for aging-in-place or alternative housing within the community will assist households as they move through the lifecycle. This may include introducing alternative forms of housing within Neighbourhoods such as supportive housing for seniors and secondary suites" (6.2).

The foregoing clearly encourages the consideration of special forms of housing for seniors in older neighbourhoods such as Mississauga Valleys. The proposed retirement home use on the subject property is in keeping with the City's thinking as expressed above.

The City's proposed land use designations for the subject property are Medium Density Residential and Motor Vehicle Commercial, reflecting the existing and historic uses of the property (see attached extract from draft Schedule 10a). The Motor Vehicle Commercial designation is, however, now obsolete since the gas bar has been removed from the property and there are no plans to replace the former gas bar with another automotive use.

In our opinion, the new Official Plan, as a forward-looking document, should provide direction and encouragement for the replacement of automotive uses at this prominent corner by extending the proposed Medium Density Residential designation to cover the entire property. This will facilitate the redevelopment of the lands for a use that is more in keeping with the City's objectives for Neighbourhoods. The need for any appropriate site-specific provisions will be identified with the pending development application.

The proposed Medium Density Residential designation in Mississauga Valleys permits townhouses, *"all forms of horizontal multiple dwellings"* (11.2.5.5), *"low-rise apartment dwellings"* (16.19.22) and *"**special needs housing** ... in a built form consistent with the dwelling forms permitted by the residential designation"* (11.2.5.9)(emphasis added).

The term "special needs" is not included in the Glossary in the draft Official Plan, but the Provincial Policy Statement defines the term to refer to housing for the disabled and the elderly. Thus, for clarity, we would suggest that the new Official Plan include a definition of special needs housing conforming with that in the Provincial Policy Statement.

We would appreciate the City's consideration of the foregoing comments, and would be pleased to discuss them further with you.

Kindly ensure that we are included on the notification list for any future reports and/or public meetings concerning the City's draft Official Plan and that we receive notice of any decision made by City Council regarding this matter.

Yours truly,

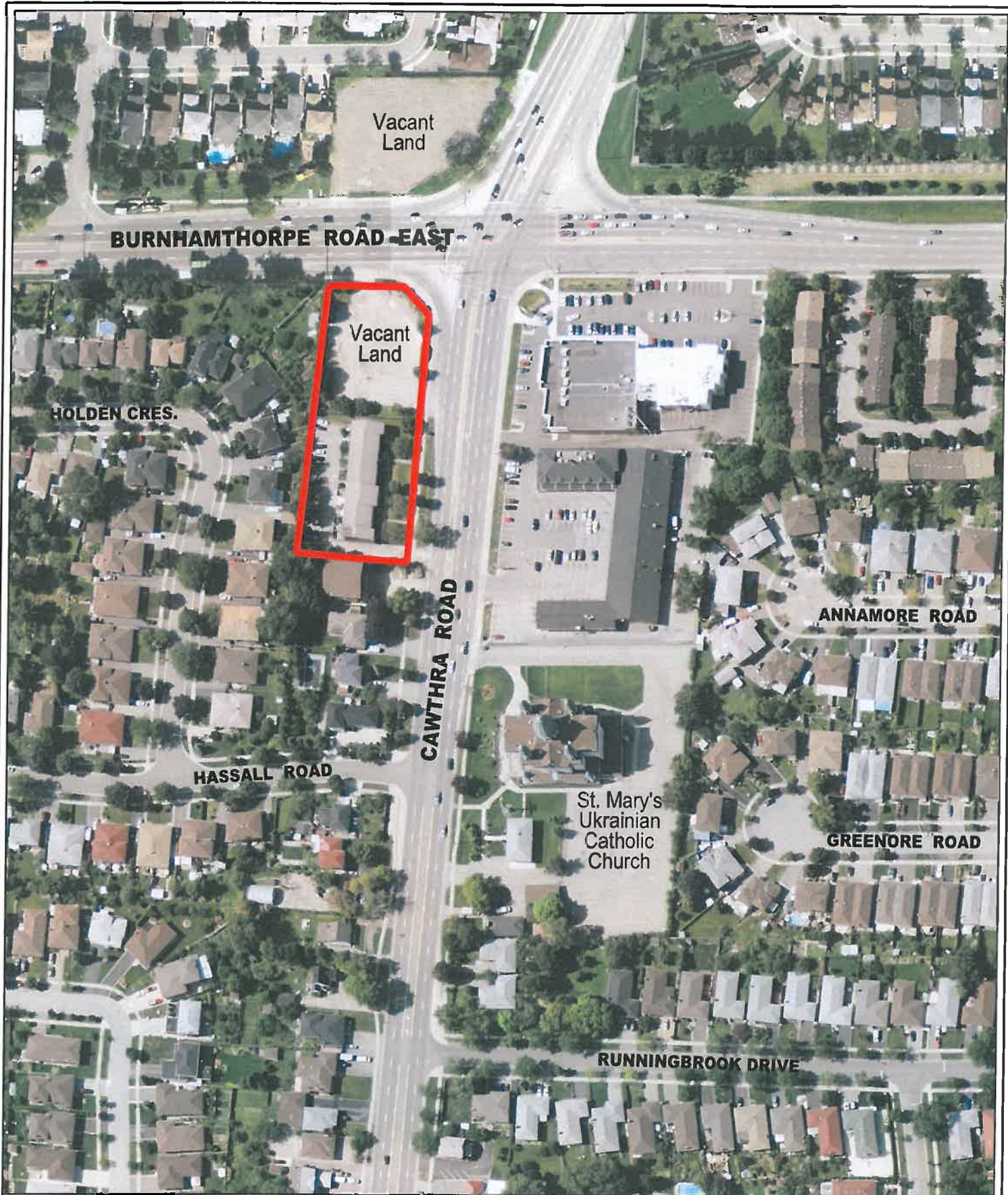
Weston Consulting Group Inc.

Per:



Alan Young, BES MSc MCIP RPP
Senior Associate

cc. Mayor Hazel McCallion
Councillor Frank Dale
Angela Dietrich, Manager of City-Wide Planning
James Durbano, Daraban Holdings
Mark Flowers, Davies Howe Partners



WESTON CONSULTING GROUP INC.



File No: 4848
Date Drawn: Apr 15, 2010
Drawn By: sb
Planner: ay
Scale: not to scale

CAD FILE: 4848/air photos/google.dgn

LEGEND



SUBJECT LANDS
3640 - 3670 CAWTHRA ROAD

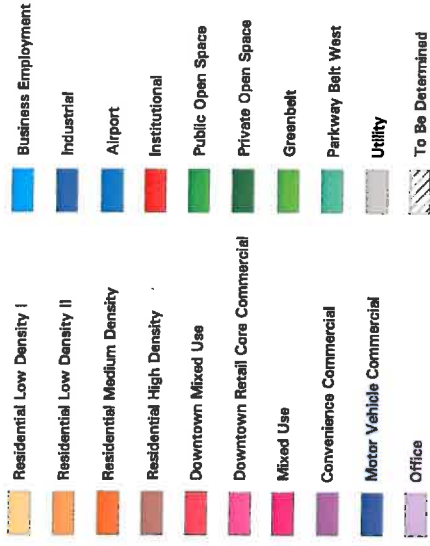
Air Photograph from Google Earth Pro.
Date of photography: August 2009

AIR PHOTOGRAPH

3640 - 3670 CAWTHRA ROAD
MISSISSAUGA

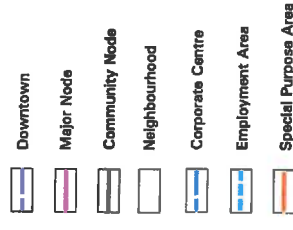
Extract from Schedule 10a Land Use Designations - South

LAND USE DESIGNATIONS

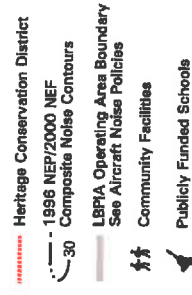


CITY STRUCTURE

Elements



LAND USE LEGEND



SCALE (approx.)



March 2010



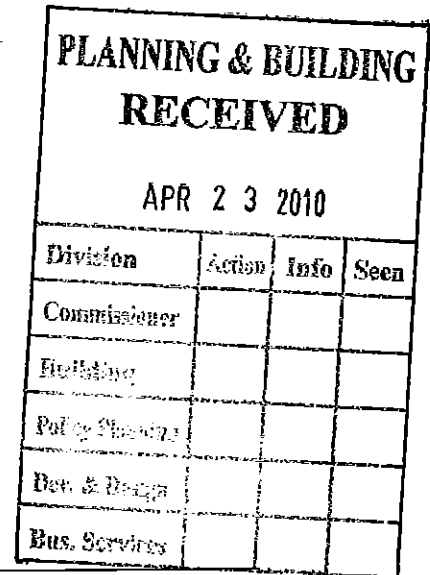
**SUBJECT PROPERTY
3640 - 3670 CAWTHRA ROAD**



5650 Hurontario Street
Mississauga, ON, Canada L5R 1C6
t 905.890.1010 1.800.668.1146
f 905.890.6747
www.peelschools.org

April 20, 2010

Mr. John Calvert
Director
Policy Planning Division
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1



Dear Mr. Calvert:

RE: **Draft Mississauga Official Plan, March 2010**
Downtown Core Local Area Plan, Draft - March 2010
Lakeview Local Area Plan, Draft - March 2010
Port Credit Local Area Plan, Draft - March 2010
Southdown Local Area Plan, Draft - March 2010
City of Mississauga

Thank you for providing the Peel District School Board with the opportunity to provide input on the above noted documents.

Upon its review the Board has the following comments:

Draft Mississauga Official Plan – March 2010

Page	Policy	Comment
p. 5-16	5.3.3.11	Add to the end of the sentence "that is mutually beneficial to all authorities involved."
p. 6-6	6.3.4	The Board wishes clarification of the intent of this policy.
p.6-6	6.3.8	Add to the end of the sentence "that is mutually beneficial to all authorities involved."
p. 8-6	Figure 8-7	While this map is conceptual, it shows the T.L. Kennedy S.S. site as being redeveloped. The Board has no intention as this time to rebuild the school or have the site redeveloped.
p. 8-18	8.3.5.3 c	While the Board is in favour of connectivity to other Natural Areas and Parks and Opens Spaces, student safety will take precedence over any potential linkages.
p. 8-23	8.5.1.8	Issues dealing with student safety and maintenance will need to be taken into consideration for linkages with proposed development.
p. 11-3	11.2.1.1	The Board requests written confirmation that public schools are permitted in all land use designations, except Greenbelt unless specifically allowed.
p. 11-7	11.2.11.2	Delete "Public and" from the beginning of the sentence. Add as a second sentence "Public schools will not be permitted as a principal or

Trustees
Janet McDougald, Chair
Ruth Thompson, Vice-Chair
Valerie Arnold-Judge
Beryl Ford
David Green
Steve Kavanagh

Brad MacDonald
Suzanne Nurse
Don Stephens
Allison Van Wagner
Jeff White
Rick Williams

Director of Education and Secretary
Tony Pontes

Associate Director,
Instructional Support Services, Acting
Jane Mason

Associate Director,
Operational Support Services
Carla Kisko



		accessory use within the Airport Operating Area, unless it is a replacement school for an existing school or schools."
p. 12-8	12.4.2.2	The Board has no intention as this time to rebuild T.L. Kennedy S.S. or have the site redeveloped.
P 19-14	19.18.7	Add to the end of the sentence "that is mutually beneficial to both parties."

Downtown Core Local Area Plan, Draft - March 2010

The Board has reviewed the above noted document and has no comments at this time.

Lakeview Local Area Plan, Draft - March 2010

The Board has reviewed the above noted document and has no comments at this time.

Port Credit Local Area Plan, Draft - March 2010

The Board has reviewed the above noted document and has no comments at this time.

Southdown Local Area Plan, Draft - March 2010

The Board has reviewed the above noted document and has no comments at this time.

For information purposes, Byngmount Beach P.S. Lyndwood P.S. and Neil C. Matheson P.S. in the Lakeview Neighbourhood, and Russell Langmaid P.S. in the Streetsville Neighbourhood were involved in Accommodation Reviews. As of June 30, 2010 students will no longer be attending Byngmount Beach P.S. Lyndwood P.S. and Russell Langmaid P.S. Beginning in September 2010, students from Russell Langmaid P.S. will be attending Ray Underhill P.S. K-5 students from Byngmount Beach P.S. and Lyndwood P.S. will be attending Neil C Matheson P.S. for one year until a new school is completed on the former Lyndwood P.S. site, anticipated to open in September 2011. Grade 6-8 students from Byngmount Beach P.S. and Lyndwood P.S. will be attending Allan A Martin Sr. P.S. as of September 2010.

The Board looks forward to providing input on future reports and studies the City will be conducting for its Official Plan review.

If you require any further information please contact me at 905-890-1010, ext. 2217.

Yours truly,



Paul Mountford, MCIP RPP
Intermediate Planning Officer
Planning and Accommodation Dept.

- c. S. Hare, Peel District School Board
- J. Rogers, Dufferin-Peel Catholic District School Board



April 28, 2010

City of Mississauga
Planning & Building Department
300 City Centre Drive
Mississauga, ON L5B 3C1

Attention: Ms. Marianne Cassin

Dear Ms. Cassin:

**RE: Draft Mississauga Official Plan – “Exempt Site”
Proposed Private Elementary School
Masjid Al-Farooq - 935 Eglinton Avenue West
SCI File No. 0908**

I am writing on behalf of my clients, Masjid Al-Farooq and Makkah Holdings Inc., owners of the above referenced property.

My clients received correspondence from the City, dated April 8, 2010, regarding the Draft Official Plan indicating that the subject site is identified as a “special site” in the City’s Official Plan; and, that the City intends to identify the subject site as an “exempt site” in the draft Official Plan. It states: *“The creation of exempt sites is to recognize sites that reflect unique circumstances that are not representative of the vision of the official plan.”*

The letter further states: *“The policy deems the existing use on an exempt site to be in conformity with the official plan, and thereby allows the zoning by-law to permit the existing use. There will be no change to the zoning rights which apply to your lands identified as an exempt site. While in some instances, the zoning by-law may permit these land uses to expand, generally only existing uses will be permitted. Exempt sites will be reviewed and possibly removed during the preparation of future planning studies.”*

As you may be aware, the subject site is currently occupied by a 927.44 m² Mosque. Development applications have been submitted to the City for the construction of a private elementary school and associated parking adjoining the existing Mosque. The City’s current Official Plan permits the proposed school use, subject to a zoning by-law amendment.

Based on a cursory review of the City’s draft Official Plan, the subject site is located within the “East Credit Neighbourhood” and is designated “Residential Medium Density”. Limited “community infrastructure” uses are identified as being permitted within “Neighbourhoods” including, but not limited to, schools and places of religious assembly. In addition, Eglinton Avenue East is designated as an “arterial corridor” and a “transit priority corridor”. Policy 6.3.5 states that community infrastructure will generally be located on corridors.

Based on the above; and, my understanding of the City’s proposed policies in the draft Official Plan, both the existing Mosque and the proposed school are permitted uses on the subject site. It is unclear as to why the existing (and proposed) uses do not represent the “vision of the official plan” as both are identified as being permitted.



Masjid Al-Farooq
935 Eglinton Avenue East
April 28, 2010
Page 2 of 2
File No. 0908

Please confirm that the existing mosque and proposed elementary school are permitted uses in the City's draft Official Plan; and, clarify the intent of the April 8, 2010 correspondence.

We trust that the development applications for rezoning and site plan approval currently being reviewed by the City are not compromised by the draft Official Plan policies.

Should the above interpretation not be correct, my clients will be submitting a formal objection to the draft Official Plan as it pertains to the subject site.

Yours truly,

SCIBERRAS CONSULTING INC.

« original signed »

Angela Sciberras MCIP, RPP
Principal

Cc : Mohammad Qazi, Masjid-e Farooq
Rocco Galati, Solicitor



MMM Group Limited
 Planning & Environmental Design
 100 Commerce Valley Drive West,
 Thornhill, Ontario, L3T 0A1
 t: 905.882.1100 | f: 905.882.0055
 www.mmm.ca

April 29, 2010
 File No. 14.10202.001.P02

Mr. John Calvert, MCIP, RPP, Director, Policy Planning,
 City of Mississauga
 300 City Centre Drive
 Mississauga, Ontario
 L5B 3C1

Dear Mr. Calvert

Subject: **Draft Mississauga Official Plan, March 2010**
1370 Dundas Street (Dun-Dix Plaza), Mississauga

MMM Group Limited, on behalf of our client El-Ad Group (Canada) Inc. is pleased to provide comments on the City's Draft Official Plan, March 2010. El-Ad Group (Canada) Inc. is the owner of the property located at 1370 Dundas Street (Dun-Dix Plaza), at the southwest corner of the intersection of Dundas Street and Dixie Road, herein referred to as the subject property. The subject property currently accommodates a variety of commercial, office and retail uses within a 3 storey street-related building. It was a pleasure meeting with you and Mr. Sajecki on March 2, 2010 to discuss redevelopment opportunities for the subject property to develop a more viable and mixed use development at this prominent intersection in the City.

We are generally supportive of the policy directions of the Draft Official Plan, which identify the subject property as a suitable location for intensification and redevelopment, including:

- Intensification Corridor (Schedule 1) – Dundas Street is identified as an Intensification Corridor which encourages higher density, mixed use and transit friendly development;
- Corridor (Schedule 1) – Dixie Road is identified as a Corridor;
- Higher Order Transit Corridor (Schedule 6) – Dundas Street is identified as a Higher Order Transit Corridor, which is intended to accommodate higher order transit facilities;
- Major Transit Station Area (Schedule 2) – The subject property is located within a Major Transit Station Area which is within 500 metres of the Dixie Go Station to the south; and
- Gateway (Section 17) – Dundas Street and Dixie Road are identified as an important gateway in the City.

We note that the Dixie/Dundas Community Node is conceptually identified near the subject property, but is located to the east and does not encompass the intersection of Dundas Street and Dixie Road and portions of the Intensification Corridor at this major intersection. Given that an intensification node is typically planned to be centred on a major intersection, we would assume that the Dixie/Dundas Community Node is to be either centred on, or include the intersection of Dundas Street and Dixie Road. As such, the conceptual circle delineating the boundary of the Dixie/Dundas Community Node should be centred on the intersection. **We request that the conceptual location of the Dixie/Dundas Community Node be revised to include the intersection of Dundas Street and Dixie Road.** The Official Plan policies indicate that the detailed composition and arrangement of land uses and the boundary of the Dixie/Dundas Community Node will be determined through a more detailed Local Area Review planning process. We would welcome confirmation of this assumption, and request that the mapping be modified accordingly.

It is our understanding that the public consultation program for the new Official Plan is currently on-going, and the City anticipates to present the Draft Official Plan at a Statutory Public Meeting on May 3, 2010, and bring forward the new Official Plan for Council adoption in June 2010. We plan to attend the public meeting. We have reviewed the Draft Official Plan, March 2010 and are pleased to provide the following comments and some background information regarding our client, El-Ad Group (Canada) Inc.

1.0 El-Ad Group (Canada) Inc.

EL-AD Group Canada is one of the largest real estate companies in Canada. A private company, it owns multi-residential rental properties, senior's housing, commercial retail shopping centres and office buildings. The company has also a successful track record in new condominium development in the Greater Toronto and Montreal areas. Together, EL-AD Group Canada has holdings of more than 115 buildings in Ontario, Quebec and Eastern Canada.

EL-AD Group Canada, headquartered in Toronto and with offices in Montreal, began operations in Canada with the 1998 purchase of several multi-residential properties. From that foundation, the company continued its investments in residential and commercial real estate focusing on those metropolitan areas exhibiting high population growth and thus ensuring steady demand for all its property assets. Using its asset management experience and expertise, EL-AD Group Canada has been particularly successful in acquiring underutilized properties and then undertaking the required redevelopment, intensification or conversions necessary to realize the full potential of the properties.

One of El-Ad's most notable GTA redevelopment projects is Emerald City in the City of Toronto, which involves the reurbanization of a 37 acre rental apartment neighbourhood built in the 1960's at the intersection of Sheppard Avenue and Don Mills Road. The reurbanization involves the creation of a complete community through the retention and improvement of 1,221 rental apartment units within five buildings, the demolition and replacement of 332 rental units and the development of approximately 2,200 new condominium units within a variety of built forms. The new buildings range from street-related townhouse units to mid-rise (6-8 storey's) and high-rise apartment buildings, including two signature 36 and 29-storey towers over the Don Mills subway station.

Commercial, retail and community agency space of approximately 2,900m² is accommodated within the ground-related podium along Sheppard Avenue. A new public community centre/child care centre and outdoor swimming pool will be constructed on the adjacent park lands for the benefit of the entire community. The Emerald City reurbanization is an exemplary model of a community building and consultative process which involved extensive collaboration among the consulting team, City staff and the community.

2.0 Draft Official Plan, March 2010

2.1 City Structure

The subject property is located within the Dixie Employment Area, and the Official Plan identifies the subject property as a suitable location for intensification and redevelopment. Dundas Street is identified as an Intensification Corridor (Schedule 1) and Higher Order Transit Corridor (Schedule 6) and is intended to accommodate intensification in a transit supportive manner. The subject property is located within a Major Transit Station Area (Schedule 2), which is within 500 metres of the Dixie Go Station to the south. Furthermore, assuming the Dixie/Dundas Community Node is intended to be conceptually centred on the intersection of Dundas Street and Dixie Road, then the subject property, located at the southwest corner of the intersection, would be included within the Dixie/Dundas Community Node.

We understand that the delineation of the Dixie/Dundas Community Node is conceptual and the boundaries are to be determined and confirmed through a more detailed Local Area Plan review. **We request that the conceptual location of the Dixie/Dundas Community Node be revised to include the intersection of Dundas Street and Dixie Road**, which is supported from a planning perspective for the following reasons:

- The “Sustainable Living – A Growth Management Strategy for Mississauga, October 2008” (GMS) identified this new community node at the intersection of Dixie Road and Dundas Street. It is recognized that this node is linked to a transit corridor and is proposed as part of a community revitalization effort to create a new main street for the local community. It is anticipated that this “corridor-type node” will experience the greatest amount of redevelopment at transit-supportive densities, in comparison to other Community Nodes. Section 19.3.1 of the GMS specifically defines this node as being located east and west of Dixie Road and north and south of Dundas Street East and provides a figure specifically delineating the node boundaries, which includes the subject property and the Dixie GO Station to the south.
- The City’s Employment Land Review, June 2008 identify the arterial frontages in the Dixie Employment Area to be further reviewed to accommodate a wider range of mixed uses to support transit-oriented development. As such, the Dundas Road frontage is identified as an area of “Managed Change in Existing Employment Areas” and provides redevelopment potential given the areas good accessibility to existing and planned transit; the opportunity to create nodes at key intersections; the presence of larger undeveloped/underutilized parcels; its proximity and linkages to employers and residential communities; and the fact that much of the uses along the corridor are currently retail and service in nature, as opposed to

industrial. We recommend that such a further review of the areas identified for managed change be best addressed through a Local Area Review for the Dixie/Dundas Community Node.

- The Official Plan identifies the subject property as being located within an Intensification Corridor (Schedule 1), Higher Order Transit Corridor (Schedule 6), and a Major Transit Station Area (Schedule 2), which supports its inclusion within the Dixie/Dundas Community Node in order to appropriately determine more detailed land use policies of the area.
- The Official Plan policies identify the intersection of Dundas Street and Dixie Road as an important gateway and provide community design policies to support enhanced streetscaping and active pedestrian uses along Dixie Road to the GO Station. Addressing these policies in the context of the overall Dixie/Dundas Community Node Local Area Review is recommended.

We request that at such time, as a Local Area Review is undertaken for the Dixie/Dundas Community Node, that the subject property be removed from the Dixie Employment Area, and included within a Character Area which is more reflective of the higher intensity, mixed use and transit supportive policies which pertain to the Dixie/Dundas Community Node and Intensification Corridors.

2.2 Local Area Review

We understand that until such time as a Local Area Review is completed for the Dixie/Dundas Community Node, the Official Plan policies which pertain to the Dixie Employment Area continue to apply. We encourage the City to expedite undertaking a Local Area Review at its earliest convenience to promote the revitalization of this important new community node and facilitate the creation of an intensification corridor along Dundas Street. We would be pleased to be active participants in this exciting endeavour and assist the City in moving forward in the preparation of a Local Area Plan and specific character area policies, including land use, density and built form policies for the Dixie/Dundas Community Node.

We understand that the subject property is intended to be included within the Dixie/Dundas Community Node, and as it is your intention to bring the Official Plan before Council this June, we request that the City establish a Local Area Review working committee for the preparation of the Local Area Plan for this key node. We request that such a committee be established shortly after the June adoption of the new Official Plan and be comprised of City staff, stakeholders and property owners within the node. In this manner, the preparation of the Local Area Plan can run parallel to the timely approval of the City's new Official Plan.

We appreciate the opportunity to submit these comments and look forward to reviewing the subsequent draft of the City's new Official Plan. Please contact the undersigned at 905.882.4211 x2248, should you have any questions regarding these comments or related matters. Furthermore, we would be pleased to meet with you to discuss these matters in greater detail.

Yours very truly,

MMM GROUP LIMITED

A handwritten signature in black ink, appearing to read "Diana Santo".

Diana Santo, MCIP, RPP
Senior Planning Director
Planning & Environmental Design

CC: Edward Sajecki, Commissioner of Planning and Building, City of Mississauga
Angela Dietrich, Manager, City Wide Planning, Policy Planning, City of Mississauga
Netanel Ben Or, Vice President, Development, El-Ad Group (Canada) Inc.

M:\Jobs\2010\14.10202.001.P01 - Dundix Plaza, Mississauga\Letters\OP Comment Letter Final.doc

CD-03-MIS



John Ferguson - Real Estate Services
700 University Avenue, Suite H18 D10,
Toronto, Ontario M5G 1X6
Telephone (416) 592-3232 Fax (416) 592-8115
john.l.ferguson@opg.com

By Courier

ADD KS
MC
Don-

April 29, 2010.

File: Mississauga 630.42-1002

City of Mississauga
300 City Centre Drive
Mississauga, Ontario.
L5B 3C1

Attention: Ms. Crystal Greer,
Clerk of the City of Mississauga

Dear Mayor and Members of Council:

Draft Mississauga Official Plan, March 2010


Thank you for providing us with an opportunity to review and comment on the new draft City of Mississauga Official Plan.

Ontario Power Generation Inc. (OPG) owns the former Lakeview Generating Station site at 800 Hydro Road. Further to my recent discussion with Marianne Cassin of your Planning and Building Department, Schedule 1 Urban System of the Official Plan identifies OPG's entire Lakeview site as part of the Green System. Section 5.3 of the Official Plan states the Green System is composed of Natural Areas System, Natural Hazard Lands and Parks and Open Space. The Natural Areas System as shown on Schedule 3 of the Plan does not appear to apply to OPG's Lakeview site. Natural Hazard Lands are described as valley, watercourse corridors and the Lake Ontario shoreline. As shown on Schedule 3, the Natural Hazard Lands include Serson Creek along the eastern boundary of OPG's property and the Lake Ontario shoreline along the southern limits of the site. In terms of Parks and Open Space, an area at the northwest corner of the OPG site is licenced to the City for sport playing fields. Given that the majority of the site does not meet the Plan's definition of Green System, it would appear inappropriate to designate the entire Lakeview site as Green System.

On this basis, we request that only Serson Creek and the Lake Ontario shoreline be identified as Green System on Schedule 1 Urban System consistent with the Plan's definition of the Green System and the mapping of the Natural Areas System on Schedule 3.

If you require additional information in this regard please contact me at (416) 592-3232. Please provide us with notice of any public meetings, open houses and of Council's adoption of the Official and Local Area Plans. Thank you.

Yours truly,



J. Ferguson,
Real Estate Services

cc: John Calvert, Director, Policy Planning Division

CD. 03. M13

**TYNDALL NURSING HOME LIMITED**

1060 Eglinton Ave. E.
Mississauga, Ontario L4W 1K3

Telephone: (905) 624-1511

Fax: (905) 629-9346

B.D. Jolly, B.Sc. – President

C.E. Jolly, R.N. – Secretary-Treasurer

ADD
MC
RON.

April 30, 2010

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

Dear Sir:

Regarding Properties East of Little Etobicoke Creek (including 1086 Eglinton Ave. E).

We are in no position to comment on your official plan at this time.

We feel there has been a history of inequities in dealing with the above lands by Governing Authorities.

We would therefore like an opportunity to discuss our issues privately with your Department. I can be reached at 905-624-1511 to arrange a meeting.

Thank you

Yours truly

Mr. B.D. Jolly
President



TYNDALL NURSING HOME LIMITED

1060 Eglinton Ave. E.
Mississauga, Ontario L4W 1K3

Telephone: (905) 624-1511
Fax: (905) 629-93

B.D. Jolly, B.Sc. – President

C.E. Jolly, R.N. – Secretary-Treasurer

April 23.2010

To: Whom It May Concern

This will serve to authorize Mr. Ron Scarcello to act on my behalf in respect to issues concerning my properties (1044 to 1086 Eglinton Ave.E) which includes Little Etobicoke Creek.

Yours truly,

B.D. Jolly, President



TYNDALL NURSING HOME LIMITED

1060 Eglinton Ave. E.
Mississauga, Ontario L4W 1K3

Telephone: (905) 624-1511
Fax: (905) 629-9346

B.D. Jolly, B.Sc. – President

C.E. Jolly, R.N. – Secretary-Treasurer

May 25, 2010

Angela Dietrich
Manager Citywide Planning
City of Mississauga
300 City Centre Drive
Mississauga, , L5B 3C1

Dear Ms. Dietrich

Re: - Our meeting of May 20th
- Discussion of Jolly Land Holdings

First of all I want to thank you for arranging our meeting. Mr. Jolly was unable to attend for personal reasons and he asked me to attend on his behalf.

Mr. Jolly has been a very valued friend and client of mine for many years. I developed his Tyndall Estates and I've had a front row seat over the years watching the general development of other lands bordering the Little Etobicoke Creek.

As you are aware, Mr. Jolly's land holding straddle the creek at, and South from Eglinton Avenue. Your new official plan vision of the Eglinton Avenue frontage, therefore has a direct effect on his lands both immediately East and West of the creek.

The westerly lands are the existing Tyndall Estates, which date back to the early 1970's. You indicated that the new official plan vision is for prime industrial along the Eglinton Avenue frontage. You reassured me that although the Tyndall Estates does not fit within that category it will be recognized and accommodated within the new plan and just as important there will be no legal non-conforming control applied.

Since this will leave the existing west of creek development-(Tyndall Estates) essentially unaffected you have our support in that regard.

Mr. Jolly has approximately 1 ½ acres of land on the east side of the creek, also fronting on Eglinton Avenue.

**PLANNING & BUILDING
RECEIVED**

MAY 26 2010

Division	Action	Info	Seen
Commissioner			
Building			
Policy Planning			

JS

*PS
MC
RM*

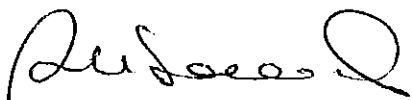
.....2

Our concerns here are not with the prime industrial category being applied, we support that vision. Our concerns are with the development restrictions that have been placed on those lands particularly by the Toronto and Region Conservation Authority. Mr. Jolly has not been treated in a fair manner and that particular situation must be addressed.

We will next meet with the conservation people in that regard and if it is in order we will keep your office informed.

Thank you once again to both Marianne Cassin and yourself for kindly meeting with me last Thursday.

Yours truly

A handwritten signature in dark ink, appearing to read 'Ron Scarcello', with a stylized flourish at the end.

RON SCARCELLO

I would like to emphatically endorse Mr. Scarcello's concerns 100%.

A handwritten signature in dark ink, appearing to read 'B. Denham Jolly', with a stylized flourish at the end.

B. Denham Jolly



April 30, 2010

Mr. John Calvert, Director
Policy Planning Division
Planning and Building Department
City of Mississauga

Dear Mr. Calvert

Subject: Peel Region Comments on the Draft Mississauga Official Plan
City File No. CD.03.MIS

Regional staff are currently reviewing the Draft Mississauga Official Plan, March 2010. We offer the following initial comments for your Planning and Development Committee meeting on June 28, 2010.

Introduction

First and foremost, we commend the City on this exciting new Official Plan. The Draft Plan is positive in character throughout and a pleasure to read. This is refreshing in a planning world that is too often dull.

We support the City in its bold initiative to create a planning framework to continue its transition from a suburban to an urban community, a community that is healthier, more interesting and more efficient than today's city.

The Draft Plan clearly points the way toward developing an inclusive, transit-oriented City composed of complete residential and business communities. The Draft Plan also points the way toward municipal leadership in environmental stewardship and green culture. These directions reflect the aspirations of the Mississauga community as developed through the Conversation 21 program and other City outreach initiatives.

Peel Region's Review

Peel Region's detailed review of the Draft Official Plan is targeted for completion by early June 2010. By that time, we expect to provide comments to you on conformity of the Draft Plan to the Provincial Policy Statement, 2005, the Greenbelt Plan, 2005, the Places to Grow, Growth Plan for the Greater Golden Horseshoe, 2006 and the Region of Peel Official Plan, 2005 as amended by our recent five-year review and update and our Places to Grow Plan conformity amendments.

Public Works

10 Peel Centre Drive, Suite A, Brampton, ON L6T 4B9
Telephone: 905-791-7800 / www.peelregion.ca

Our review will also look to ensure that the City Official Plan policies for major Regional water and wastewater infrastructure treatment and distribution and for Regional roads are consistent with our own infrastructure planning policies.

Special Sites and Exempt Sites

Regional staff support the Draft Plan's practical approach to planning for Special Sites and Exempt Sites. This approach appears to be a creative solution to the common municipal problem in planning for non-conforming properties.

Population and Employment Forecasts

We note that the City's population and employment forecasts (Table 4-1) currently do not match the corresponding population and employment forecast numbers in Peel Region's Official Plan Amendment No. 24 (ROPA 24), Growth Management, Employment and Employment Lands and Greenbelt Plan Conformity. As the approval authority for the Mississauga Plan, Peel Region will be required to ensure that the local and Regional forecast numbers match.

However, we note that ROPA 24 has only recently been adopted by Regional Council and is currently before the Minister of Municipal Affairs and Housing for approval. Regional staff anticipate that ROPA 24 will be appealed to the Ontario Municipal Board. Until the ROPA 24 forecast numbers are approved by the Minister or by the Board, Regional Council will not be in position to approve the corresponding forecast numbers in the City's Official Plan.

Notwithstanding this processing difficulty, Regional staff encourage the City to continue the approval process on the through Planning and Development Committee and City Council. We do not consider the potential for delay on ROPA 24 to be a reason to hold back the new City Official Plan from adoption by City Council.

If you require anything further to these preliminary comments at this time, please do not hesitate to call me, Brock Criger, Manager, Development Services, Peel Region Public Works Department, Phone 1-888-919-7800, ext 4307.

Yours truly,



Brock Criger, M.C.I.P., RPP,
Manager, Development Services

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April 30 2010.doc

Environment, Transportation and Planning Services

10 Peel Centre Dr., Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca



Sorensen Gravely Lowes Planning Associates Inc.

509 Davenport Road
Toronto, Ontario M4V 1B8
Telephone (416) 923-6630
Facsimile (416) 923-6916

Principals: Warren Sorensen, P.Eng, MCIP, RPP
Catherine Gravely, MES, MCIP, RPP
Paul Lowes, MES, MCIP, RPP
Senior Associate: Carol-Anne Munroe, MCIP, RPP

April 30, 2010

Project: HF.MS

**Marianne Cassin
City of Mississauga
Planning and Building Department
Policy & Planning Division
300 City Centre Drive
Mississauga, ON L5B 3C1**

Dear Marianne:

Re: Draft Mississauga Official Plan – Exempt Site (Highland Farms Property)

We represent CCIL Ltd. and LCIL Ltd., carrying on business as Coppa Properties, who are the owners of 50 Matheson Boulevard East and who operate the Highland Farms supermarket at that location. We have reviewed the Draft Mississauga Official Plan as it applies to this property, and wish to provide you with some comments and points of clarification.

The City proposes to identify the Highland Farms property as an “exempt site”, which would allow “all forms of existing mixed commercial uses” to continue but removes the permission for additional retail commercial uses on the property.

The Mississauga Plan currently identifies the Highland Farms property as “Special Site 1”, which allows the permitted uses within the Business Employment designation as well as “all forms of retail commercial uses, including free-standing restaurants and financial institutions, except motor vehicle commercial uses and drive-throughs”. The recent Hurontario Corridor Study and subsequent OPA 40 confirmed the permission of retail commercial uses on site, but restricted the permission of 1-storey free-standing financial institutions within 100 metres of Hurontario Street.

The site has long been designated for a range of commercial uses and it has been our client’s interest to intensify the site with additional commercial uses. This intent has previously been brought to the attention of the City planning staff.

We strongly believe that the intensification of this site with retail uses brought up to Hurontario Street would be an appropriate and desirable form of development.



We cannot support the proposed Draft Mississauga Official Plan as written and request the existing permissions in the Mississauga Plan to be carried forward in the Draft Mississauga Official Plan for the Highland Farms Property.

We would welcome the opportunity to discuss this further with staff. Please consider this letter as our formal comments on the Draft Mississauga Official Plan.

Yours very truly,

SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.

Paul Lowes, M.E.S., MCIP, RPP
Principal

*Copy Mr. Charles Coppa, Highland Farms Inc.
Mr. John Calvert, Director, City of Mississauga Planning and Building Department
Mr. Ed Sajecki, Commissioner, City of Mississauga Planning and Building Department*

Planning and Building Department
 Attention: Marianne Cassin
 300 City Centre Drive
 Mississauga, ON L5B 3C1

April 30, 2010

Dear Ms. Cassin,

Thank you for the opportunity to comment on the draft Mississauga Official Plan. I also appreciate the direct mail notice about the proposed change that would affect my property.

In the Mississauga Official Plan, the property I own is designated business employment and is designated as a special site. I understand that you propose in the draft Mississauga Official Plan to change special sites to exempt sites, as described in Appendix A.

In response to the draft Mississauga Official Plan, I submit the following comments:

- A) The draft plan proposes significant changes to the business employment land use designation from the current plan. Permitted uses are specifically listed in the draft plan, whereas they are not listed in the current plan. While this change better describes the permitted uses in the business employment lands, it also limits the permitted uses and omits some land uses that should be included in this category, such as motor vehicle body repair facilities and outdoor storage and display areas.
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consistent with section 17.8.1.1 to permit outdoor processing as well as outdoor storage. Appendix A should also be consistent with the current plan, which permits outdoor processing or storage areas (4.26.3.1).

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E) I support the inclusion of the policy that existing uses in exempt sites are deemed to be in conformity with the draft Plan.

I trust that the comments I have provided are clear and will be considered in the next draft of the OP. If you have any questions, please contact me.

Sincerely,

Areta Lloyd

1210 & 1212 Crestlawn Drive, Mississauga, ON L4W 1A6

Oksana M. Komarnicky
186 Edenbridge Drive
Etobicoke, ON M9A 3G8

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Attention: Marianne Cassin
300 City Centre Drive
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O.M. Komarnicky, Owner

5350 Maingate Drive, Mississauga

Oksana M. Komarnicky
186 Edenbridge Drive
Etobicoke, ON M9A 3G8

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300 City Centre Drive
Mississauga, ON L5B 3C1

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5369 Maingate Drive, Mississauga

ZDANA C. KOMARNICKY
 24 Ardagh Street, Toronto, ON M6S 1Y3 CANADA
 Tel. (416) 894-9399

Planning and Building Department
 Attention: Marianne Cassin
 300 City Centre Drive
 Mississauga, ON L5B 3C1

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Zdana Fedchun
5340 Maingate Drive, Mississauga

Planning and Building Department
 Attention: Marianne Cassin
 300 City Centre Drive
 Mississauga, ON L5B 3C1

May 1, 2010

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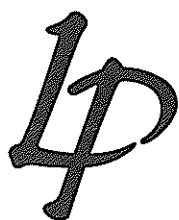
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Sincerely,

Roma Clasper

Landlord

1200 Crestlawn Drive and 12020Crestlawn Drive, Mississauga, Ontario L4W 1A6



Labreche Patterson & Associates Inc.

Professional Planners, Development Consultants, Project Managers

May 2, 2010

(E-mailed: mississaugaoplan.review@mississauga.ca
and: marianneccassin@mississauga.ca)

Ms. Marianne Cassin, Policy Planner
City of Mississauga
Planning and Building Department – Policy Division
300 City Centre Drive
Mississauga, ON
L5B 3C1

Dear Ms. Cassin:

Re: Proposed Draft Mississauga Official Plan

We are responding to the City of Mississauga's notice relative to the statutory public meeting for the above noted subject matter to be held on May 3 at 7:00 p.m., Council Chambers, Civic Centre. Please accept this as our written submission on the subject matter.

Please be advised that we represent the member brands being A & W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp. (operators and licensors of Tim Hortons restaurants), and Wendy's restaurants of Canada Inc. as well as their industry group association being the Ontario Restaurant Hotel and Motel Association (ORHMA). We are providing this written submission to you on behalf of our clients after having reviewed the proposed new draft official plan for the City of Mississauga and wish to note the following.

As you may be aware the restaurant brands noted above together with the ORHMA and others have worked with staff over the last several years to develop regulations and guidelines for drive-through facilities throughout the City. Through these collaborative efforts, a new set of urban design guidelines were established and approved by City Council in December 2007. We previously assisted the ORHMA with consultation with the City at that time for the completion of these guidelines. We would further note that the ORHMA has worked closely with several municipalities throughout Ontario including Mississauga over the years on new zoning regulations and guidelines for drive-through facilities.

The ORHMA and the noted member brands have recently requested that we review the proposed new official plan for the City of Mississauga to determine if any proposed amendments would apply to its existing drive-through facility locations as well as areas of the City which would otherwise permit service commercial/retail type uses according to the draft Official Plan.

Zoning based regulations and specific urban design guidelines for drive-through facilities are common throughout Ontario. It is important to note and for your consideration that the implementation of Official Plan based policies that specifically prohibit drive-through facilities in areas that would otherwise permit service retail commercial uses is not a common or appropriate form of regulation applied these facilities in Ontario. In fact, the Ontario Municipal Board has recently noted in a case regarding the new official plan for the City of Ottawa that “the proper approach for controlling these is the one adopted by the City of Toronto, which prohibits these facilities through its zoning by-law and not in its Official Plan. Official Plans do not need to be prescriptive like zoning by-laws.” This is an approach repeated in almost every case, both at the Ontario Municipal Board, and in the Courts, on Official Plan prohibitions on specific uses.

It is our submission that these related decisions relative to official plan prohibition policies for drive-through facilities clearly demonstrates that is not appropriate or necessary to be contained at the level of an official plan. We believe that at the basis of these rulings is the fact that drive-throughs locate in existing areas of any City that are already designated for service retail commercial land uses all of which typically rely on vehicular and pedestrian access already coming to and accommodated in the area by associated parking lots. As such, the only unique feature of a drive-through in these pre-determined commercial areas is the drive-through stacking or queuing lane. The drive-through facility and stacking is a detail which can clearly be regulated through the zoning by-law and/or urban design guidelines and under the municipal powers of Site Plan Control therefore prohibition based policies at the level of an official plan is not warranted.

We are aware that the current official plan has specific prohibition type policy contained within it for the mixed use and retail core commercial areas of the “City Centre District”. Based on our comments above, we would note that the existing official plan prohibition area on drive-throughs is also not appropriate or necessary. Further, the proposed draft official plan would extend the areas of drive-through prohibitions and we object to this further extension of prohibition based policies contained within the draft official plan.

Referring again to the Ottawa OP decision, the Board in that case decided that “The Board agrees that the policy as it exists gives no consideration to the possibility of minimizing any possible effect on the pedestrian environment through design for the unique characteristics of specific locations and that there are a number of ways to develop drive-through facilities on “Traditional Mainstreets”, while protecting and enhancing the pedestrian environment. The evidence proffered by the appellant shows that drive-through facilities in appropriate circumstances, can be designed to have minimal effect on traffic and the pedestrian environment.”

The result in that decision was language in the OP that while discouraging drive-through facilities on Traditional Mainstreets, still allowed for their establishment if the policies of the OP that pertained to those streets could otherwise be maintained. This solution has now been followed in London, Kingston, and in the downtown core of Ottawa.

Based on our review of the current draft official plan, it would appear that the extension/prohibition areas are proposed within all mixed use designations found within the identified “Downtown”, “Major Node”, “Community Node”, and “Corporate Centre” areas as identified on Schedule 1b Urban System – City Structure plan. We would note that the mixed use designations within these identified areas of Schedule 1b, while proposed to prohibit drive-

through facilities, will otherwise permit the following land uses: retail stores, restaurants, commercial parking facility, conference centre, entertainment, recreation and sports facilities, financial institution, funeral establishment, motor vehicle rental, overnight accommodation, personal service establishment, post secondary educational facility and residential,

The above noted list of permitted uses within the mixed use designations are highlighted in reference to our submission that these uses, similar to drive-through facilities, rely on vehicular access, large parking areas, etc. to the same extent that drive-through facilities would rely on and locate within. Therefore there is no specific justification that we are aware of or provided in the City's background reports leading up to the current draft official plan that would justify specific prohibition of drive-through facilities at the level of the official plan.

Further, we also wish to note that of the existing 73 drive-through locations of the four restaurant brands noted above, approximately 25 (or 1/3rd) are located within identified nodes (Downtown, Major Node, Community Node or Corporate Centre) that propose to not permit a drive-through as a permitted use. We would object to these locations becoming Legal Non-conforming within in any future zoning by-law amendment pertaining to these existing locations as a result of any future approval of an implementing Zoning By-law for these locations.

Based on the foregoing, we request an opportunity to meet with you and appropriate planning staff to discuss our objections to the current draft of the official plan and its specific prohibition of drive-through facilities. We thank you for your consideration to our comments and look forward to working with you over the next few weeks to mutually resolve our concerns.

Yours truly,
Labreche Patterson & Associates Inc.



Victor Labreche, MCIP, RPP
Senior Principal

VL/sl

Copy: Tony Elenis (via e-mail: telenis@orhma.com)
President and CEO – ORHMA

Peter Adams (via e-mail: padams@orhma.com)
ORHMA

Michael Polowin (via e-mail: michael.polowin@gowlings.com)
Gowling Lafleur Henderson LLP

Darren Sim
A&W Food Services of Canada Inc.

*Sherry MacLauchlan (via e-mail: maclauchlan.sherry@ca.mcd.com)
McDonald's Restaurants of Canada Limited*

*Scott Dutchak (via e-mail: dutchak.scott@ca.mcd.com)
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*Nick Javor (via e-mail: javor_nick@timhortons.com)
The TDL Group Corp*

*Maurice Luchich (via e-mail: luchich@timhorton.com)
The TDL Group Corp*

*Susan Towle (via e-mail: susan_towle@wendys.com)
Wendy's Restaurants of Canada, Inc.*

*John Calvert (via e-mail: johncalvert@mississauga.ca)
Director of Policy Planning, City of Mississauga*

Marianne Cassin

From: Tony [tonychiodo@activegreenross.com]
Sent: May 3, 2010 7:13 PM
To: Marianne Cassin
Cc: John Britto
Subject: Mississauga Official plan review - Special Sites
Attachments: Scan001.PDF; mississauga draft plan p19.pdf

Ms. Cassin:

Further to a letter dated April 8, 2010, File CD.03.MIS, we received from Mr. John Calvert, Director, Policy Planning, Planning and Building Department, City of Mississauga, we are the owners of the property located at 212 Lakeshore Road West, which we understand is referenced in the draft official plan as Special Site 6 (see attached).

On April 10, 2006, (see attached letter) we had written to the City of Mississauga to request that our existing permitted uses continue.

We have a concern that our existing permitted uses for this site will not be permitted to continue.

Please confirm, in writing, that our concerns have been addressed; and as noted on the attached Draft Plan, Special Site 6, our site is not "restricted to the existing motor vehicle sales and rental use only".

Tony Chiodo
 Antorisa Investments Ltd.
 580 Evans Ave.
 Toronto, On M8W 2W1

Direct Line: 416-253-3560
 Fax: 416-255-4793

**WESTON CONSULTING GROUP INC.**201 MILLWAY AVE, UNIT 19
VAUGHAN, ONTARIO, L4K 5K8

'Land Use Planning Through Experience and Innovation'

Fax

To:	Tony Chiodo	From:	Alan Young
Company:	Antorisa Investments	Company:	WESTON CONSULTING GROUP
Phone:	(416) 255-5581	Phone:	(905) 738-8080 ext. 231
Fax:	(416) 255-4793	Fax:	(905) 738-6637
Date:	April 10, 2006	Pages (including cover):	3
		Job:	3486

☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

● **Comments:**

Tony, I have faxed and mailed this letter to Mississauga.
Alan

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THANK YOU

**WESTON CONSULTING GROUP INC.***'Land Use Planning Through Experience and Innovation'*April 10, 2006
WCGI File: 3466

Mr. E. Sajecki,
Commissioner of Planning and Development,
City of Mississauga,
300 City Centre Drive,
Mississauga, ON L5B 3C1

Dear Mr. Sajecki:

**Re: City of Mississauga Proposed New Zoning By-law
Antorisa Investments Ltd. – 212 Lakeshore Road West
North Side of Lakeshore Road west of Wesley Avenue**

We are planning consultants to Antorisa Investments, the owners of the above property which is occupied by Peel Chrysler Dodge and located between the Lighthouse Court townhouse and live/work condominium development to the east and the RBC drive-through to the west.

In April 2005, we filed applications for official plan and zoning amendments to permit townhouses and live/work units similar to what has been built at Lighthouse Court. These applications have not yet proceeded to a community consultation meeting.

Existing Official Plan and Zoning

The subject property is located within the Port Credit Main Street Commercial Character Area, and is designated "Motor Vehicle Commercial" on the Port Credit Land Use District Map. The "Motor Vehicle Commercial" designation allows gas bars, service stations, car washes, establishments for minor motor vehicle repairs, and associated convenience commercial uses including an accessory take-out restaurant with drive-through. Site 7 policy has the effect of allowing the additional use of "motor vehicle sales and service".

The property is zoned C4 Commercial in the Port Credit Zoning By-law. This zoning permits a broad range of commercial uses, including retail stores, personal service shops and restaurants.

Changes Proposed by City

It has come to our attention that the City proposes to redesignate the subject property from Motor Vehicle Commercial to Mainstreet Commercial, with a specific provision permitting motor vehicle sales. The City also proposes rezone the lands from C4 Commercial to Mainstreet Commercial (C4-13). The proposed C4-13 zoning contains a special provision which permits only a "motor vehicle sales, leasing and/or rental facility – restricted" on the subject property.

201 MILLWAY AVENUE, UNIT 10, VAUGHAN, ONTARIO, L4K 5K6

TEL: (905) 738-8080 1-800-363-3558 FAX: (905) 738-8637

email: wjgeneral@westonconsulting.com

www.westonconsulting.com

● Page 2

April 10, 2006

Our Comments on the City Proposals

On behalf of our client, we support the land use change in the official plan amendment, but request that the existing language permitting "motor vehicles sales and service" be retained. The servicing of vehicles is an important component of the existing use. The building contains 10 service bays and the service function occupies over 50% of the building.

We also support the proposed zoning change to Mainstreet Commercial (C4) but object to the special provision allowing only automotive uses. This limitation is inconsistent with the proposed Mainstreet land use designation in the Official Plan, and the urban design vision for Port Credit (Section 4.27.3 of the Official Plan). Our client intends to develop the property in accordance with the City's vision, and cannot, therefore, accept a downzoning of the property to allow only automotive uses which reflect neither the City's vision nor the owner's plans.

We note that there are two properties located to the west of our client's lands which, like our client's property, are located within the Mainstreet Commercial character area and designated "Motor Vehicle Commercial" and which are proposed for redesignation to "Mainstreet Commercial" and rezoning to C4-17. The C4-17 zoning permits the full range of C4 uses, and in addition, a "motor vehicle repair facility – restricted". The same approach would be appropriate for our client's lands.

Finally, we note that the proposed C4 zoning provisions would require a 3.0-metre landscaped buffer in interior sideyards. Such a requirement would work against the creation of the urban character and continuous shopfronts typical of Ontario mainstreets. Staff have advised that this requirement is the result of a typographical error, and that it will be removed. We support its deletion.

Summary of Our Response

In summary, we would request that:

1. The Official Plan continue to permit "motor vehicle sales and service" as an additional use on the subject property (see staff recommendation 339 regarding Section 4.27.6.8 of the Official Plan, in staff report dated Dec. 13, 2005, p. 197);
2. The proposed Zoning By-law be amended to permit a "motor vehicle sales, leasing and/or rental facility – restricted" as a use in addition to the other uses permitted in the C4 zone; and
3. The proposed Zoning By-law be amended to delete the requirement for landscaped buffers in interior side yards in the C4 zone.

We look forward to discussing this matter further with you as required.

Yours truly,
Weston Consulting Group Inc.
Per:



Alan Young, MCIP-RPP
Associate

cc. Tony Chiodo, Antorisa Investments

USE DISTRICT "C4" (COMMERCIAL)

14. (1) Permitted uses:

- (1) Store for the retail sale, or wholesale sale if not subsidiary to a manufacturing or warehouse use, of the following: books; clothing; drugs; electrical appliances; flowers; food; furniture; hardware; jewellery; magazines and papers; shoes; stationery; tobacco and toys;
- (2) Personal service shops: barber shop; beauty salons; dressmaking and tailoring; dry cleaning establishment; laundry reception and delivery depot or laundromat; tanning salon; (428-97)
- (3) Small repair shop for the repair of: clocks and watches; domestic appliances; electrical appliances; furniture; jewellery and shoes;
- (4) Business, professional or administrative office; (428-97)
- (5) Bank, financial institution or money lending agency; (428-97)
- (6) Printing plant;
- (7) Restaurant or take-out restaurant; (435-83), (529-98)
- (8) Hotel, dining lounge, or apartment hotel;
- (9) (1) Car salesroom, car wash, public garage; (1234), (862-86)
- (2) Service station, which may include a convenience retail and service kiosk; (47-97)
- (9a) Taxi office;
- (10) Commercial school;
- (11) Deleted by By-law 71/18;
- (12) Building or structure accessory to a permitted use;
- (13) Convenience store; (428-97)
- (14) Video store; (428-97)

- (2) Buildings that are to be erected in Use District "C4" shall conform with the requirements listed in Schedule "A" which is a part of this By-law.

Part 6 - Commercial Zones

*Proposed
New
Zoning*

6.2.1 C1 to C5 Permitted Uses and Zone Regulations

All buildings and structures shall comply with the provisions contained in Parts 1 to 3 and Section 6.1 of this By-law, and the uses and zone regulations specified within the applicable zone column contained in Table 6.2.1 - C1 to C5 Permitted Uses and Zone Regulations.

Table 6.2.1 - C1 to C5 Permitted Uses and Zone Regulations

PERMITTED USES					
2.0	COMMERCIAL				
2.1	RETAIL				
2.1.1	Retail store less than or equal to 600 m ² GFA - non-residential	....	..	....	....
2.1.2	Retail store greater than 600 m ² GFA - non-residential		..	..	....
2.1.3	Motor Vehicle Sales, Leasing and/or Rental Facility - Restricted			..	
2.1.4	Motor Vehicle Rental Facility			....
2.2	SERVICE				
2.2.1	Restaurant	.. (1)	.. (1)	.. (1)	
2.2.2	Convenience Restaurant	.. (1)	.. (1)	.. (1)	
2.2.3	Take-out Restaurant	.. (1)	.. (1)	.. (1)	
2.2.4	Veterinary Clinic	..	..	..
2.2.5	Animal Care Establishment	..	..	..	.....
2.2.6	Funeral Establishment	.. (1)	.. (1)	.. (1)	
2.2.7	Personal Service Establishment	..	..	..	..
2.2.8	Commercial School	..	..	..	..
2.2.9	Education Institution	..	..	..	..
2.2.10	Repair Establishment	..	..	..	..
	OFFICE				
2.3.1	Medical Office	..	..	..	..
	Office	..	..	..	..
	HOSPITALITY				
2.4.1	Accommodation			..	..
2.4.2	Banquet Hall/Conference Centre/Convention Centre			....
2.5	MOTOR VEHICLE SERVICE				
2.5.1	Gas Bar				..
2.5.2	Motor Vehicle Service Station				..
2.5.3	Motor Vehicle Wash Facility - Restricted				..
2.5.4	Motor Vehicle Repair Facility - Restricted				..
2.5.5	Propane Storage Tank				.. (1)

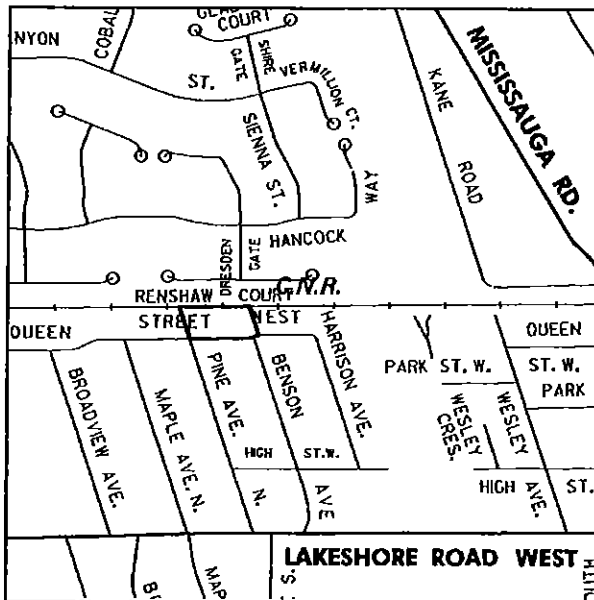
Table 6.2.1 continued on next page

Part 6 - Commercial Zones

Table 6.2.1 continued from previous page					
2.6	ENTERTAINMENT/RECREATION				
2.6.1	Recreational Establishment		..	..	..
2.6.2	Amusement Arcade			..	
2.6.3	Entertainment Establishment		..	..	..
2.6.4	Private Club	..	..	..	..
2.7	OTHER				
2.7.1	Parking Lot				..
2.8	RESIDENTIAL				
2.8.1	Dwelling unit located above the first storey				..
ZONE REGULATIONS					
3.0	MINIMUM LOT FRONTAGE				
4.0	MINIMUM FRONT YARD	4.5 m ⁽⁷⁾	4.5 m ⁽⁷⁾	4.5 m ⁽⁷⁾	4.5 m ⁽⁷⁾
5.0	MAXIMUM FRONT YARD			3.0 m	
6.0	MINIMUM EXTERIOR SIDE YARD	4.5 m ⁽⁷⁾	4.5 m ⁽⁷⁾	4.5 m ⁽⁷⁾	4.5 m ⁽⁷⁾⁽⁸⁾⁽⁹⁾
7.0	MAXIMUM EXTERIOR SIDE YARD				
8.0	MINIMUM INTERIOR SIDE YARD				
8.1	Lot abutting a Residential Zone	6.0 m ⁽⁷⁾	6.0 m ⁽⁷⁾	6.0 m ⁽⁷⁾	4.5 m ⁽⁷⁾
8.2	Lot abutting any other zone	4.5 m ⁽⁷⁾	4.5 m ⁽⁷⁾	4.5 m ⁽⁷⁾	0.0 m ⁽⁷⁾
9.0	MINIMUM REAR YARD				
9.1	Lot abutting a Residential Zone	6.0 m ⁽⁷⁾	6.0 m ⁽⁷⁾	6.0 m ⁽⁷⁾	4.5 m ⁽⁷⁾
9.2	Lot abutting any other zone	4.5 m ⁽⁷⁾	4.5 m ⁽⁷⁾	4.5 m ⁽⁷⁾	4.5 m ⁽⁷⁾⁽⁸⁾⁽⁹⁾
10.0	MAXIMUM GROSS FLOOR AREA - NON-RESIDENTIAL	2 000 m ²	12 000 m ²		
10.1	MAXIMUM GROSS FLOOR AREA - NON-RESIDENTIAL Where adjacent to a Residential Zone	2 000 m ²	12 000 m ²		300 m ²⁽⁸⁾
11.0	MAXIMUM HEIGHT - Gabled roof	the lesser of 2 storeys or 10.7 m	the lesser of 4 storeys or 20.0 m	the lesser of 4 storeys or 20.0 m	the lesser of 3 storeys or 16.0 m
	Flat roof	the lesser of 2 storeys or 9.0 m	the lesser of 4 storeys or 16.5 m	the lesser of 4 storeys or 16.5 m	the lesser of 3 storeys or 12.5 m

Table 6.2.1 continued on next page

5.5 Site 5

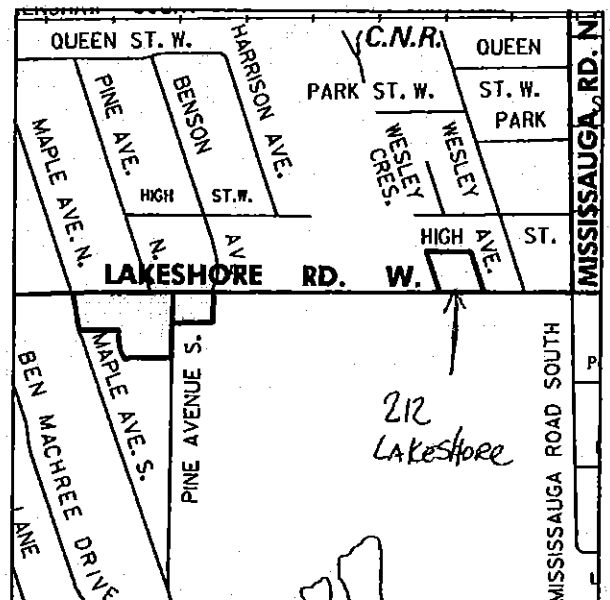


The lands identified as Special Site 5 are located on the north side of Queen Street West between Benson Avenue and Pine Avenue.

Notwithstanding the Business Employment designation on these lands, the following additional policy will apply:

- a. screened outdoor storage will be permitted.

5.6 Site 6



The lands identified as Special Site 6 are located on the north side of Lakeshore Road West, west of Wesley Avenue and on the south side of Lakeshore Road West, east and west of Pine Street South.

Notwithstanding the provisions of the Mixed Use designation, the existing motor vehicle sales and rental will be permitted.

EMBEE

PROPERTIES LIMITED

88 Sheppard Avenue W, Suite 200
Toronto ON M2N 1M5
tel 416.250.5858
fax 416.250.5860

May 3, 2010

Planning & Development Committee
City of Mississauga
300 City Centre Drive
Mississauga ON L5B 3C1

Draft Mississauga Official Plan
March 2010
File CD.03.MIS

Embee Properties Limited is the registered owner of numerous properties in Mississauga.

We have studied the draft Official Plan with regard to both overall policy direction and impact on our individual sites. We have determined that we have concerns; as a result, we must formally object at this time as follows:

1. SEC Bloor Street and Mississauga Valley Blvd. – 620 Bloor Street East
 - Proposed designation “Convenience Commercial” does not describe the existing development which is greater than 2,000 sq.m.
2. SEC Bristol Road and Creditview Road – 5425 Creditview Road
 - Proposed designation “Convenience Commercial” does not describe the existing development which is greater than 2,000 sq.m.
3. SEC Erin Mills Parkway & Millcreek Drive – 6400 Millcreek Drive
 - Proposed designation “Mixed Use” does not describe the existing development, particularly the permitted drive-through function and uses.
4. SEC Mavis Road and Bristol Road – 720 Bristol Road West
 - Proposed designation “Mixed Use” does not describe the existing development, particularly the permitted drive-through function and uses.

2...

5. SWC Mavis Road and Bristol Road – 5380 Mavis Road

- Proposed designation “Mixed Use” does not describe the proposed development per the site-specific Ontario Municipal Board settlement.

6. SWC Hurontario Street and King Street – 2500 Hurontario Street

- Proposed designation “Mixed Use” does not take into account Hurontario-Main Study and Downtown Hospital Local Area Plan.

7. NWC Hurontario Street and King Street – 2550 Hurontario Street

- Proposed designation “Mixed Use” does not take into account Hurontario-Main Study and Downtown Cooksville Local Area Plan.

8. We object to all general and specific policies relating to the “Mixed Use” designation.

9. We object to all general and specific policies relating to “payment-in-lieu” of parking.

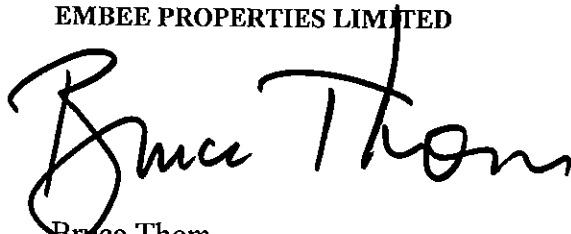
We will attend your Public Hearing on May 3, 2010.

We are available to review these concerns and objections with City staff as part of their ongoing Official Plan process.

We request that we receive written notice of any and all further actions by the City with regard to this file.

Respectfully submitted.

EMBEE PROPERTIES LIMITED

A large, stylized handwritten signature in black ink that reads "Bruce Thom". The signature is written in a cursive, flowing style with a large initial 'B'.

Bruce Thom
Planner

BT:bk



ZELINKA PRIAMO LTD
A Professional Planning Practice

SENT VIA E-MAIL

May 3, 2010

Marianne Cassin
 Official Plan Review
 City of Mississauga
 300 City Centre Drive,
 Mississauga, Ontario L5B 3C1

Dear Ms. Cassin:

Re: Mississauga Official Plan Review
Our File: LPL/MIS/10-01

We are the planning consultants for Loblaw Properties Limited ("Loblaws"), which is the owner and operator of numerous food stores in the City of Mississauga.

On Wednesday, March 24, 2010 Loblaws was made aware of the draft City of Mississauga Official Plan, dated March, 2010. We have conducted a preliminary review, on behalf of Loblaws, and will continue to monitor and review, the draft Official Plan review process and policies in more detail to determine any potential impacts on our client's land holdings. We reserve the right to provide comments on the draft Official Plan as necessary on Loblaws behalf.

Please use this correspondence as our formal request for notification of any forthcoming matters relating to the Official Plan Review process. If you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,

ZELINKA PRIAMO LTD.

Harry Froussios, BA, MCIP, RPP
 Senior Planner

cc: Loblaw Properties Limited



Lowe's Companies Canada ULC
 5160 Yonge Street, Suite200
 P.O. Box 25
 North York, Ontario
 M2N 6L9
 Phone: 416-730-7393

May 3, 2010

City of Mississauga
 Planning & Building Department
 300 City Centre Drive,
 Mississauga, ON
 L5B 3C1

Attention: Ms. Angela Dietrich, Manager, City-wide Planning

RE: Comments and Concerns with proposed Draft Mississauga Official Plan

Dear Ms. Dietrich,

I am writing to thank you for your time at the Draft Mississauga Official Plan (OP) open house held on April 26th, and also to express concerns with the proposed language in the Draft OP. As we discussed at some length on the evening of the 26th, Lowe's concerns pertain to how our use is categorized under the Draft OP, the Draft OP's treatment of 'Retail' as a use, and the policies related to conversion of employment/industrial lands. All of these concerns are directly related to a lack of opportunities for a business like Lowe's to locate in the City of Mississauga.

Lowe's is a Fortune 50 company who operates more than 1,700 Home Improvement Warehouse stores across North America, employing more than 215,000 people. Lowe's Companies Canada entered the Canadian market with our first 3 Home Improvement Warehouse stores in 2007. Since the opening of those initial stores, we have opened an additional 13 locations and have an additional 6 stores in active construction. We currently directly employ more than 2,700 Canadians, and by the end of fiscal 2010, we plan to have 25 stores open and operating across the country.

Our stores have been extremely well received by Canadian customers, and it is our innovation in Home Improvement retailing that has given Lowe's a competitive advantage versus the existing players in the Canadian Home Improvement marketplace. Not only has our unique merchandising approach, focus on customer service, and product assortment appealed to customers, but our offering has also forced existing players to improve their operations and service levels. In the markets we have entered, Lowe's has provided a clear alternative for customers who wanted a choice in Home Improvement, and in the end, it is the local customer that has benefitted from the increase in competition.

As your Draft OP itself notes, Mississauga is the 3rd largest City in Ontario and 6th largest in the country with a diverse population of more than 700,000 citizens. As you can imagine, this, combined with the demographics of Mississauga's population, make the City a very attractive market in which to locate a new retail business. For a company like ours, the City of Mississauga is a market which we see as capable of supporting multiple store locations – possibly as many as 4 or 5 locations over the long term. Each Canadian store we construct typically involves a local investment of approximately \$30 Million. This investment goes towards securing land, completing designs, obtaining permits, paying local development

charges and other levies, and building and opening a store. Each store creates between 150 and 170 local jobs, with approximately 70% of these being full-time positions. Overall, a network of 4 to 5 Lowe's stores would equate to an investment between \$120 and \$150 Million and as many as 850 jobs in the community.

For a period of more than 3 years now, Lowe's has been actively seeking opportunities to locate stores in the City of Mississauga. Despite our desire to be a part of the local business community, and despite the local benefits described above, we have been unable to identify a viable location within the City's fabric. The primary barrier to our success has been the combination of an absence of *available* designated retail sites, and the City's restrictive Planning Policies regarding conversion. Despite the current Official Plan and Zoning By-laws having lands designated for Commercial uses, any of the designated lands suitable for a large retailer are occupied – they simply are not available. The few opportunities that do exist within the City are either extremely constrained by development restrictions, or are not designated for 'retail' uses.

I have reviewed the proposed policies in the Draft Official Plan and unfortunately find that the proposed language would further decrease any potential opportunities for our business to locate in Mississauga. Our primary concerns are with the treatment of 'retail' as a single use and form, the permission for 'retail' such as ours to locate in only a single designation, and a severely constrained ability to convert lands. If this Plan were adopted in its current form, the unfortunate effect would be to preclude Lowe's use from being in locations where it is otherwise compatible, and would provide a good fit with the needs of the community.

We are hopeful that upon reviewing our concerns below, City Planning staff can find an appropriate way to address this concern and allow Lowe's to be a part of the local economy.

Our concerns are focused around three main sections in the Draft OP:

1. **Section 11 – General Land Use Designations;** Under the proposed wording of the Draft OP, the only 'use' available to describe our business is 'retail store', and thus the only designation that could accommodate a mid-to-large sized 'retail store' is the proposed 'Mixed Use' designation. We feel strongly that taking such a 'broad-brush' approach to describe ALL retail businesses is not appropriate, and does not account for the major differences in how the Home Improvement use differs from other more conventional General Retail uses. In contrast to General Retail, the Home Improvement use is an amalgamation of uses which are traditionally 'industrial' in nature; uses like lumber yard, garden centre, landscaping supply yard, power tool/equipment retailer, electrical supply store and plumbing supply store. While these uses involve the sale of large, heavy goods, and rely on heavy equipment like trucks and forklifts for their operations, the Draft OP would only permit these uses in a 'Mixed Use' designation, ignoring the more typical, natural fit of these uses in more industrial or employment based settings. Although a Lowe's store is merchandised in a more 'customer-friendly' setting than some of these stand-alone retailers, the underlying use and many elements of the operation remain the same.
2. **Section 9.1 – Policies related to conversion of Employment and Industrial lands;** It is understood that the language incorporated in Sections 9.1.1 through 9.1.4 is intended to address the conversion of employment lands, in accordance with the provisions of Bill 51 and using the language given in the Greater Golden Horseshoe Growth Plan (GGH 2006). Through review of these clauses and

discussions with staff at the open house, it appears that the intent of this language is to prevent new major retail nodes from developing in unplanned or undesirable locations. However, due to inclusion of an extreme definition of 'major retail', the Draft Plan steps well beyond this target and effectively prevents any business deemed 'retail' from considering the re-designation of lands. We feel that the City's policies should not be drafted to prevent individual retailers, or single stand-alone retail businesses from locating on a property, if it can be demonstrated that the property is suitable for the operation of that business. It is worth noting that the GGH 2006 does not provide a definition for 'major retail uses', instead leaving it up to the municipality to decide what it constitutes as 'major' retail. It should also be noted that neither Bill 51 nor the Provincial Policy Statement (PPS 2005) preclude retail from being considered as an 'employment' use.

3. **Section 9.4 – the Draft OP's treatment of 'Retail'**; the description of 'Retail' in this section is geared towards, and potentially appropriate for, the City's desire to focus on recreating viable, pedestrian-oriented downtown-style nodes of live-work-play. However, by not considering the variety of retail forms, it is prohibitive to any retail business whose sheer nature does not allow it to blend well into a multi-level, multi-use style of development. As previously noted, Home Improvement uses would not have traditionally operated in a 'downtown-style' setting, and are also a natural fit with industrial and employment designations. A secondary concern relates to the language which encourages existing retail areas to redevelop, or convert, back into non-retail employment uses. This is a concern for any retailer not already operating stores within the City, as not only is there an existing lack of available, suitable commercial land supply, but this Plan targets a desired further reduction to the existing supply.

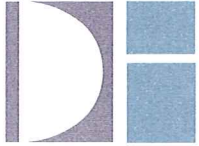
We are hopeful that planning staff will review the concerns noted above and consider modifications to the Draft Official Plan policies that will create opportunities for Lowe's, and other new and desirable businesses, to fit into the City of Mississauga. Mississauga is certainly not a market that we wish to walk away from, and we believe that we will be a valuable and beneficial addition to the local economy. Should you wish to discuss any of this information further, I would be pleased to speak with you directly. I would welcome the opportunity to sit with Staff or Members of Council to discuss our concerns and come up with feasible options to resolve these and other issues. I can be reached by either telephone or email and look forward to future discussions.

Best Regards,



Jeff Boyd, P.Eng, MBA
Senior Site Development Manager
Lowe's Companies Canada ULC
jeff.boyd@lowes.com

cc: Marianne Cassin, Planning and Building Department



Davies
Howe
Partners

Lawyers

The Fifth Floor
99 Spadina Ave
Toronto, Ontario
M5V 3P8

T 416.977.7088
F 416.977.8931
davieshowe.com

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

May 3, 2010

By E-Mail to *public.info@mississauga.ca*

City of Mississauga Planning and Development Committee
Mississauga Civic Centre, 2nd Floor
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attention: City Clerk

Dear Sir/Madam:

Re: City of Mississauga Draft Official Plan (March 2010)

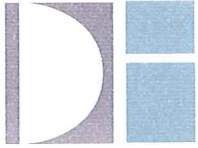
We are counsel to Gemini Urban Design (Cliff) Corp. ("Gemini"), the owner of lands municipally known as 2021-2041 Cliff Road in the City of Mississauga (the "Property").

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 February 2010, in response to comments received from the City and other stakeholders.

We have had an opportunity to conduct an initial review of the City's draft new Official Plan (March 2010), which we understand will be considered by the City's Planning and Development Committee at its meeting later today.

We are writing to advise that our client has a number of concerns with the draft Official Plan. Accordingly, on behalf of Gemini, we offer the following comments for the Committee's consideration.



Davies
Howe
Partners

Intensification Policies

First, we note that by letter dated January 6, 2010, Gemini filed a notice of appeal against the Region of Peel's approval (in part) of Amendment No. 95 to the current City of Mississauga Official Plan (OPA 95). As of the date of this submission, the appeal of OPA 95 remains outstanding. Many of the concerns Gemini expressed with respect to OPA 95 pertaining to proposed intensification policies similarly apply to the City's draft new Official Plan. Accordingly, consideration should be given to the earlier submissions we made on behalf of Gemini in respect of OPA 95 (May 4, 2009 and May 28, 2009).

For instance, whereas the *Growth Plan for the Greater Golden Horseshoe* encourages intensification generally throughout built-up urban areas, the draft Official Plan (like OPA 95) fails to adequately recognize the potential for intensification on sites other than those within the City's identified intensification areas, including intensification and redevelopment of greyfield sites.

In this regard, we note that the City's recent report, *Sustainable Living: A Growth Management Strategy for Mississauga* (October 2008), explicitly acknowledges 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. Notwithstanding this earlier recognition, there does not appear to be any mention of greyfields in the draft Official Plan.

Further, the failure to adequately recognize the potential for intensification outside of certain identified intensification areas is exacerbated in light of the proposed elimination of specific policies that exist within the current Official Plan that contemplate higher density development at certain locations, such as along "major collector roads" and at "entry points". Similarly, as it applies to the Cooksville District, in which the Property is located, the proposed "Residential High Density" designation would impose a height limit of 8 storeys, whereas the existing "Residential High Density II" designation currently imposes no height limit. Thus, the effect of these proposed changes could be to discourage and/or unnecessarily restrict otherwise appropriate intensification proposals.

Accordingly, it is Gemini's view that the draft Official Plan fails to establish an appropriate policy framework to guide the redevelopment of sites, like the Property, which possess excellent attributes for higher-density mixed-use intensification.

"Mixed Use" Designation



Davies
Howe
Partners

The Property is proposed to be designated "Mixed Use" in the draft Official Plan, which recognizes that the Property can accommodate a broad range of uses, and a mixing of residential and non-residential uses on the overall site and within individual buildings.

However, we note that proposed policy 11.2.6.5 states that "residential uses will generally not be permitted on the ground floor". Although we presume that this policy is intended to apply to buildings in which both residential and commercial uses are proposed, and not to discourage stand-alone ground-oriented dwelling units within "Mixed Use" areas, the proposed policy could benefit from clarification.

Redevelopment of Commercial Sites

Proposed policy 4.3.5.4 of the draft Official Plan would discourage intensification of commercial sites that would result in a significant loss of commercial floor space. Although the loss of existing commercial floor space may be one of many relevant considerations in evaluating an application for redevelopment of an existing commercial site, the policy should not have the effect of pre-judging the results of that evaluation (i.e. that such applications will necessarily be "discouraged"). For example, it may be that the reduction of commercial floor space is the result of reduced market potential. Alternatively, any loss of commercial space may be outweighed by the benefits to be achieved through the proposed redevelopment.

North Service Road Right-of-Way

As depicted on Schedule 5 of the draft Official Plan, North Service Road is designated as a "major collector" and, in the vicinity of the Property (i.e. between Hurontario Street and Cawthra Road), is identified as having a right-of-way width of 26 metres. By contrast, the right-of-way width of North Service Road in other locations, and other QEW service road sections, is identified as 20 metres.

Gemini is not aware of any justification for the greater right-of-way width of North Service Road in the vicinity of the Property. Further, as a result of analyses carried out by its transportation consultant, Gemini believes that a 20 metre right-of-way width would be sufficient to accommodate all of the required road and servicing functions. Accordingly, the right-of-way width of North Service Road in this section should be reduced to 20 metres, consistent with other sections of this corridor.

Kindly ensure that the members of the Planning and Development Committee are provided with these comments as they consider the City's draft Official Plan (march 2010).



Davies
Howe
Partners

Please ensure that we are notified of any further public meetings and reports with respect to this matter. In addition, kindly ensure that we receive notice of any decisions of the Committee and/or City Council regarding the draft Official Plan.

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

Yours truly,

DAVIES HOWE PARTNERS

Mark R. Flowers

copy: Marianne Cassin, Planning and Building Department, City of Mississauga
Client
Warren Sorensen / Carol-Anne Munroe, SGL Planning Associates Inc.
Jim Levac, Korsiak and Company Ltd.

POUND & STEWART

PLANNING CONSULTANTS • CITYPLAN.COM

May 3, 2010

BY EMAIL & REGULAR MAIL

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

Attn: Chair & Members of Planning & Development Committee

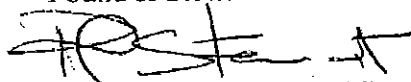
Re: Draft Mississauga Official Plan – March 2010
Public Meeting: May 3, 2010
Our file: 1421

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

At this time we are in the process of reviewing the recently released Draft Mississauga Official Plan – March 2010, the subject of a Statutory Public Meeting at the May 3, 2010 Planning & Development Committee (PDC).

Please be advised that comments concerning Draft Mississauga Official Plan will be provided on behalf of Orlando Corporation in the near future.

Yours truly,
Pound & Stewart Associates Limited



Philip Stewart, MCIP, RPP

la/
1421lr_May.03.10

cc. Mr. John Britto, Legislative Coordinator, Office of the City Clerk
cc. Mr. Edward Sajecki, Commissioner of Planning and Building, City of Mississauga
cc. Mr. Leo Longo, Aird & Berlis
cc. Messrs. Phil King & Gary Kramer, Orlando Corporation

POUND & STEWART ASSOCIATES LIMITED

205 BELSIZE DRIVE, SUITE 101, TORONTO, ONTARIO, CANADA M4S 1M3 • 416 482 9797
305 RENFREW DRIVE, SUITE 101, MARKHAM, ONTARIO, CANADA L3R 9S7 • 905 305 9797
1 800 250 9056 • WWW.CITYPLAN.COM • INFO@CITYPLAN.COM



POUND & STEWART

PLANNING CONSULTANTS • CITYPLAN.COM

May 14, 2010

BY EMAIL & REGULAR MAIL

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

Re: Draft Mississauga Official Plan
Our file: 1421

Ron,

This is further to your email dated May 11 sent at 9:24 am.

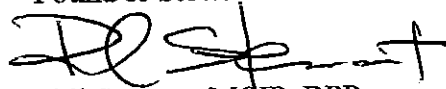
Since my May 3 letter, both myself and our client's legal counsel have been undertaking a detailed review of the text, tables and schedules that form part of the City's new draft Official Plan. Our review, and that of our client's, is still on-going.

We wish to present our comments in a comprehensive manner and hope to do so as soon as our review has been completed and we have received our client's input and instructions.

We welcome your willingness to discuss matters with us and we will contact you in that regard at the appropriate time.

Please ensure that we are kept apprised of all future staff reports and city meetings dealing with this draft Official Plan.

Yours truly,
Pound & Stewart Associates Limited



Phil Stewart, MCIP, RPP

la/

1421ltr.May.14.10

cc. Messrs. P. King & G. Kramer, Orlando Corporation
cc. Mr. Leo Longo, Aird & Berlis

PLANNING & BUILDING RECEIVED

MAY 19 2010

Division	Action	Info	Seen
Commissioner			
Building			
Policy Planning			OK
Dev. & Planning			
Bus. Services			

ADP

Ron

MC

File

POUND & STEWART ASSOCIATES LIMITED

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May 20, 2010

Angela Dietrich
City of Mississauga
300 City centre Drive
Mississauga, ON
L5B 3C1

Dear Mrs. Dietrich:

Re: Draft Mississauga Official Plan, March 2010

Credit Valley Conservation (CVC) staff appreciates the open and consultative approach City staff undertook on this important project. We look forward to further discussions and providing any additional recommendations regarding our interests in these matters as appropriate.

Further to our recent meeting on May 5, 2010 and subsequent discussions, it is our understanding that additional revisions to the March 2010 Draft Mississauga Official Plan (Draft Plan) are to be incorporated as agreed. Considering this, CVC staff is satisfied that our comments dated May 13, 2009 and subsequent draft comments have been adequately addressed. Once revised, the Draft Plan will adequately address the policy objectives and general policies of CVC's recently approved Watershed Planning and Regulation Policies (April 2010).

CVC staff looks forward to continuing to work with City staff and other stakeholders to further develop and implement a watershed-wide natural heritage system through CVC's natural heritage system programs (i.e. Terrestrial Ecosystem Enhancement Model project), as well as coordinating with similar programs undertaken by adjacent Conservation Authorities. As discussed, CVC staff will provide additional recommendations related to the proposed natural hazard mapping (schedules) and associated notes under separate cover.

I trust that these comments will be of assistance. Please do not hesitate to contact the undersigned at (905) 670-1615 should you have any questions.

Regards,

Josh Campbell MES, MCIP, RPP
Senior Planner
extension 289

cc: Quentin Hanchard, TRCA
Jennifer Lawrence, HCA



PROTECTING THE NATURAL ENVIRONMENT FROM LAKE TO ESCARPMENT

2596 Britannia Road West
RR2, Milton, Ontario L9T 2X6
905.336.1158 Fax 905.336.7014
www.conservationhalton.on.ca

May 7, 2010

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

Dear Mr. Calvert:

**Re: Official Plan Five-Year Review
City of Mississauga
CH File: MPR 427**

[illegible]

Staff of Conservation Halton is in receipt of the March 2010 draft of the Official Plan, and offers the following comments:

Staff acknowledges that the majority of the City of Mississauga is outside of Conservation Halton's watershed and, as such, we defer the majority of the review to Credit Valley Conservation and the Toronto Region Conservation Authority. However, there is one specific area of concern that we noted during our review related to the Special Study Area for lands west of Ninth Line. Section 11.4 of the draft OP states that "lands west of Ninth Line will be subject to the Town of Milton and Region of Halton Official Plans until such time as they are incorporated into this Plan." Staff acknowledges that discussions about the proposed land uses for this area are on-going, and we would appreciate continuing to be included in the discussions now that these lands have been conveyed to the City of Mississauga.

Staff has also reviewed the mapping of the Green and Natural Systems included in Schedules 1a and 3. The mapping of lands regulated by Conservation Halton appears to be correct.

We trust the above is of assistance. If you require additional information, please contact the undersigned at extension 225.

Yours truly,

Kempers

Kim Peters
Environmental Planner

KP/9



May 14, 2010

Marianne Cassin, Planner
City of Mississauga
Planning and Building Department
Policy Planning Division
300 City Centre Drive
Mississauga, ON L5B 3C1

RE: Mississauga Draft Official Plan

Dear Ms. Cassin:

I am writing to express Peel Public Health's support for the health and activity-promoting policies in Mississauga's draft Official Plan.

In delivering on our mandate to promote health and prevent illness in the population of Peel Region, we deal every day with the health challenges of the 21st century: those of rising rates of chronic disease, declining physical activity levels, elevated rates of diabetes and burgeoning levels of childhood obesity.

A large body of evidence documents the links between the built environment and health; of particular importance is the role that the physical environment can play in facilitating or limiting physical activity. This is a relationship that warrants special attention in Peel, as a community that struggles with particularly high rates of Type II diabetes. Many of Peel's communities also face built form challenges following a period of rapid post-war suburban expansion.

Mississauga's draft Official Plan indicates a strong commitment to providing residents with a built environment that is supportive of active and healthy lifestyles. This commitment is reflected throughout the Plan, and particularly in the chapters addressing growth management, complete communities, transportation, urban form and implementation policy.

Chapter Four of the draft Official Plan contains a range of policies to direct growth into designated intensification areas. This ensures that development occurs only where adequate services and transit to support additional growth currently exists or is planned – generally the Downtown, Major Nodes, Community Nodes, and Corridors leading to these areas. This promotes more compact and mixed land use patterns in these areas, which encourages physical activity for both transport and leisure.

Chapter Six contains policies that encourage the development of complete communities that integrate a variety of land uses such as residential, commercial, recreational, employment and community uses, and that enhance the individual identity and character of Mississauga's different communities. Complete, compact communities that support residents' daily needs will reduce transportation needs and improve the safety and aesthetic quality of streetscapes, thereby increasing both recreational and utilitarian physical activity and fostering the formation of social capital.

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Implementation			

ADD
MC
Ron

Chapter Seven of the Official Plan outlines policies that will encourage an increase in the proportion of trips made using active transportation and public transit, while acknowledging and protecting the function of arterial roads for goods movement.

Policies to minimize use of cul-de-sacs and to create a finer-grained road pattern, particularly in designated intensification areas, will complement the Growth Management and Complete Communities policies to ensure that more liveable, activity-friendly streetscapes are fostered.

Chapter Eight of the Official Plan outlines Mississauga's vision for desirable urban form in intensification areas. This includes policies to improve the pedestrian realm by reducing the negative impacts of parking facilities, blank walls, and large setbacks, and by introducing improvements such as street trees, pedestrian lighting, special paving and well-designed public spaces. This chapter provides the finer level of detail required to complete the vision for a safe, convenient and attractive public realm in Mississauga that facilitates active transportation.

Implemented together, the policies on managed growth, complete communities, multi-modal transportation and pedestrian-oriented urban form in this Plan are more than the sum of their parts. They will ensure that Mississauga residents are provided with infrastructure, services, amenities and neighbourhood environments that reflect a high quality of life and encourage healthy lifestyle choices by providing opportunities for active transportation and recreation.

In addition, policies 19.3.5 and 19.3.6 of the Official Plan will allow for the use of innovative mechanisms to ensure that the intent of the health-promoting policies in this Plan is realized. These policies acknowledge the utility of health impact studies to assess the health-promoting potential of proposed development, and the need to establish health indicators to ensure that implementation of Official Plan policies achieve the intended benefits.

Peel Public Health commends the efforts of Mississauga's Planning department to promote the health of Mississauga residents. Achieving a healthy built environment is a significant challenge that requires strong vision and commitment. The new Official Plan lays the groundwork for a comprehensive approach to guiding development in a direction that will support and encourage healthy lifestyles, thereby putting the health and quality of life of Mississauga residents first.

Sincerely,



Gayle Bursey, RD, B.A.Sc., MES
Director, Chronic Disease and Injury Prevention
Peel Public Health

c: Dr. David L. Mowat, Medical Officer of Health, Peel Public Health
John Calvert, Director, Policy Planning Division, City of Mississauga



May 14, 2010

Ms. Angela Dietrich, MCIP, RPP
 Manager, City Wide Planning, Policy Planning
 City of Mississauga
 Planning and Building Department,
 300 City Centre Drive, 10th Floor
 Mississauga ON, L5B 3C1

Re: *Draft Mississauga Official Plan (March 2010)*

Dear Ms. Dietrich,

Bell Canada thanks you for the opportunity to provide comments on the draft Mississauga Official Plan (March 2010).

As you are aware, Bell Canada is Ontario's principal telecommunications infrastructure provider. The *Bell Canada Act*, a federal statute, requires that Bell manage and operate most of the trunk telecommunications system in Ontario. Bell is also responsible for the infrastructure that supports most 911 emergency services in the Province.

The Provincial Policy Statement (PPS) and the Growth Plan for the Greater Golden Horseshoe (Places to Grow) both strongly support the integrated planning of communities, including telecommunications infrastructure. The PPS specifically requires that "planning for infrastructure and public service facilities shall be integrated with planning for growth so that these are available to meet current and projected needs" (Section 1.6.1). Furthermore, the PPS states that infrastructure should be located to support the delivery of emergency management services (Section 1.6.3). We note that the definition of infrastructure in the PPS includes communications/telecommunications.

In light of Provincial policy, it is critical to understand the complexity of expanding and enhancing the telecommunications network to accommodate growth, both through outward expansion of an urban area and through intensification, infill and redevelopment. All types of growth and development place demands on the telecommunications network and its associated support infrastructure. Beyond simply extending fibre or copper cable, growth and development can precipitate the need for reinforcement and replacement of the support infrastructure. Reinforcement and replacement of the telecommunications network can represent an extensive and costly undertaking, which needs to be managed to avoid disruption of public services. This is particularly critical in relation to the provisioning of 911 emergency services and the services essential to the City of Mississauga's businesses operating in a global economy.

Bell Canada
 Development and Municipal Services Control Centre
 Floor 5 BLUE, 100 Borough Drive
 Toronto, Ontario
 M1P 4W2

Telephone 905-853-4044
 Fax 905-895-3872
john.lachapelle@bell.ca

We were pleased to see that the City recognizes the importance of telecommunications/communications to growth and development, and that utility facilities (including telecommunications infrastructure) are permitted in all land use designations.

The continual advancement of telecommunications technology, coupled with the need of rapid information transfer, have a significant impact on the future growth, development and economic vitality of the City. As communities emphasize leading edge technological advancement to support the growth of existing businesses and ensure an areas ability to attract new employment opportunities, it is important to be cognizant that much of the “backbone” of these new advancements rides Bell Canada’s infrastructure. Telecommunications will continue to have a significant impact on the sustainability and competitiveness of the City. To properly reflect all of the facets of communications/telecommunications systems we would recommend that the following changes be incorporated into the new Official Plan. Our proposed modifications are shown in *italics*:

Part 2 City-Wide Policies

Section 4 – Direct Growth

Urban Growth Centres, Nodes and Corridors are intended to support a significant amount of development, promote mixed-use opportunities, intensification, social interaction and public transit. As a result, it is important to have an understanding of the existing infrastructure system and capacity as growth and development can create the need for reinforcement and replacement of the support network along with extending fibre and/or copper cable. Section 4 establishes policies to ensure the development of key strategic locations, such as Downtown, Nodes, and Corridors that are planned and designed to be vibrant neighbourhoods, including a diverse mix of uses and densities. This growth can have significant impacts on existing telecommunication infrastructure; as such to ensure that sufficient infrastructure is in place to meet the needs of these new focal areas and utility placement and design, we would request that utility providers, such as telecommunications, be included in discussions relating to infrastructure provisioning at an early stage to ensure its feasibility. Consequently, we would request that the following be added to policies set out for Directing Growth:

4.1.x Encourage discussions with utility providers to determine appropriate utility design and placement within Intensification Areas.

We are also aware of an increased emphasis on urban aesthetics, especially in key strategic locations, however, this interest must be balanced with the need to provide communities with essential public services, such as utilities and telecommunication services. As communities in Ontario move towards incorporating contemporary urban design and

intensification guidelines to planning policies, it is becoming increasingly important to consider the impact on both existing and future telecommunications servicing capabilities and infrastructure. Bell is willing to work with municipalities to ensure compatibility between our larger infrastructure and the surrounding area. However, inflexible urban design guidelines create very real concern, which may result in an inability to serve the community's needs. To assist municipalities in understanding the provisioning needs of Bell Canada and make informed decisions with respect to determining appropriate locations for telecommunications infrastructure we have created an Urban Design Manual which is being provided to municipal staff across Ontario. We have attached a copy of the document to this letter and would ask that it be considered with respect to your amendments to the Official Plan and future initiatives.

We would ask that the City consider these impacts when including policy wording for complete communities. We have provided some suggested wording as follows:

- x) *Consideration shall be given to the location of utilities within the public rights of way as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters etc, when determining appropriate locations for large utility equipment and utility cluster sites.*

Section 7 – Create Multi-Modal City

Bell Canada would like to take this opportunity to state the importance of considering the provisioning requirements of telecommunications and other utility providers as they are often elements of the streetscape in both existing and future communities and can be significantly affected by infrastructure initiatives. We note that the draft Official Plan incorporates policy directions from the Metrolinx Regional Transportation Plan, as well as policies to support an improved transportation system. Investments in transportation will affect the location, density and design of new developments, thus impacting the level and provision of telecommunications infrastructure. Further new transportation initiatives may affect existing utility infrastructure through road improvements and revitalization and intensification initiatives along transportation corridors.

It is critical to Bell that the City ensures that telecommunication infrastructure providers are able to plan infrastructure development and utility placement in conjunction with the other utility providers and public services, to be consistent with the transportation network. Therefore, the policies should also identify the necessary provisions for the efficient and effective delivery of services to our customers. As a result, we would ask that as part of the planning process that utility providers, such as telecommunications, be contacted to

determine whether there is any existing infrastructure in place and the impacts the proposed project will have on provisioning capabilities.

Section 9 – Foster a Strong Economy

We were happy to see that the City recognizes the impact that telecommunications technology can have on attracting businesses and supporting economic development in the City of Mississauga. To support this objective we would suggest that an additional policy be added to Section 9, as follows:

9.1.x To undertake discussions with utility providers regarding the feasibility of servicing existing and future employment areas with leading-edge telecommunications services, including broadband technology, to attract knowledge-based industries and support the economic development, technological advancement and growth of existing businesses.

Section 9.6 – Infrastructure and Utilities

We are pleased to see that infrastructure and utilities have been considered in the draft Official Plan, specifically the policies found under Section 9.6 as it demonstrates the City's recognition of the importance of telecommunications/ communications to growth and development.

Part 4 Implementation and Glossary

We note that definitions related to “infrastructure” and “utility” were not included in the draft Official Plan. As such, to provide greater clarity with respect to the restrictions surrounding public and private utilities, we offer the following suggestion for the definition of utility:

Utility: means an essential public service such as electricity, gas, television or communications/telecommunications that is provided by a regulated company or government agency.

We would suggest that the definition of “infrastructure” be included in the Official Plan to reflect the definition of infrastructure in the 2005 Provincial Policy Statement, which includes telecommunications, and the types of utility services that are necessary to support growth and development in the City of Mississauga. The definition is as follows:

Infrastructure: means physical structure (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, waste management

systems, electric power generation and transmission, communication/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

Part 3 Land Use Designations

Section 11.2.2 – Utility

Based on the request to include a utility definition, we would like the City to confirm that Section 11.2.2 relates specifically to utility corridors, such as Hydro corridors and TransCanada pipelines, and does not preclude telecommunications as a permitted use under this designation.

Section 11.2.3 – Greenbelt

Section 11.2.3 discusses the permitted uses for lands designated Greenbelt. We note that Bell will need to transverse the Greenbelt System in order to provide efficient and effective services to communities and neighbourhoods. As such, we need to ensure that the necessary provisions are in place to provide for the delivery of services to our customers. We would therefore request that Section 11.2.3.2 be modified as follows:

11.2.3.2.1 Lands designated Greenbelt permit the following uses:

- a) conservation;
- b) facilities that by their nature must locate near water or transverse watercourses (i.e. bridges, storm sewer outlets and stormwater management facilities);
- c) flood and/or erosion works;
- d) passive recreational activities;
- e) parkland;
- f) piped services and related facilities for water, wastewater, stormwater *and telecommunications*; and
- g) accessory uses.

More specifically, Section 11.2.3.7 states that piped services and related facilities may only be permitted if other options are not feasible provided that an Environmental Assessment has been completed or a satisfactory Environmental Impact Study has been approved by the appropriate approval agency. It is important to note that Bell Canada is not subject to the Federal or Provincial Environmental Assessment Acts and therefore should not be subject to Section 11.2.3.7. Bell would request that the policies be revised to reflect the policies and criteria provided in the Greenbelt Plan. Therefore, to address the needs of telecommunications infrastructure along with ensuring the protection of the Greenbelt System, we would recommend the following modifications to Section 11.2.3.7:

Piped services and related facilities used for water, wastewater, stormwater and *telecommunications* may only be permitted in Greenbelt if other options are not feasible, provided that an Environmental Assessment has been completed in conformity with the Environment Assessment Act or a satisfactory Environmental Impact Study has been approved by the appropriate conservation authority, the City and other appropriate approval agencies, *where required*. If an Environmental Assessment is not required under the Environmental Assessment Act, the *City shall determine the need to undertake an* Environmental Impact Study ~~shall~~ to evaluate all options available.

We would like to thank you for the opportunity to provide input into City of Mississauga's draft Official Plan and would ask that Bell be advised of any further opportunities to participate in the planning process such as meetings, reports, decisions, etc. related to this matter. We would ask all documents and information be forwarded to our Development and Municipal Services Control Centre:

Mr. John La Chapelle, MCIP, RPP
Manager – Municipal Relations
Access Network Provisioning, Ontario
Development and Municipal Services Control Centre
Bell Canada
Floor 5 BLUE, 100 Borough Drive
Toronto, Ontario
M1P 4W2

If you have any questions, please direct them to the undersigned.

Yours truly,



John La Chapelle, MCIP, RPP
Manager – Municipal Relations
Access Network Provisioning, Ontario

cc: Wayne Corrigan - Associate Director - Access Network – Bell Canada
William McKenzie - Associate Director, Access Network
Chris Tyrrell - MMM Group Ltd



Greater Toronto Airports Authority

**Strategic Planning and
Airport Development**

Mark Nowicki
Manager, Aerodrome Planning
Tel: (416) 776-5022
Fax: (416) 776-4168

Transmitted via email (angela.dietrich @mississauga.ca)

May 19, 2010

Ms. Angela Dietrich
Manager, Policy Planning
City of Mississauga
Planning and Building Department
Policy Planning Division
300 City Centre Drive
Mississauga, Ontario L5B 3C1

Dear Ms. Dietrich:

**RE: GTAA Inputs to Mississauga's Draft Official Plan
City of Mississauga**

We would like to thank the City of Mississauga for the opportunity to review and provide our comments and recommendations for wording changes to sections of the Draft Mississauga Official Plan, March 2010, pertaining to Toronto-Lester B. Pearson International Airport (Toronto Pearson). Furthermore, the Greater Toronto Airports Authority (GTAA) gratefully acknowledges City staff's inclusion of an "Airport Influence Area" as proposed by the GTAA in discussions during 2009, which recognizes certain additional Airport-related externalities as required in the development review process.

Mississauga Plan Wording Changes

In Attachment 1 are the GTAA's proposed wording changes to those sections of the Draft Mississauga Official Plan which relate to Toronto Pearson. The intent of the wording changes is to update the current Draft Official Plan wording, including additional recognition of Toronto Pearson as a key part of a multi-modal transportation system.



Mixed Sources
Product group from well-managed
forests, controlled sources and
other controlled sources
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www.fsc.org
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Greater Toronto Airports Authority
Toronto Pearson International Airport

P.O. Box 8031, 3111 Connaught Drive
Toronto ON, Ontario, Canada L6P 1B2

P (416) 776-3000
F (416) 776-7746
www.GTAA.com

Ms. Angela Dietrich
City of Mississauga
May 19, 2010



The proposed mapping for the Airport Influence Area is reflected in the Draft Mississauga Official Plan, March 2010. NAV CANADA is conducting further reviews and there may be some refinement to the coverage area. As we have previously communicated to you, the documentation of an Airport Influence Area would better inform users of the Official Plan of the areas where new construction has the potential to impact on the Airport, such that timely review can take place and issues of concern can be identified in the early stages of the planning process and beneficial solutions explored, thereby reducing uncertainty and development delays.

Aircraft Noise

The GTAA notes that Section 5.9.2.5 of the Draft Official Plan, dealing with the exemption of sensitive land uses from exclusion from the Airport Operating Area has been expanded to include the Gateway Corporate and Airport Corporate Areas. It is the GTAA's position that the sensitive land uses identified in 5.9.2.5 not be permitted in these areas either as a principal or accessory use. Limited daycare facilities as an accessory use to the principle uses of developments within these areas may be considered, subject to appropriate studies and criteria.

We look forward to working together to ensure the compatibility of new development within Mississauga with the ongoing operation of Toronto Pearson International Airport.

If you have any questions about our comments, please contact me at 416-776-5022.

Yours truly,

Greater Toronto Airports Authority

A handwritten signature in black ink, appearing to read "M. Nowicki".

Mark Nowicki
Manager, Aerodrome Planning

cc: B. Lackey - GTAA
T. Lennox - GTAA

Attachs. (1)



Attachment1

Review of Draft Mississauga Official Plan

Draft Mississauga Official Plan, March 2010	GTAA Comments
3.5 Achieving the Guiding Principles Complete Communities Mississauga will create a multi-modal city by: connecting the City's transportation network and Airport to facilitate movement of goods to key markets and border crossings <u>exploring and promoting opportunities to improve multimodal connections between City's transportation network and Airport to facilitate movement of goods to key markets and border crossings</u>	Strengthened wording to reinforce notion of existing and future connections between City's transportation network and Airport
5.9.2.10 1996 NEF/2000 NEP <u>1996 NEP/2000 NEF</u>	Editorial typo
7.2.1.3 Mississauga's multi-modal network will be comprised of road, transit, <u>Airport</u> , cycling and pedestrian facilities.	Inclusion of Airport in the multi-modal network
7.2.2.1 7.2.1.1 f. <u>Working closely with partner transportation agencies (including GTAA) to facilitate the protection or acquisition of future corridors or properties where potential land needs are identified</u>	Acknowledge need of coordination/cooperation with other agencies to enable joint multi-modal facility efforts – alternatively inclusion of such language in Section 7.6 Mobility Hubs or 7.2.3 Transit Network
7.2.3.7 Greater Toronto Airport <u>Airports</u> Authority	Editorial typo
7.9.1 Mississauga will work with <u>the Greater Toronto Airports Authority</u> and other stakeholders to ensure improved transit	Reference to the GTAA as suggested

connections to the Airport and surrounding employment lands	
8.5.3.18 It will be the responsibility of proponents of development applications will be responsible to comply with Airport height restrictions	Editorial
18.2.1 The Airport Influence Area, shown on Appendix G: Lester B. Pearson International Airport – Map 2 Airport Influence Area represents the total area where new construction has the potential to be an aviation safety hazard for arriving and departing aircraft <u>impact on civil navigation for aircraft using the Airport</u> , or which has the potential to impact airport or airspace capacity due to interference with signals, communication, and instrument flight procedures.	To further improve on the language proposed in our earlier comments.
18.2.2 a. height limitations; b. protection of navigational aids, surveillance equipment and communications; c. Visibility; and d. protection from wildlife hazard.	Reorder the sequence to better illustrate priority of listed requirements.
Figure 9-1 Airport – Terminal 3 1	Typo
Appendix G <ul style="list-style-type: none"> Protect lands which house and are affected by navigational aids such as radar and communications equipment, <u>and prevent off-airport development that could potentially interfere with signals or communications from airport facility equipment.</u> 	Identify potential impact off-airport developments on communications, navigation and surveillance equipment.



IBI Group
 5th Floor–230 Richmond Street West
 Toronto ON M5V 1V6 Canada
 tel 416 596 1930
 fax 416 596 0644

May 25, 2010

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

**Attention: Ms. Marianne Cassin, Planner, Policy Division,
 Planning and Building Department**

Dear Ms. Cassin:

OFFICIAL PLAN – MISSISSAUGA, PINNACLE INTERNATIONAL COMMENTS

We are writing on behalf of our clients, Pinnacle International who are owners of the approximate 37 acres of land located at the intersection of Hurontario and Eglinton Avenue West. The legal description of the Pinnacle lands is provided as an attachment.

The aforementioned Pinnacle lands are the subject of the following OPA/Rezoning and Subdivision Applications:

- OZ 07/024 and OZ 07/025
- T-M07005 and T-M07006

The Pinnacle applications were formally filed in late December, 2007 and were confirmed as Complete in correspondence dated January 15, 2008 from the Planning Department.

Since that time, the applications have been the subject of extensive review and discussion with the City and other Agencies, leading to the filing of a major re-submission in October, 2008 and earlier this month the formal approval of the first development phase. We are now embarking on completing the OPA/Rezoning and Subdivision Approvals for the remainder of the Pinnacle lands.

For this reason would request that all Policies and Schedules as they relate to the Pinnacle lands be deferred pending the completion of the approval of our applications.

We respectfully make this request as there are some Policies and Schedules in the current draft Mississauga OP which conflict with some of the proposals being discussed between Pinnacle and the City. For example, Schedule 10B of the Draft Official Plan designates Public Open Space land uses in the northern portions of both the east and west Pinnacle parcels on either side of Cooksville Creek. Current discussions between Pinnacle and the City could result in the entirety of the west parcel being designated for Open Space together with a linear portion of the east parcel adjacent to the Creek. It is for reasons such as this that we respectfully request that the Policies and Provisions of the Official Plan be deferred as they relate to the Pinnacle lands.

Yours truly

IBI GROUP

Philip J. Levine, MCIP, RPP
 Director

cc. Mr. Mike De Cotiis, Pinnacle International (Ontario) Ltd.
 Mr. Patrick Devine, Fraser Milner Casgrain LLP
 Ms. Lesley Pavan, City of Mississauga
 Mr. Robert Hughes, City of Mississauga

LEGAL DESCRIPTION

PINNACLE LANDS

East Lands: Part of Lot 1, Concession 1, West of Hurontario Street, Toronto Township, designated as Parts 2, 3, 4, 5 and 6, Plan 43R-24436 and Part 1, Plan 43R-24983, City of Mississauga.

West Lands: Part of Lot 1, Concession 1, West of Hurontario Street, Toronto Township, designated as Parts 1 and 7, Plan 43R-24436 and Part 2, Plan 43R-24983 save and except Part 6, Plan 43R-24490, City of Mississauga.

Flower City



brampton.ca

Brampton

CD.03.MIS

Planning, Design & Development Department

May 26, 2010

John Calvert
Director, Policy Planning Division
Planning and Building Design
City of Mississauga

Re: **Brampton's Review of the Draft Mississauga Plan (March 2010)**

Dear Mr. Calvert,

PLANNING & BUILDING RECEIVED			
JUN 01 2010			
Division	Action	Info	Seen
Commissioner			
Policy Planning			
Plan & Design			
Bus. Serv. Units			

Please find below comments from the City of Brampton regarding the City's review of the draft Mississauga Plan, dated March 2010.

- The City of Mississauga's population and employment forecast to 2031 (Table 4-1) exceeds the Region of Peel's ROPA 24 approved growth allocation for the municipality. As such, Mississauga's forecast should be realigned with the ROPA 24 forecast.
- Policy 2.2.6.5 of the Places to Grow Growth Plan identifies the criteria for which the conversion of lands within employment areas may be permitted. Brampton staff have not been able to confirm where the conversion criteria is reflected in the draft Plan.
- It is suggested that page 7-15/7-16 include a clause that Mississauga will promote goods movement practices that support and are consistent with the region-wide goods movement strategy effort established by Metrolinx.
- In determining the final design of the Long Term Cycling Network, *Schedule 7*, the City of Mississauga should coordinate with City of Brampton Staff regarding facilities that cross the Brampton-Mississauga municipal boundary; this should be reflected in policies throughout the Official Plan where appropriate.
- It is suggested that Policy 8.4.3, (page 8-21) refer to the *Accessibility for Ontarians with Disabilities Act (AODA)*.
- It is suggested that 'regarding' be replaced with 'regard' within Policy 7.3.1 (b).

Overall, it is expected that all matters related to conformity with ROPA 24 will be addressed in the Region of Peel's review of the Plan and approval process.

The City of Brampton thanks you for the opportunity to comment on the March 2010 draft Mississauga Plan and we kindly request to be involved throughout the remainder of Mississauga's OP review process. Kindly continue to circulate the City of Brampton on forthcoming correspondence related to the review process.

I trust you will find the above satisfactory. Should you require further assistance, please do not hesitate to contact the undersigned.

Regards,

A handwritten signature in black ink, appearing to read 'Daniella L.', with a stylized flourish at the end.

Daniella Grosvenor, MCIP, RPP
Growth Management Policy Planner
Planning, Design & Development

Cc: Adrian Smith, Director, Planning Policy & Growth Management, City of Brampton
Janice Given, Manager, Growth Management & Special Policy, City of Brampton
Henrik Zbogor, Manager, Long-Range Transportation Planning, City of Brampton
John Corbett, Commissioner, Planning, Design & Development, City of Brampton
Arvin Prasad, Director of Planning Policy and Research, Region of Peel

From: Bates, Judy [mailto:jbates@goodmans.ca]
Sent: May 27, 2010 11:27 AM
To: Marianne Cassin
Subject: Mississauga Official Plan

Marianne

Further to our recent discussions regarding the retail policies in the City's new draft official plan (Section 9.4), I wanted to confirm my understanding of the implication of those proposed policies. As you know we represent a number of clients who develop big box retail stores, some of which are located in "Employment Areas". It seems clear in Section 9.4 that the existing designated retail areas in Employment Areas will be recognized by new plan but no additional lands may be designated for retail development within an Employment Area, without a comprehensive municipal review. It appears that the majority of the retail areas within Employment Areas are proposed to be designated "Mixed Use".

I would like confirmation that the proposed policies would not prohibit the expansion &/or intensification of existing retail uses located within Employment Areas, provided the expansion/intensification did not require the redesignation of additional land. We want to be sure that our clients will not be prohibited from expanding existing stores (provided such expansions can be accommodated on the lands already designated Mixed Use).

Please call me to discuss. Thank you

Judy

Judy Bates
Planner
Goodmans LLP

416.597-4197
jbates@goodmans.ca

Bay Adelaide Centre
333 Bay Street, Suite 3400
Toronto, ON M5H 2S7
goodmans.ca

***** Attention *****

This communication is intended solely for the named addressee(s) and may contain information that is privileged, confidential, protected or otherwise exempt from disclosure. No waiver of confidence, privilege, protection or otherwise is made. If you are not the intended recipient of this communication, please advise us immediately and delete this email without reading, copying or forwarding it to anyone.

AIRD & BERLIS LLP

Barristers and Solicitors

Steven A. Zakem
Direct: 416.865.3440
E-mail: szakem@airdberlis.com

June 1, 2010

BY COURIER & FAX

Our File No. 100815

Crystal Greer
Clerk, City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Ms. Greer:

Re: Draft Mississauga Official Plan

We represent UBE Airport Development Ltd. with respect to the above-noted matter. Our client owns lands located in the area of the Renforth Bus Rapid Transit Station in the Airport Corporate District. Recently our client entered into a settlement with the City of Mississauga with respect to City of Mississauga Official Plan Amendment No. 102 ("OPA 102") and Zoning By-law No. 0323-2009 ("ZBLA 0323-2009"). A copy of the Ontario Municipal Board Order dated May 10, 2010 is attached for your information. We are writing at this time to ensure that the modification to OPA 102 approved by the Ontario Municipal Board is incorporated into the Draft Mississauga Official Plan in order to reflect the aforementioned settlement.

If you have any questions please do not hesitate to contact me. Please ensure the undersigned is listed to receive notice of the adoption of the Mississauga Official Plan.

Yours very truly,

AIRD & BERLIS LLP


Steven A. Zakem
SAZ/sw

RECEIVED	
REGISTRY No.	
DATE	JUN 01 2010
FILE No.	CD.03.0115
CLERK'S DEPARTMENT	

cc. Michal Minkowski, City of Mississauga
Lesley Pavan, City of Mississauga
Noam Jakubovic, UBE Airport Development Inc.
Carol-Anne Munroe, Sorensen Gravely Lowes Planning
Paul Lowes, Sorensen Gravely Lowes Planning
Mississaugaplan.review@mississauga.ca

6785859.1

ISSUE DATE:

May 10, 2010



Ontario

Ontario Municipal Board
Commission des affaires municipales de l'Ontario

MAY 11 2010

PL081540

IN THE MATTER OF subsection 38(4) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant: UBE Airport Development Ltd.
Subject: Interim Control By-law No. 0332-2008
Municipality: City of Mississauga
OMB Case No.: PL081540
OMB File No.: PL081540

IN THE MATTER OF subsection 17(36) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant: UBE Airport Development Ltd.
Subject: OPA 102
Municipality: City of Mississauga
OMB Case No.: PL081540
OMB File No.: PL091081

IN THE MATTER OF subsection 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant: UBE Airport Development Ltd.
Subject: Zoning By-law No. 0323-2009
Municipality: City of Mississauga
OMB Case No.: PL081540
OMB File No.: PL091063

APPEARANCES:**Parties**

UBE Airport Development Ltd.

City of Mississauga

Counsel

Steven Zakem

Michael Minkowski

**MEMORANDUM OF ORAL DECISION DELIVERED BY R. ROSSI
ON MAY 4, 2010 AND ORDER OF THE BOARD**

The Parties advised the Board that they have reached a settlement in this case. City Planner Leslie Pavan reviewed details of the settlement and provided planning evidence in support of it.

- 2 -

PL081540

The City of Mississauga enacted Interim Control By-law No. 0332-2008 in order to restrict the use of certain lands zoned "E1" within the Airport Corporate District pending completion of the review of the Official Plan policies and Zoning provisions for certain lands surrounding the Renforth Bus Rapid Transit Station in the Airport Corporate District.

The purpose of Zoning By-law No. 0323-2009 is to prohibit manufacturing and warehouse uses, to establish minimum heights of four storeys for buildings and to establish design requirements for front doors facing public streets. The purpose of Official Plan Amendment 102 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.

While a number of appeals were generated, following completion of the City's studies, the above-named Appellant's appeal remained and was scoped to a site-specific appeal against OPA 102 and ZBL No. 0323-2009. The Appellant's primary issue was the four-storey minimum height requirement. Given the large size of the Appellant's site, the Appellant proposed the western portion of the property retain this requirement but the eastern portion could see a phase of development that does not meet the requirement but continue to meet the FSI standard of 0.5. The Parties have agreed that the Appellant must eventually submit a site plan to show how the easterly portion of the site would function through future phase development; how the future buildings will integrate with the overall site; and how over time the site could meet an FSI of 1.0. Details of these requirements were evidenced to the Board in Exhibit 1, the joint document book. Tab 14 provides the comprehensive proposed modification to OPA 102 to which all Parties agree.

As Ms Pavan opined that the proposed settlement maintains the intent and spirit of the Official Plan, and recognizing that the City Planner's professional land use planning evidence was uncontested, the Board allows the appeal against Official Plan Amendment 102 by modifying this planning instrument as per the settlement agreement and as set out in Attachment 1 to this Order. On consent, the Board also dismisses the appeal of Zoning By-law No. 0323-2009.

- 3 -

PL081540

So Orders the Board.

"R. Rossi"

**R. ROSSI
MEMBER**

ATTACHMENT "1"**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;

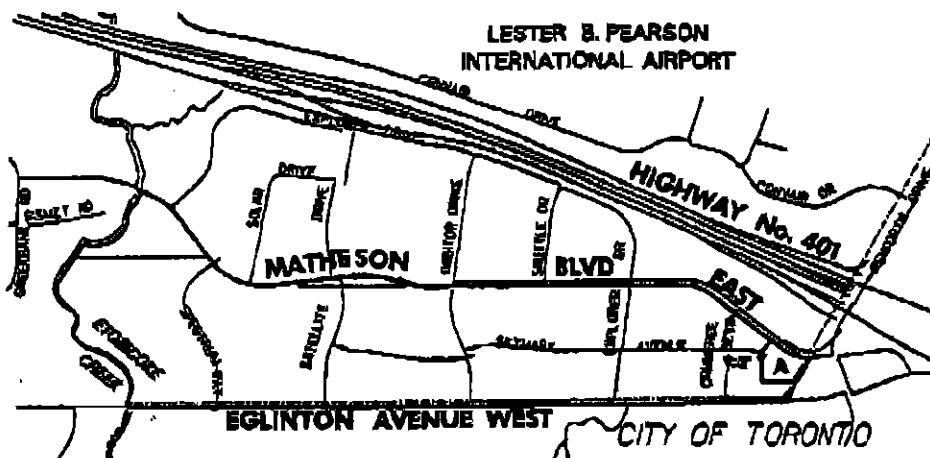
4. Section 4.2.3.1 Airport Corporate District Policies, Urban Design Policies of Mississauga Plan (Official Plan) is hereby amended by adding the following paragraph (b) after paragraph (a) and renumbering the remaining policies thereafter:

- (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 4.2.6 Special Site Policies:

4.2.6.1 Introduction

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

"4.2.6.2 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. In calculating FSI on large sites with multi-phase development, regard may be had to the size of individual development parcels;
- 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. In cases of lots with multiple street frontages, priority will be given to not allowing parking along the BRT corridor and Commerce Boulevard;
- 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.

4.2.6.1.1 Area 1A

The lands identified as Area 1A are located at the easterly limits of Citation Place, south of Matheson Boulevard East and north of Eglinton Avenue West

Notwithstanding Section 4.2.6.2 b), on the lands known municipally as 2950 Citation Place, the City may consider through a site specific zoning amendment an initial phase consisting of a minimum two storey building on the eastern portion of the property provided:

- a) at least half of the site is reserved for a future phase(s) which consists of one or more building that will each be a minimum four storeys in height;
- b) the future phase(s) is located on the western portion of the property;
- c) the initial phase meets all other provisions of the Official Plan including a minimum FSI of 0.5 on the portion of the property proposed for the initial phase;
- d) a site specific zoning amendment and a site plan application are submitted which delineate the initial phase and the lands reserved for a future phase;
- e) the site plan application includes a plan which illustrates how the site will function through future phased development; how the individual buildings of the initial and future phase(s) will relate and integrate with one another; how the site will meet the design requirements of the Official Plan in subsequent phase(s); and how the site will achieve an FSI of 1.0 over time; and
- f) the site specific zoning amendment places a hold on the western portion of the site subject to a site plan application being submitted for that portion of the site which meets the requirements of the Official Plan and zoning by-law.

**Key Messages for City Council from Workshops
(April 26 and May 4, 2010)**

Defensible & Defend Plan	Transparency	Enable Citizen Participation	Enlightened Waterfront Development	Streamline Costs	Explore Proven Creative Ideas	Connect Complete Communities	Alignment
<p>Concrete planning language is needed that is defensible at the OMB</p> <p>The plan must have teeth</p> <p>Compliance & Enforcement</p> <p>Plan needs to use quantitative terms</p> <p>Stand by your plan (OMB proof)</p> <p>Classification/ definition of transition areas and clear policies</p>	<p>No back room deals (Transparency) (Including developer)</p> <p>Transparency & Approval Process</p>	<p>City to provide seed resources to communities for planning</p> <p>Enhance public communication/ engagement about official plan</p> <p>Provide visual understanding of proposed development</p> <p>Proactive Vision</p> <p>Staff has done a good job on official plan document and public consultation</p> <p>Challenge: educate public on new policies – especially from low to high density</p>	<p>City to see waterfront as regional destination</p> <p>Lack of foresight in industrial waterfront zoning</p> <p>City to actively pursue Brownfield Redevelopment</p>	<p>Eliminate duplication (Region, City)</p> <p>Cost control (eliminate waste) (fiscal responsibility) (streamline)</p>	<p>Explore proven creative ideas (global perspective)</p> <p>Parking authority</p> <p>‘Public Art’ to include space for artists</p> <p>New policy to address population of educational institutions</p> <p>Employment and industrial land use designations – more flexible to avoid forcing a conversion</p> <p>Plan doesn’t recognize that retail is mostly built-out today – have to replace, not add</p>	<p>Strategic inter-modal Now (with bike)</p> <p>Separated, contiguous cycling and pedestrian paths on major roads</p> <p>Cycling routes to be contiguous</p> <p>Promote live/work/play Complete communities</p> <p>Glad to see the shift – intensification</p> <p>Public amenities should remain – vehicle traffic better controlled – speed and volume</p> <p>Concerned that infrastructure keeps up with growth</p>	<p>Evolution of the plan (studies, other plans)</p> <p>Budget needs to align with the Strategic Plan and Official Plan</p> <p>Proactive vision</p> <p>Timing of other studies has been good e.g. Strategic Plan</p> <p>All for the new plan – prefer processes be more efficient and streamlined</p> <p>Land use designations would benefit from addition of other designations (lumber yards, garden centres)</p>

Response to Comments Table

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
Planning and Building Department	Entire document	Since the plan was prepared, Official Plan amendments were adopted, but not included in it.	The Plan should include all amendments adopted by City Council.	1.	That the Plan be revised by incorporating all Official Plan amendments adopted by City Council subsequent to the preparation of the Plan and prior to City Council adopting the Plan.
I. Introduction					
Planning and Building Department	1.1 Background, second paragraph	Upon further review, this paragraph should also address the Natural Areas System (NAS).	The proposed revision is acceptable.	2.	That 1.1 second paragraph be revised to read: Mississauga Official Plan provides a new policy framework to <u>protect, enhance, restore and expand the Natural Areas System</u> , direct growth to where it will benefit the urban form,...
Planning and Building Department	1.1.4 (f) How to Read Mississauga Plan	The development rights of exempt sites are unclear.	The second last sentence of 1.1.4 (f) should be amended to clarify that exempt sites may be developed in accordance with their designation and/or the uses permitted by the exempt sites.	3.	That the second last sentence of 1.1.4 (f) be deleted and replaced with: <u>The lands may be developed in accordance with their land use designation and/or the uses permitted by the individual exempt site.</u> Delete 1.1.4 nn and replace with Figure (See Appendix 4)

The draft Mississauga Official Plan is referred to as “the Plan”. The existing Official Plan is referred to as “Mississauga Plan”

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
3. Vision					
Planning and Building Department	3.1 Introduction, third paragraph	Upon further review, the last sentence of this paragraph should be stronger.	The proposed revision is acceptable.	4.	That the last sentence of the third paragraph of 3.1, Introduction, be revised as follows: Protection, <u>enhancement and restoration</u> of these features are essential to the City’s vision for the future.
Greater Toronto Airports Authority (GTAA)	3.5 Create a Multi-Modal City	The wording should be strengthened to reinforce existing and future connections between the transportation network and the Airport.	Agreed.	5.	That the second last bullet of 3.5 Achieving the Guiding Principles, Create a Multi-Modal City, be revised as follows: Mississauga will create a multi-modal city by: connecting the City’s transportation network and Airport to facilitate movement of goods to key markets and border crossings. <u>exploring and promoting opportunities to improve multi-modal connections between the City’s transportation network and the Airport to facilitate movement of goods to key markets and border crossings.</u>
4. Direct Growth					
PDC March 22, 2010	4.1 Introduction	Clarify heights in the Plan.	Building heights for each Character Area are in Part 3; these will be consolidated and incorporated into Chapter 4, Direct Growth.	6.	That the Plan be amended by including building heights in a figure in Chapter 4, Direct Growth (See Appendix 4).

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN																	
Planning and Building Department City of Brampton	4.1 Introduction Table 4-1 Population and Employment Projections	The growth forecasts in Table 4-1 Population and Employment Projections are inconsistent with ROPA 24.	The growth forecasts in the Plan were prepared prior to the approval of the growth forecasts in ROPA 24, and should be revised accordingly.	7.	That the population and employment projections in Table 4-1 Population and Employment Projections, be replaced with the following: <table><tr><td>Year</td><td>Population</td><td>Employment</td></tr><tr><td>2009</td><td>730,000</td><td>453,000</td></tr><tr><td>2011</td><td>738,000</td><td>455,000</td></tr><tr><td>2021</td><td><u>768,000</u></td><td>500,000</td></tr><tr><td>2031</td><td><u>805,000</u></td><td><u>510,000</u></td></tr></table>		Year	Population	Employment	2009	730,000	453,000	2011	738,000	455,000	2021	<u>768,000</u>	500,000	2031	<u>805,000</u>	<u>510,000</u>
Year	Population	Employment																			
2009	730,000	453,000																			
2011	738,000	455,000																			
2021	<u>768,000</u>	500,000																			
2031	<u>805,000</u>	<u>510,000</u>																			
PDC March 22, 2010	4.3.3 Community Nodes	Community Nodes should not be an Intensification Area – the difference between Downtown and Community Nodes is unclear.	Community Nodes have the capacity to accommodate a significant portion of the city’s forecast growth. In addition, as Intensification Areas, infrastructure investments (e.g. transit, community infrastructure) will be directed to them. 14.1.1.2 establishes an interim maximum height of four storeys unless alternative heights are determined by planning studies and a density range of 100 to 200 residents plus jobs per ha. Major Nodes have a	8.	No action required.																

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
			maximum height of 25 storeys and a density range of 200 to 300 residents plus jobs per ha. In addition, a table of heights, ratios and density will be included in Chapter 4 for clarity.		
Mark Flowers, Davies Howe Partners on behalf of Gemini Urban Design (Cliff) Corp.	4.3.5.4 Neighbourhoods	4.3.5.4, which discourages intensification that results in a significant loss of commercial floor space, should not have the effect of pre-judging the evaluation of an application for redevelopment of an existing commercial site.	The intent of the policy is to ensure a mixed use development, and that commercial sites are not largely redeveloped for residential uses.	9.	No action required.
Planning and Building	4.5 Intensification Areas	4.3.1.5, 4.3.2.5 and 4.3.3.5 state that development applications within the Downtown, Major Nodes and Community Nodes proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be	4.3.1.5, 4.3.2.5 and 4.3.3.5 should be deleted and replaced with a similar policy applicable to all intensification areas.	10.	That 4.3.1.5, 4.3.2.5 and 4.3.3.5, be deleted and section 4.5, Intensification Areas of the Plan be revised by adding the following: <u>Development applications within Intensification Areas proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.</u>

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		<p>permitted unless considered through a municipal comprehensive review.</p> <p>Upon further review, these policies should apply to all Intensification Areas.</p>			
Bell Canada	4.5 Intensification Areas	Intensification can have significant impacts on existing telecommunication infrastructure; as such Bell Canada requests that utility providers, such as telecommunications, be included in discussions relating to infrastructure provisioning at an early stage.	Agreed, but this policy should be in 9.6 Infrastructure and Utilities.	11.	<p>That 9.6, Infrastructure and Utilities be amended by adding:</p> <p><u>Mississauga will encourage discussions with utility providers to determine appropriate utility design and placement within Intensification Areas prior to determining the placement and design of utilities.</u></p>
Mark Flowers, Davies, Howe on behalf of Gemini Urban Design (Cliff) Corp	4.5 Intensification Areas	The Plan fails to recognize the potential for intensification of greyfield sites.	The Plan does not use the term “greyfields” because it is narrowly defined in the Growth Plan as <u>former</u> commercial properties. Instead, the Plan provides for the intensification of all commercial properties designated “Mixed Use” within Major Nodes and Community	12.	No action required.

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			Nodes. Where a "Mixed Use" site is located in a Neighbourhood intensification, to a maximum of four stories, is permitted.		
5. Value the Environment					
Planning and Building Department	5.1.8 Introduction	This section should also include working with industries, businesses and the community to address climate change.	The proposed change is appropriate.	13.	That 5.1.8 be revised to read: Mississauga will work with other jurisdictions and levels of government, <u>industries, businesses and the community</u> to address climate change mitigation and adaptation.
Planning and Building Department	5.1.10 Introduction	5.1.10 which reads "Schools and daycares should not be located next to highways." is covered in 5.1.11.	5.1.10 should be deleted.	14.	That the Plan be revised by deleting policy 5.1.10 Introduction.
Credit Valley Conservation	5.2.7 Living Green	5.2.7 should be revised and strengthened to require stormwater best management practices.	Agreed.	15.	That 5.2.7 be revised as follows: Mississauga will <u>require</u> encourage <u>development proposals to address the management of stormwater</u> using stormwater best management practices. runoff on site.
Credit Valley Conservation	5.2.8 Living Green	5.2.8 should be revised to refer to green technologies.	Agreed.	16.	That 5.2.8 be revised as follows: Mississauga <u>will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment</u> encourages

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					development to incorporate green roof technologies. White roofs will be encouraged when retrofitting existing buildings and where green roofs are not feasible.
Credit Valley Conservation	5.2.7 and 5.2.8 Living Green	5.2.7 and 5.2.8 should be moved to 5.5.2 and 8.5.2, respectively, and replaced with more general policies.	Agreed.	17.	<p>That 5.2.7 and 5.2.8, as modified, be moved to 5.5.2 and 8.5.2, respectively. That the following added to 5.2.</p> <p><u>Mississauga will encourage the efficient and sustainable use of water resources, including practices for water conservation, managing the hydrologic cycle and enhancing water quality.</u></p> <p><u>Mississauga will require development proposals to use stormwater best management practices including low impact development, best practices for sediment and erosion control, green technologies and design and pollution prevention measures.</u></p>
Credit Valley Conservation	5.2.10 Living Green	5.2.10 should refer to pollution prevention.	Agreed.	18.	<p>That 5.2.10 Living Green be revised as follows:</p> <p>Mississauga will support and encourage initiatives and <u>pollution prevention</u> programs to prevent and reduce the causes and impacts of pollution.</p>
Credit Valley Conservation	5.3 Green System, fifth paragraph	The fifth paragraph should be revised to describe buffers to natural hazard lands.	Agreed.	19.	<p>That the fifth paragraph of 5.3 Green System be deleted and replaced with:</p> <p><u>Natural Hazard Lands, Natural Areas and buffers are generally designated Greenbelt to protect life and property and to provide for the protection and enhancement of natural areas and features and their ecological functions. Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural hazard lands and natural areas. Benefits and functions of buffers can include</u></p>

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					<p><u>the following:</u></p> <ul style="list-style-type: none"> • <u>maintenance of slope stability and reduction of erosion on valley slopes;</u> • <u>attenuation of stormwater runoff;</u> • <u>reduction of human intrusion into natural areas and allowance for predation habits of pets, such as cats and dogs;</u> • <u>protection of tree root zones to ensure survival of vegetation;</u> • <u>provision of a safety zone for tree fall next to woodlands;</u> • <u>enhancement of woodland interior and edge areas through native species plantings; and</u> • <u>enhanced wildlife habitat and corridors for wildlife movement.</u> <p><u>Natural Hazard Lands, Natural Areas and buffers may provide opportunities for passive recreational activities, in appropriate locations.</u></p>
Credit Valley Conservation	5.3.1.5 d Natural Areas System	5.3.1.5 d should refer to invasive non-native plant species, rather than non-native and invasive plant species.	Agreed.	20.	<p>That 5.3.1.5 d Natural Areas System be revised to read:</p> <p>Using native plant materials and non-invasive species, and reducing and/or eliminating existing non-native and invasive non-native plant species to improve ecological value and the sustainability of indigenous vegetation, where appropriate.</p>

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Credit Valley Conservation	5.3.1.5 f Natural Areas System	To be consistent with terms used in Provincial documents, references to “retention of natural forms, functions and linkages” should refer to “maintenance of natural features, areas and linkages, including their ecological functions”. As well, the definition of natural forms, functions and linkages should be removed from the glossary and replaced with the PPS definition for “ecological functions”.	Agreed.	21.	<p>That 5.3.1.5 f Green System, Natural Areas System and all other references to “natural forms, functions and linkages” in the Plan be replaced with <u>natural features, areas and linkages, including their ecological functions</u>.</p> <p>That the definition of forms, functions and linkages be deleted from the glossary.</p>
Credit Valley Conservation	5.3.1.18 and 5.3.1.19 Natural Areas System	These policies referring to Environmental Impact Studies (EIS) demonstrating no negative impacts, should refer to “no negative impacts to the natural features or on their ecological function.”	Agreed.	22.	That 5.3.1.18 and 5.3.1.19 Natural Areas System of the Plan be revised by adding the words <u>to the natural features or on their ecological function</u> . after the words “no negative impacts”.
Credit Valley Conservation	5.3.1.21 Natural Areas System	These policies referring to EIS demonstrating no negative impacts on the Natural Areas System, should also refer to “no negative impacts to the	Agreed.	23.	That 5.3.1.21 be revised by adding the words <u>or natural features including their ecological function</u> after the phrase “Natural Areas System”.

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		natural features or on their ecological function".			
Credit Valley Conservation	5.3.1.23 Natural Areas System	This policy is out of place and should be moved to 5.3.2 Natural Hazard Lands.	Agreed.	24.	That 5.3.1.23 be moved to the second paragraph of 5.3.2 Natural Hazard Lands.
Credit Valley Conservation	5.3.1.24 Natural Areas System	This policy duplicates section 19.17.1 and should be deleted.	Agreed.	25.	That 5.3.1.24 be deleted.
Planning and Building Department	5.3.2 Natural Hazard Lands, first paragraph	Upon further review, this section should be revised to clarify that the priority for development is to protect life and property.	The proposed change is appropriate.	26.	That the last sentence of the first paragraph of 5.3.2, be revised to read: A priority for development and site alteration is <u>to protect life and property</u> and restore the health and stability of soil and land where it is compromised.
Credit Valley Conservation	5.3.2 Natural Hazard Lands	This section should be revised to address erosion and flooding, and to indicate that hazard lands will be designated Greenbelt.	Agreed.	27.	That the second paragraph of section 5.3.2 be revised as follows: Natural Hazard Lands are generally unsafe for development <u>and development and site alteration will generally not be permitted</u> due to the naturally occurring processes <u>of erosion and flooding</u> associated with river and stream corridors and the Lake Ontario shoreline will be designated and zoned Greenbelt . Natural Hazard Lands, shown on Schedule 3: Natural System, <u>will be designated Greenbelt</u> .

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Credit Valley Conservation	5.3.2.1 Valleylands	The section and related policies should be reworded for clarity.	The proposed revisions are acceptable.	28.	<p>That the first and second paragraphs of 5.3.2.1 the Plan be deleted:</p> <p><u>Many factors can impact the long term stability of valley slopes, including: the effects of watercourse erosion at the toe of slope; soil stratigraphy, the extent and type of vegetative cover and stormwater runoff characteristics over the top of slope.</u></p> <p><u>Development adjacent to valley and watercourse features must incorporate measures to ensure public safety; protect property; prevent damage and protect, enhance and restore the Natural Areas.</u></p> <p>And replaced with:</p> <p><u>Valleylands are shaped and reshaped by natural processes such as flooding and erosion. In general, erosion hazards associated with valleylands include consideration for slope stability and watercourse erosion which are also interrelated with the flood hazard. The degree and frequency with which the physical change occurs in these systems depends on many factors such as extent and type of vegetation present, soil/bedrock type, and the characteristics of the erosion and flood hazards present.</u></p> <p><u>Development adjacent to valleylands and watercourse features must incorporate measures to ensure public health and safety; protection of life and property; as well as enhancements and restoration of the Natural Areas System.</u></p>

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					<p>That 5.3.2.1.1 and 5.3.2.1.2 be deleted and replaced with:</p> <p><u>5.3.2.1.1 Development and site alteration will not be permitted within erosion hazards associated with valleyland and watercourse features. In addition, development and site alteration must provide an appropriate buffer to erosion hazards, as established to the satisfaction of the City and appropriate conservation authority.</u></p> <p><u>5.3.2.1.2 Development adjacent to valleyland and watercourse features may be required to be supported by detailed slope stability and stream erosion studies, where appropriate.</u></p>
Credit Valley Conservation	5.3.2.4.3 Lake Ontario Shoreline	This policy should be clarified to refer to the restoration of the Lake Ontario Shoreline.	Agreed.	29.	<p>That 5.3.2.4.3 be revised to read:</p> <p>Mississauga will encourage the health and integrity of the Lake Ontario shoreline <u>be protected, enhanced and, where possible, restored through development</u>. Any mitigative measures.....</p>
Credit Valley Conservation	5.3.2.4 Lake Ontario Shoreline	An additional policy is required with respect to flooding, erosion and dynamic beach hazards.	Agreed.	30.	<p>That 5.3.2.4 be revised by adding the following:</p> <p><u>Development and site alteration will not be permitted within Hazardous Lands adjacent to the Lake Ontario shoreline which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards unless it meets the requirements of the appropriate conservation authority and the policies of the City.</u></p>
Peel District School Board	5.3.3.11 Parks and Open Spaces	<p>Amend 5.3.3.11 to read:</p> <p>Mississauga will negotiate with the appropriate authorities</p>	This policy refers to using hydro and utility corridors for public open space uses. Consideration of	31.	No action required.

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		for the use of rights-of-way to accommodate public open space uses <i>that are mutually beneficial to all authorities involved.</i>	mutual benefit is an inherent part of the negotiation process.		
PDC March 22, 2010	5.5.2 Stormwater and Drainage	Does not address implementation of low impact development.	The Plan uses the term “stormwater best management practices” instead of “low impact development”. Best management practices and green development are addressed throughout the Plan and specifically in sections 8.2.3.1, 8.2.3.2, 8.5.2.8, 8.5.2.9, 8.5.2.10 and 8.5.2.12.	32.	No action required.
PDC March 22, 2010	5.5.2 Stormwater and Drainage	We do not want another Cooksville Creek situation - how is it addressed in the Plan?	Management of stormwater has changed significantly since development occurred in the Cooksville Creek watershed. The Plan includes policies about best management practices for stormwater management.	33.	No action required.

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			Appropriate studies are required as a condition of development.		
Credit Valley Conservation	5.5.2 Stormwater and Drainage, first paragraph	This paragraph should be reworded to recognize and mitigate the impacts of urbanization on water quality and watercourse erosion.	Agreed.	34.	That the first paragraph of 5.5.2 be revised as follows: Stormwater management continues to evolve from a philosophy of providing drainage and protection from flooding, to recognizing and attempting to mitigate the impacts of urbanization on water quality and watercourse erosion, to a more current recognition of stormwater as a resource <u>and the importance of implementing preventative approaches to stormwater management by minimizing runoff through stormwater best management practices.</u>
Credit Valley Conservation	5.5.2.1 Stormwater and Drainage	This section should be revised to refer to evapotranspiration.	Agreed.	35.	That 5.5.2.1 be revised to read: Mississauga will use a water balance approach in the management of stormwater by encouraging and supporting measures and activities which reduce stormwater runoff, improve water quality, <u>promote evapotranspiration and</u> promote infiltration, <u>and reduce erosion</u> using stormwater best management practices.
Credit Valley Conservation	5.5.2.2 Stormwater and Drainage	This section should be reworded to require development applications be supported by stormwater best management practices.	Agreed.	36.	That 5.5.2.2 be revised to read: Mississauga will require that development applications be supported by stormwater best management practices in accordance with The Mississauga Stormwater Quality Control Strategy <u>relevant drainage plans, and studies, and</u> development standards and policies. Additional measures may be specified by the City based on known concerns related to storm sewer capacity, pollution prevention, flood

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					risk and erosion, <u>and protection of the city's Natural Areas System, including its ecological function.</u>
PDC March 22, 2010	5.6 Air Quality	The Plan contains limited policy statements on this issue – should have broader, stronger statements.	The Plan can not control air quality - this is dealt with by the Ministry of Environment (MOE) through the Certificate of Approval Process. Nonetheless, the Plan could identify the expectations of Mississauga for the Ministry of Environment in accordance with City Council Resolution 0230-2009.	37.	That 5.6 be amended by adding the following: <u>Mississauga requests the Ministry of Environment to take into account existing regulatory standards, the cumulative effects of emissions, and background pollutant concentrations prior to approving applications for Certificates of Approval.</u>
Planning and Building Department	5.6.1 Air Quality	This section should be revised to include the NAS.	The proposed change is appropriate.	38.	That 5.6.1 be revised by adding the following: <u>e. protect, enhance, restore and expand the Natural Areas System.</u>
Greater Toronto Airports Authority (GTAA)	5.9.2.5 Aircraft Noise	Sensitive land uses, other than accessory daycare facilities, should not be permitted in Gateway and Airport Corporate Character Areas.	While workplace related daycare facilities support the employment function, there is no need for other sensitive land uses to locate in these areas.	39.	That 5.9.2.5 be amended to read: 5.9.2.5 Notwithstanding policy 5.9.2.4, redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the Malton, Meadowvale Village, <u>and</u> East Credit. Gateway and Airport Corporate Character Areas may be permitted inside the Airport Operating Area on an individual basis below the 35 NEP/NEF composite noise contour. <u>Redevelopment or infilling for daycare facilities may be permitted accessory to an</u>

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					<u>employment use in the Gateway and Airport Corporate Character Areas below the 35 NEP/NEF composite noise contour.</u>
6. Complete Communities					
Planning and Building Department	6.2.10 Housing	Upon further review, the first sentence of 6.2.10. which reads: "Secondary suites within detached dwellings will be permitted, where appropriate." is a land use policy and, as such, should not be in this chapter.	This policy should be located in 11.2.5 Residential.	40.	The first sentence of 6.2.10 be relocated to 11.2.5.
Peel District School Board	6.3.4 Community Infrastructure	Clarify the intent of this policy which reads: "Community infrastructure that generates large amounts of traffic will minimize impacts on system."	This policy contains an omission and should be revised to clarify that community infrastructure be located to minimize impacts on the transportation system.	41.	That 6.3.4 Community Infrastructure be revised to read: Community infrastructure that generates large amounts of traffic <u>will be located to</u> minimize impacts <u>on the transportation</u> system.
Peel District School Board	6.3.8 Community Infrastructure	Amend 6.3.8 to read: "Where possible, community infrastructure will be encouraged to develop shared parking facilities <i>that are mutually</i>	Shared parking is not mandatory, but subject to discussion. Consideration of mutual benefit is an inherent part of the negotiation process.	42.	No action required.

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		<i>beneficial to all authorities involved."</i>			
PDC March 22, 2010	6.4 Heritage Planning	The Plan requires private owners to preserve heritage buildings – what about the City?	The City, as well as private owners, is subject to the <i>Ontario Heritage Act</i> . In addition, Section 6.4 identifies municipal actions to preserve heritage resources.	43.	No action required.
7. Create a Multi-Modal City					
Transportation and Works	7.1 Introduction	Upon further review, an additional policy is required to deal with stormwater management in the design of roads and parking lots.	Agreed.	44.	That 7.1 be amended by adding the following: <u><i>The City will strive to incorporate stormwater best management practices in the planning, design and construction of municipal road and off-street parking facility projects. Decisions regarding the specific implementation of stormwater best management practices will be made on a project basis in accordance with relevant drainage plans and studies, and development standards and policies.</i></u>
Transportation and Works	7.1 Introduction	The second paragraph should be revised to recognize that Mississauga residents will rely on the automobile for commuting but have more choice for certain trips.	Agreed.	45.	That the second paragraph of 7.1 be revised as follows: While vehicle trips will continue to account for a significant share of the total trips, the length of these trips should shorten in response to the creation of mixed use nodes that support the daily needs of surrounding residential and business communities <u><i>and the share of auto trips will be reduced</i></u> as opportunities to travel by transit, cycling and walking improve.

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Transportation and Works	7.1.15 Introduction	7.1.15 Should be revised to ensure that, where required, development applications will need to be reviewed from a multi-modal transportation perspective and to minimize conflicts between transportation and land use.	Agreed.	46.	<p>That 7.1.15 be amended as follows:</p> <p>Mississauga may require, as part of the review of development applications, area wide or site specific multi-modal transportation studies to be carried out to identify necessary transportation improvements and the need for staging to ensure that development does not precede necessary transportation improvements. Transportation studies will consider all modes of transportation including vehicular traffic, transit, walking and cycling.</p> <p><u>In reviewing development applications Mississauga will require area-wide or site specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and the land use and to ensure that development does not precede necessary road, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including auto traffic, truck traffic, transit, walking and cycling.</u></p>
Greater Toronto Airports Authority (GTAA)	7.2.1.1 Corridor Protection	The City should acknowledge the need for working with other agencies, including the GTAA to facilitate multi-modal facilities.	Agreed.	47.	<p>That 7.2.1.1 be revised to include:</p> <p><u>f. working closely with partner transportation agencies, including the GTAA, to facilitate the protection or acquisition of future corridors or properties where potential land needs are identified.</u></p>
Greater Toronto Airports Authority (GTAA)	7.2.1.3 Corridor Protection	The description of the multi-modal network should include reference to the Airport.	While the Airport is part of the multi-modal network, this section deals with corridor protection, and it is inappropriate to include the Airport within this context.	48.	No action required.

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Transportation and Works	7.2.2 b, Road Network	This policy should be revised to encourage the consolidation of access in neighbourhoods and employment areas.	Agreed.	49.	That 7.2.2 b, be revised by inserting the following before the last sentence: <u>Where possible, consolidation of access will be encouraged in neighbourhoods and employment areas.</u>
Transportation and Works	7.2.2 b Road Network	The existing policy from Mississauga Plan which allows the City to make minor adjustments to the Right-of-Way widths and alignments for roads without the need for an official plan amendment, should be retained.	Agreed.	50.	That 7.2.2 b be amended by adding: <u>Minor adjustments to the basic right -of-way widths and alignments for roads may be made without further amendment to this Plan subject to the City being satisfied that the role and function of such roads are maintained.</u>
Planning and Building Department	7.2.4.5 Cycling and Active Transportation Network	Upon further review, this policy should reference cycling amenities.	The proposed revision is appropriate.	51.	That 7.2.4.5 be revised as follows: Mississauga will require that access, and parking facilities <u>and other destination amenities, such as shower facilities and clothing lockers</u> , for cyclists are incorporated into the design of all buildings and Major Transit Station Areas, as appropriate.
Credit Valley Conservation	7.3.1 Road Design, first paragraph	The first paragraph should be revised to refer to the Natural Areas System in the design of roads.	This is covered in 7.3.1 c and other policies in Chapter 5.	52.	No action required.
City of Brampton	7.7 Goods Movement	An additional policy is required to the effect that Mississauga will promote goods movement consistent	This is covered in 7.7.8.	53.	No action required.

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		with the strategy established by Metrolinx.			
Transportation and Works	7.7.4 Goods Movement	The establishment of a denser road network in employment areas to support goods movement should be required.	Agreed.	54.	<p>That 7.7.4 be revised as follows:</p> <p>A denser <u>grid of roads network</u> will be <u>established where required</u> encouraged in Employment Areas to <u>support</u> facilitate the efficient movement of goods.</p>
Transportation and Works	7.8.4 Rail Corridors	7.8.4 should be revised to identify road/rail grade separations.	Agreed.	55.	<p>That 7.8.4 be deleted and replaced with:</p> <p>The City will continue to construct road/rail grade separations to support a safe and efficient transportation system at locations shown on Schedule 5: Long Term Road Network.</p> <p><u>The City will continue to construct road/rail grade separations to support a safe and efficient transportation system, and to maintain an adequate level of service on the road network.</u></p> <p><u>The following have been identified as priority needs:</u></p> <ul style="list-style-type: none"> a. <u>Torbram Road and Canadian National Railway (CNR) (north);</u> b. <u>Torbram Road and CNR (south);</u> c. <u>Goreway Drive and CNR;</u> d. <u>Drew Road Extension and CNR;</u> e. <u>Erindale Station Road and St. Lawrence and Hudson Railway;</u>

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					<p>f. <u>Wolfedale Road and St. Lawrence and Hudson Railway:</u></p> <p>g. <u>Ninth Line and St. Lawrence and Hudson Railway:</u></p> <p>h. <u>Tenth Line and St. Lawrence and Hudson Railway.</u> <u>Mississauga will continue to seek financial assistance from other levels of government for the provision of road/rail grade separations.</u></p>
Greater Toronto Airports Authority (GTAA)	7.9.1 Airport	7.9.1 should include reference to the GTAA.	Agreed.	56.	<p>That 7.9.1 be revised as follows:</p> <p>Mississauga will work with <u>the GTAA and other</u> stakeholders to ensure improved transit connections to the Airport and surrounding employment lands.</p>
Transportation and Works	Table 7-1 Road Classification - Arterials and Schedule 8, Designated Right-of-Way Widths	The R-O-W for Eglinton Ave. W., Etobicoke Creek to East City boundary is incorrect.	The R-O-W of Eglinton Ave. W., Etobicoke Creek to East City boundary should be revised from 36 m (118 ft.) to 50 m (164 ft.).	57.	That Table 7-1 be revised by changing the R-O-W of Eglinton Ave. W., from Etobicoke Creek to East City boundary from 36 m to 50 m.
Transportation and Works	Table 7-1 Road Classification - Arterials and Schedule 8, Designated Right-of-Way Widths	The Finch Avenue segment is incorrect.	The segment of Finch Avenue should be revised to refer to Highway 427 instead of Derry Road East.	58.	That Table 7-1 be revised by changing the segment of Finch Avenue to refer to Highway 427 instead of Derry Road East.
Transportation and Works	Table 7-2 Road Classification - Major Collector and Schedule 8, Designated	The reference to Bristol Road West, Credit River to Creditview Rd, is incorrect.	Bristol Road West, Credit River to Creditview Road should be deleted and replaced with:	59.	That Table 7-2 be revised by deleting the row regarding Bristol Road West, Credit River to Creditview Road replacing it with:

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	Right-of-Way Widths		<p>Bristol Rd. W./Credit River/ Approximately 55 m (180 ft.) east of Albert St./ Mississauga/20 m (66 ft.)</p> <p>Bristol Rd. W./Approximately 55 m (180 ft.) east of Albert St./Creditview Rd./Mississauga/ 26 m (85 ft.).</p>		<p><u>Bristol Rd. W./Credit River/Approximately 55 m east of Albert St./Mississauga/20 m.</u></p> <p><u>Bristol Rd. W./Approximately 55 m east of Albert St./Creditview Rd./Mississauga/26 m.</u></p>
Transportation and Works	Table 7-2 Road Classification - Major Collector and Schedule 8, Designated Right-of-Way Widths	The reference to Main Street is incorrect.	<p>The reference to Main Street should be deleted and replaced with:</p> <p>Main St./Queen St. S./ Approximately 90 m (295 ft.) east of Wyndham St./ Mississauga/ 30 m (98 ft.).</p> <p>Main St./Approximately 90 m (295 ft.) east of Wyndham St./Credit River/Mississauga/ 20 m (66 ft.).</p>	60.	<p>That Table 7-2 be revised by deleting the row regarding Main Street and replacing it with:</p> <p><u>Main St./Queen St. S./Approximately 90 m east of Wyndham St./Mississauga/20 m.</u></p> <p><u>Main St./Approximately 90 m east of Wyndham St./Credit River/Mississauga/ 20 m.</u></p>

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Transportation and Works	Table 7-2 Road Classification - Major Collector	Queen Street South is not identified as a Scenic Route.	Queen Street South should be identified as a Scenic Route in accordance with Mississauga Plan.	61.	<u>That Table 7-2 be revised by identifying Queen Street South as a Scenic Route.</u>
Transportation and Works Department	Table 7-3: Road Classification – Minor Collectors	Avonhead Road was built at a R-O-W of 24 m (79 ft.) whereas the R-O-W range for the Southdown Employment Area is 26 m (85 ft.).	The R-O-W range for the Southdown Employment Area should be revised to 24 m (79 ft.) - 26 m (85 ft.).	62.	That Table 7-3 be revised by changing the R-O-W range for Southdown Employment Area to <u>24 m –26 m.</u>
Transportation and Works	Table 7-1: Road Classification – Arterials Table 7-2: Road Classification – Major Collector Table 7-3: Road Classification – Minor Collectors Table 7-4: Road Classification – Local Roads	A note is required to clarify that these are basic rights-of-way, and to indicate where wider rights-of-way may be required.	The revision is consistent with Mississauga Plan and should be included in the Plan.	63.	That Table 7-1, Table 7-2, Table 7-3 and Table 7-4 be revised by adding the following Note at the bottom of each Table: * <u>These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along Higher Order Transit Corridors, Bus Rapid Transit facility, Bus Rapid Transit stations, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.</u>

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8. Build a Desirable Urban Form					
Peel District School Board	Figure 8-7	This figure, while conceptual, shows the T.L. Kennedy site as being redeveloped. The Board has no intention at this time to rebuild the school or have the site redeveloped.	The figure is a long term concept to illustrate a compact built form with a mix of uses in intensification areas. It is not intended to propose the redevelopment of the school site.	64.	No action required.
Planning and Building Department	8.2.2.3 e Non-Intensification Areas	Upon further review, the requirement that new development reduce impervious surfaces should be replaced with a broader requirement to incorporate stormwater best management practices, which may include permeable surfaces.	The proposed revision is appropriate.	65.	That 8.2.2.3 e Non-Intensification Areas in the Plan be deleted and replaced with: <u>incorporate stormwater best management practices.</u>
Bell Canada	8.3.1 Streets and Blocks	Bell Canada comments that an increased emphasis on urban aesthetics, especially in key strategic locations, must be balanced with the need to provide essential services. As communities move towards incorporating contemporary urban	Agreed.	66.	That 8.3.1 be amended by adding: <u>Consideration will be given to the location of utilities on private property and the public right-of-way. Utilities will be grouped or located underground where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services.</u>

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		design and intensification guidelines to planning policies, it is important to consider the impact on both existing and future telecommunications servicing capabilities and infrastructure.			
Community Services Department	8.3.4 Public Art	A policy should be added that the city prepare a Public Art Master Plan.	Agreed.	67.	That 8.3.4 amended by adding: <u>Mississauga will prepare a Public Art Master Plan.</u>
Peel District School Board	8.3.5.3 c Open Spaces and Amenity Areas	The Board notes that although this policy promotes connecting parks and open spaces with streets and schools, student safety will take precedence over any potential linkages.	Pedestrian safety is addressed throughout the Plan, specifically in 8.5.6.	68.	No action required.
Planning and Building Department	8.4.1.3 g Transit and Active Transportation	Upon further review, bicycle destination amenities should be referenced.	Agreed.	69.	That 8.4.1.3 g be amended to read: g. providing secure bicycle parking <u>bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.</u>
Accessibility Advisory Committee	8.4.3 Accessibility	The Accessibility Advisory Committee requested the implementation of accessibility requirements be	Agreed.	70.	That 8.4.3.1 and 8.4.3.2 be amended to read: 8.4.3.1 Mississauga is committed to the creation of an accessible city. The design of the physical and built environment will <u>should</u> have regard for universal accessible

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		strengthened in the site plan approval process.			design principles. 8.4.3.2 All development <u>will be consistent with</u> required to have regard for the Mississauga Accessibility Design Handbook.
City of Brampton	8.4.3 Accessibility	This policy should refer to the <i>Accessibility for Ontarians with Disabilities Act</i> .	This would duplicate Provincial legislation.	71.	No action required.
Peel District School Board	8.5.1.8 Context	Issues of student safety will need to be taken into consideration for linkages with proposed development.	Pedestrian safety is addressed throughout the Plan, specifically 8.5.6.	72.	No action required.
Credit Valley Conservation	8.5.2 Site Development, first paragraph,	This section should be revised to refer to stormwater best management practices in site design.	Agreed.	73.	That the last sentence of the first paragraph of 8.5.2 be deleted and replaced with the following: <u>Site design which incorporates stormwater best management practices will assist in achieving sustainable development objectives.</u>
Planning and Building Department	8.5.2.9 Site Development	Upon further review, 8.5.2.9, duplicates 8.5.2.12 a.	8.5.2.9 should be revised by deleting reference to stormwater best management practices.	74.	That 8.5.2.9 be revised by deleting the words: ... and to utilize stormwater best management practices
Planning and Building Department	8.5.2.11 Site Development	Upon further review, 8.5.2.11, duplicates 8.5.2.12 g.	8.5.2.11 should be deleted.	75.	That 8.5.2.11 of the Plan be deleted. 8.5.2.11 Development should incorporate techniques to minimize the urban heat island effect.

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Planning and Building Department	8.5.2.12 g Site Development	8.5.2.12 g is too narrow in scope in addressing the urban heat island effect.	8.5.2.12 g should be broadened in scope.	76.	That 8.5.2.12 g be revised as follows: <i><u>Incorporate techniques to minimize urban heat island effects such as providing</u></i> Provide planting and <i><u>appropriate</u></i> surface treatment. to address urban heat island effect;
Credit Valley Conservation	8.5.3 Buildings	An additional policy is required to address urban heat island effects.	Agreed.	77.	That 8.5.3 Buildings be revised by adding the following: <i><u>Where appropriate, development should be designed to incorporate measures that minimize urban heat island effects.</u></i>
9. Foster a Strong Economy					
Economic Development Office	9.1 Introduction	Reference to the strategic goals of the draft Economic Development Strategy should be included.	Agreed.	78.	That 9.1 be amended by adding the following after the fourth paragraph: The city identifies three strategic economic development goals that support the city's vision: to be a Global Business Magnet, to have a Culture of Innovation and to be a Knowledge Economy. In this context, a number of target opportunities have been recognized in high growth knowledge sectors, including Life Sciences; Information, Communication Technologies (ICT); Finance and Insurance; and Advanced Manufacturing. Each of these sectors has a strong presence in Mississauga today, with recognizable clusters in areas such as Airport Corporate Centre, Gateway and Meadowvale Business Park.

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					In addition, Sheridan Park is characterized by a research cluster. It is critical for the city to continue to grow and sustain these knowledge sectors within the city.
Planning and Building Department	9.1.4 Introduction	The practice of permitting major retail or other uses in addition to employment uses by means of a Special Site on lands designated Business Employment or Industrial weakens the intent of the employment lands conversion policy in 9.1.4. This practice, because it allows retail uses, in addition to the employment uses, could be construed to not be a "conversion".	This policy should be revised to clarify that approving Special Sites to allow major retail uses in addition to the employment uses, is considered to be a "conversion".	79.	That Section 9.1.4 be amended as follows: The conversion of lands designated Business Employment or Industrial within Corporate Centres and Employment Areas to <u>permit</u> non-employment uses is prohibited...
City of Brampton	9.1.4 Introduction	Unable to determine location of criteria for conversion of lands as per Places to Grow.	Conversion criteria are in 9.1.4, Introduction.	80.	No action required.
Lowe's Companies of Canada	9.1.1 to 9.1.4 Introduction	Lowe's suggests the intent of this policy is to prevent major retailers from developing new major retail nodes. They feel the policies should not be drafted to prevent individual	The intent is to preserve the City's supply of vacant employment lands. The Employment Land Review Study by Hemson Consulting Ltd. concluded that	81.	No action required.

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		retailers from locating on a property.	nearly all of the City's employment land supply is developed. The study recommended that the vacant land supply should be protected and long term vacant lands should not be converted as this could destabilize well functioning employment areas. Protection of the employment land supply is necessary to achieve the City and Provincial employment forecasts. This is consistent with Provincial initiatives in the Provincial Policy Statement and the Growth Plan, which speaks to protecting and preserving employment areas.		
Lowe's Companies of Canada	9.4 Retail	Lowe's suggests that the description of "Retail" focuses on pedestrian oriented, mixed use areas, and that it is prohibitive to retail forms which do not fit into this form of	While the primary location for retail will be the Downtown and nodes as a contributing element of city building, the Plan also provides locations for home improvement	82.	No action required.

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		environment.	uses as described below with reference to 11.2.6.		
Planning and Building Department	9.4 Retail, fifth paragraph	Concerns have been raised that this paragraph, which prohibits the expansion of designated retail areas, could be interpreted to prohibit expansion of retail uses on designated retail sites.	This section should be amended to clarify that expansion of existing retail uses on designated sites is permitted.	83.	That the second sentence of the fifth paragraph of 9.4 Fostering a Strong Economy - Retail, of the Plan be amended to read: Existing designated retail areas will be recognized by this Plan but <u>and further development of retail uses within the limits of land designated Mixed Use is permitted, however,</u> their expansion and the establishment of new major retail areas will not be allowed.
Bell Canada	9.6 Infrastructure and Utilities	Bell Canada notes the impact that telecommunications technology can have on attracting businesses and supporting economic development in the City of Mississauga, and suggest a policy in support of this objective.	Agreed.	84.	That 9.6 be amended to include: <u>Mississauga will undertake discussions with utility providers regarding the feasibility of servicing existing and future employment areas with leading-edge telecommunications services, including broadband technology, to attract knowledge-based industries and support the economic development, technological advancement and growth of existing businesses.</u>
11. General Land Use Designations					
Planning and Building Department	11.2.1.1 d Uses Permitted in All Designations	Minor Power Generating Facilities are permitted in all land use designations. The intent was to permit minor,	It is appropriate to delete Minor Power Generating Facilities as a permitted use in all land use designations.	85.	That 11.2.1.1 d be deleted. d. minor power generating facility;

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		renewable forms of generation such as solar panels. Upon further review, this provision has been superseded by the <i>Green Energy Act</i> , and is therefore redundant.			
Peel District School Board	11.2.1.1 Uses Permitted in All Designations	The Board seeks confirmation that public schools are permitted in all designations, except Greenbelt.	Public schools are classified as Community Infrastructure and, as such, are permitted in all designations, except Greenbelt.	86.	No action required.
Bell Canada	11.2.1.1 Uses Permitted in All Designations	Bell Canada is concerned that telecommunications not be precluded from utility corridors.	Telecommunications are permitted in all land use designations, except Greenbelt.	87.	No action required.
Bell Canada	11.2.3 Greenbelt	Bell Canada notes they will need to transverse the Greenbelt System in order to provide services to communities and neighbourhoods. Consequently, they request telecommunications facilities be a permitted use in the Greenbelt designation, and that 11.2.3.7 be amended as follows: Piped services	Telecommunications facilities are currently not permitted in the Greenbelt designation and should continue to not be a permitted use in Greenbelt. The suggested revisions to 11.2.3.7 are also not appropriate because they weaken the requirements for an EIS, and because the need for an EIS is not	88.	No action required.

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		<p>and related facilities used for water, wastewater, stormwater and <i>telecommunications</i> may only be permitted in Greenbelt if other options are not feasible, provided that an Environmental Assessment has been completed in conformity with the <i>Environment Assessment Act</i> or a satisfactory Environmental Impact Study has been approved by the appropriate conservation authority, the City and other appropriate approval agencies, <i>where required</i>. If an Environmental Assessment is not required under the <i>Environmental Assessment Act</i>, the <i>City shall determine the need to undertake an Environmental Impact Study to evaluate all options available.</i></p>	solely determined by the City.		


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Mark Flowers, Davies Howe Partners on behalf of Gemini Urban Design (Cliff) Corp.	11.2.6. Mixed Use	11.2.6, which states that “residential uses will generally not be permitted on the ground floor” requires clarification.	The Mixed Use designation permits stand alone residential uses (except detached and semi detached dwellings) provided there is another permitted use on the same lot. The intent is to ensure a mixed use form of development so that sites are not redeveloped solely for residential uses. The intent of Policy 11.2.6 is to encourage active uses on the ground floor but it provides some flexibility to respond to individual developments where a residential use on the ground floor is appropriate, provided that overall intent of mixed use is achieved.	89.	No action required.
Lowe’s Companies of Canada	11.2.6 Mixed Use	Lowe’s is concerned that the Mixed Use designation does not account for home improvement uses. They suggest the home improvement use is an amalgamation of uses which are traditionally	While home improvement stores do have uses that are often industrial in nature, such as a lumber yard or landscape supply yard, substantial floor space is devoted to retail	90.	No action required.

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		industrial in nature: lumber yards, garden centres, landscaping supply yards, tool/equipment sales, electrical and plumbing supply stores. The Plan would only permit these uses in a mixed use designation, ignoring the fit of these uses in an employment area.	sales of goods which do not require outdoor storage or which are also sold in traditional retail settings. Section 17.1.3 in the Plan recognizes this mixture of industrial/retail sales by permitting employment uses in the Mixed Use designation in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Character Areas. It is recognized that the availability of sites is constrained, which requires users to review their format. A review of OMB decisions indicates that permitting large scale retail uses in employment areas will seriously weaken conversion policies.		
Bruce Thom, Embee Properties Ltd.	11.2.9.2 Convenience Commercial	Existing convenience commercial developments exceed the maximum size of 2,000 sq.m. (21,500 sq.ft.) Gross	A review of all convenience commercial plazas indicates that some exceed the maximum size and should be	91.	That 11.2.9.2 be deleted. 11.2.9.2 Development on Convenience Commercial sites will not exceed 2 000 m² Gross Floor Area.

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		Floor Area.	exempted. Given that Convenience Commercial sites are zoned to permit a maximum size of 2,000 sq.m. (21,500 sq.ft.) Gross Floor Area, and because development on Convenience Commercial sites is limited by parking, and setbacks, there is no need to restrict the size of convenience commercial sites in the Official Plan. Further, the size limit does not consider residential uses in conjunction with retail uses and a two to four storey built form. The zoning by-law will continue to restrict their size.		
Planning and Building	11.2.11.2 Business Employment	Upon further review, 11.2.11.2 duplicates 5.9.2.4, Aircraft Noise, and conflicts with the exceptions in 5.9.2.5 Aircraft Noise.	11.2.11.2 should be deleted.	92.	That 11.2.11.2 be deleted. 11.2.11.2 Public and private schools and day care facilities will not be permitted as a principal or accessory use within the Airport Operating Area.

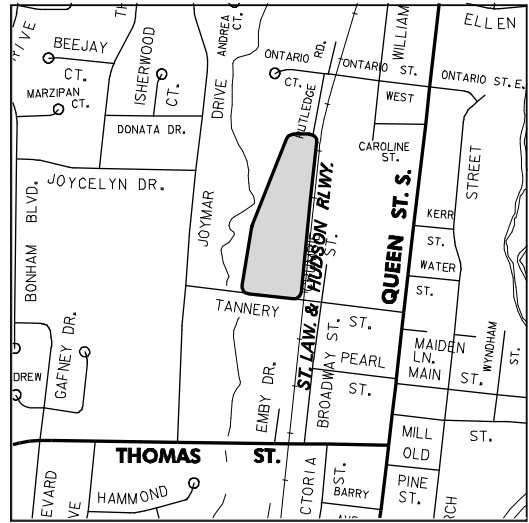
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Peel District School Board	11.2.11.2 Business Employment	Peel District School Board requests the flexibility to construct a school in Employment Character Areas within the Airport Operating Area as a replacement for an existing school or schools where it is not feasible to construct a school within the Neighbourhood Character Areas.	Since this request is based on a hypothetical need for flexibility, with no demonstrable need, it is not supported. In exceptional circumstances, the Board may apply for an official plan amendment for a site specific policy to permit a school.	93.	No action required.
Zdana Fedchun, Areta Lloyd, Roma Clasper, O.Komarnicky	11.2.11 Business Employment	The Plan proposes significant changes to the business employment land use designation from Mississauga Plan. It omits some uses that should be included in this category, such as motor vehicle body repair facilities and outdoor storage and display areas.	There are no significant changes to the business employment land use designation compared to Mississauga Plan. The existing Mississauga Plan permits outdoor storage and display areas related to permitted industrial uses. As such, outdoor storage and display areas are treated as an accessory use in Mississauga Plan as they must be related to permitted industrial uses. The Plan will permit outdoor storage and display areas as an accessory use. Motor	94.	No action required.

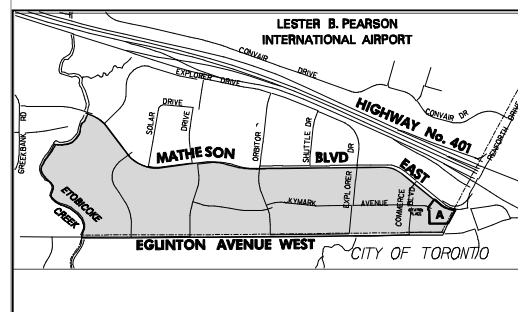
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			vehicle body repair facilities are permitted by the Plan in Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park, as per Mississauga Plan.		
PDC March 22, 2010	11.2.12 Industrial	Power generating facilities should not be permitted because the Province can overrule municipal planning.	The current policy framework was based on a comprehensive planning study. In the absence of such a study, there is no justification to prohibit power generating facilities.	95.	No action required.
12. Downtown					
Planning and Building	12.3.2.1.2 Fairview, Special Site Policies	Upon further review, the provisions for apartment development on the site should be clarified.	The proposed revision is appropriate.	96.	That 12.3.2.1.2 be revised by adding: <u>d. apartments will be permitted at a Floor Space Index (FSI) of 2.2-2.9.</u>
Peel District School Board	12.4.2.2 Cooksville, Transportation	12.4.2.2 refers to road connections with the potential redevelopment of the T.L. Kennedy school site. The Board notes that they have no intention at this time to	This policy is based on a long term concept and it is not intended to propose the redevelopment of the school site.	97.	No action required.

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		rebuild the school or redevelop the site.			
Planning and Building Department	12.4.3.2.2 Cooksville, Special Site Policies Site 2	Upon further review, the provision for apartment development on the site should be clarified.	The proposed revision is appropriate.	98.	<p>That 12.4.3.2.2 be deleted and replaced with:</p> <p>12.4.3.2.2 Notwithstanding the provisions of the Residential High Density designation, <u>the following additional policies will apply:</u></p> <p>a. office development will be permitted at a maximum Gross Floor Area (GFA) of 61,439 m², of which a maximum of 9,290 m² will be used for accessory uses;</p> <p><u>b. apartments will be permitted at a Floor Space Index (FSI) of 1.5 - 2.9.</u></p>
Planning and Building	12.5.3 Hospital, Special Sites	An additional Special Site is required to limit redevelopment of lands on the south side of Paisley Boulevard, east of Hurontario Street.	The proposed revision is appropriate.	99.	<p>That 12.5.3 be revised by adding the following Special Site:</p> 

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					<p><u>The lands identified as Special Site 2 are located on the south side of Paisley Boulevard, east of Hurontario Street.</u></p> <p><u>12.5.3.2.2</u> <u>Notwithstanding the Residential High Density designation, apartments will be permitted at a Floor Space Index (FSI) of 1.5 - 2.9.</u></p>
Victor Labreche, Labreche Patterson and Associates, on behalf of members of Ontario Restaurant Hotel and Motel Association	<p>12.1.3.2 Downtown, Mixed Use</p> <p>13.1.3.2 Major Nodes Mixed Use</p> <p>14.1.3.1 Community Nodes Mixed Use</p> <p>15.1.3.3 Corporate Centres, Mixed Use</p>	<p>The prohibition of drive-through facilities is contrary to recent OMB decisions which conclude the proper approach for prohibiting drive-through facilities is by the zoning by-law, and not the Plan.</p> <p>Further, the Plan, while discouraging drive-through facilities on traditional Mainstreets, should still allow for their establishment if the Plan policies that pertain to those streets can be maintained. This is the solution in the cities of London, Kingston and Ottawa.</p>	<p>Drive-through facilities are currently prohibited by Mississauga Plan in the City Centre and areas designated Mainstreet Commercial in Clarkson-Lorne Park, Erindale, Lakeview, Malton, Port Credit and Streetsville.</p> <p>Where currently prohibited, this should be continued in the Plan and zoning by-law. For other Intensification Areas, the zoning by-law should also not permit the use and official plan policies should be introduced that outline the limited situations in which the use would be permitted.</p>	100.	<p>That the Plan be revised to continue the prohibition of drive-through facilities in Downtown Core and all areas currently designated Mainstreet Commercial until Local Area Plans are prepared for these areas which may confirm, modify or amend the prohibitions.</p> <p>That 12.1.3.2, 13.1.3.2, 14.1.3.1 and 15.1.3.3 be deleted.</p> <p>That 8.2.1 be revised by adding the following:</p> <p><u>Zoning by-law amendments for new drive-through facilities in Intensification Areas will not be approved where they will interfere with the intended function and form of these character areas. Such applications may be considered in exceptional circumstances where the location, design and function of the drive through facility:</u></p> <ul style="list-style-type: none"> • <u>maintains the intent of the Plan;</u> • <u>does not interfere with the continuity and character of the streetscape;</u> • <u>provides for pedestrian movement into and through the site; and</u> • <u>conforms to the "Drive-Through Stacking Lanes Reference Notes".</u>

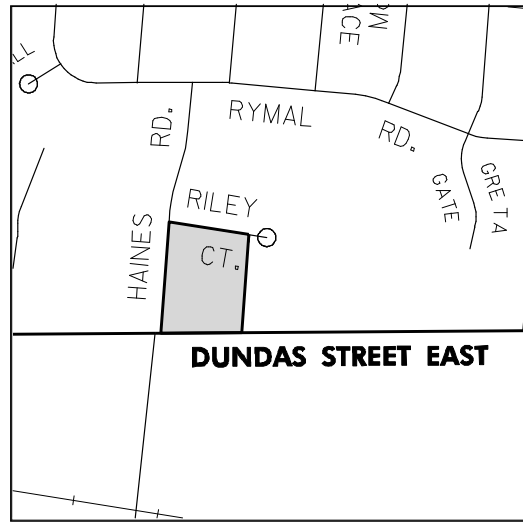
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			<p>Drive-throughs will be permitted by the zoning by-law, subject to certain policies, for lands designated Mixed Use, except for Intensification Areas and lands designated Mainstreet Commercial in the Plan.</p>	<p><u>The application will address, among other matters, the nature of surrounding uses, the specific location of the site within the character area, and opportunities for the integration of the drive-through facility with other uses within the development”.</u></p> <p>That 8.2.2 be revised by adding the following:</p> <p><u>Drive-through facilities will be permitted in non-intensification areas, provided that the proposed development does not interfere with the intended function and form of these character areas. Such applications will only be considered for approval where the location, design and function of the drive-through facility:</u></p> <ul style="list-style-type: none"> • <u>maintains the intent of the Plan;</u> • <u>does not interfere with the continuity and character of the streetscape;</u> • <u>provides for pedestrian movement into and through the site; and</u> • <u>conforms to the “Drive-Through Stacking Lanes Reference Notes.”</u> <p><u>The application will address, among other matters, the nature of surrounding uses, the specific location of the site within the character area, and opportunities for the integration of the drive through facility with other uses within the development.</u></p>

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14. Community Nodes				
Planning and Building Department	14.6.1.1 b Meadowvale	There is no low density housing adjacent to the Node; therefore this policy is not needed.	The proposed revision is appropriate.	101. That 14.6.1.1 be revised by deleting b. b. buildings immediately adjacent to low density housing forms should be limited to three storeys; and
Planning and Building Department	14.11.6 Streetsville, Special Site Policies	Upon further review, Special Site 1 in the Streetsville District Policies in Mississauga Plan should be retained.	The proposed revision is appropriate.	102. That 14.11.6 be revised by adding the following:  <p><u>The lands identified as Special Site are located north of Tannery Street west of the St. Lawrence & Hudson Railway.</u></p> <p><u>Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:</u></p>

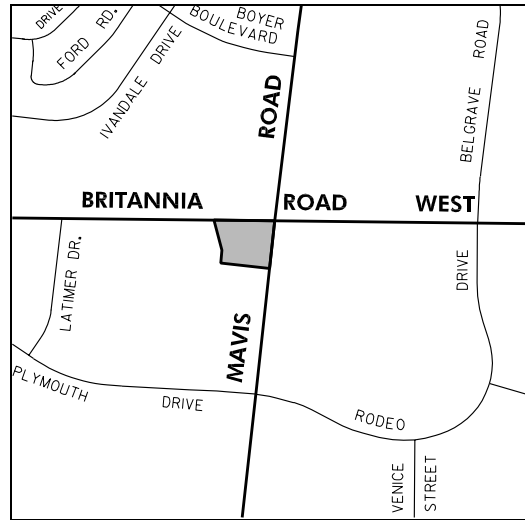
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
				<p><u>a. the determination of the area suitable for redevelopment will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City;</u></p> <p><u>b. redevelopment will include provision of a connecting public road between Rutledge Road and Tannery Street;</u></p> <p><u>c. maximum of 397 dwelling units are permitted in a building form consisting of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks.</u></p>
15. Corporate Centres				
Planning and Building Department	15.2.2.1 Airport Corporate, Special Site Policies, Site 1	Site 1 should be revised to conform to the modifications to OPA 102 approved by the Ontario Municipal Board (OMB).	The map and text of Site 1 should be revised in accordance with the OMB decision.	<p>103. That 15.2.2.1 Site 1 Map be replaced with following:</p>  <p>That 15.2.2.1 Site 1 be amended by adding the following:</p> <p><u>The lands identified as Area 1A known municipally as 2950 Citation Place, are located at the easterly limits of Citation</u></p>

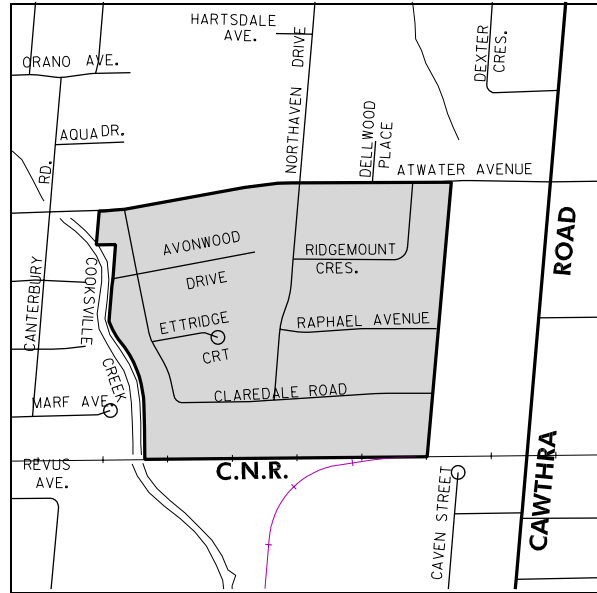
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
				<p><u>Place, south of Matheson Boulevard East and north of Eglinton Avenue West.</u></p> <p><u>Notwithstanding Section 15.2.2.1.1 (b), first bullet point, the City may consider through a site specific zoning amendment an initial phase consisting of a minimum two-storey building on the eastern portion of the property provided:</u></p> <p><u>a. at least half of the site is reserved for a future phase(s) which consists of one or more building that will each be a minimum four-storeys in height;</u></p> <p><u>b. the future phase(s) is located on the western portion of the property;</u></p> <p><u>c. the initial phase meets all other provisions of the Plan including a minimum FSI of 0.5 on the portion of the property proposed for the initial phase;</u></p> <p><u>d) a site specific zoning amendment and a site plan application are submitted which delineate the initial phase and the lands reserved for a future phase;</u></p> <p><u>e) the site plan application includes a plan which illustrates how the site will function through future phased development; how the individual buildings of the initial and future phase(s) will relate and integrate with one another; how the site will meet the design requirements of the Official Plan in subsequent phase(s); and how the site will achieve an FSI of 1.0 over time; and</u></p> <p><u>f) the site specific zoning amendment places a hold on the western portion of the site subject to a site plan</u></p>

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					<u>application being submitted for that portion of the site which meets the requirements of the Official Plan and zoning by-law.</u>
16. Neighbourhoods					
PDC March 22, 2010	16 Neighbourhoods	There are no local area plans for Ward 3 neighbourhoods - what is in place is inadequate.	The policies of all District Policies have been incorporated into the Plan – there are no gaps in planning policies for any neighbourhood.	104.	No action required.
Planning and Building Department	16.1.2.1 Residential	Upon further review, this policy will prohibit the acceptable severance of lots which are consistent with the frontages and areas of lots in the area, but do not conform to the zoning by-law.	The policy should be revised to provide for the possibility of obtaining approval of a variance.	105.	That 16.1.2.1 be revised by adding the following: <u>Notwithstanding 16.1.2.1, where the average lot frontage or lot area of residential lots determined pursuant to 16.1.2.1 is less than the minimum requirements of the zoning by-law, consideration may be given to a minor variance.</u>
Planning and Building Department	16.2 Applewood	Special Site 14 in Mississauga Plan established height limits for lands designated Residential High Density I at the north east corner of Haines Road and Dundas Street.	Upon further review, although the height limits have been included in the zoning by-law, to be consistent with other Special Sites which are vacant and have been retained, this Special Site, because it is vacant, should also be	106.	That 16.2.3 of the Plan be amended by adding the following:

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
			retained.	 <p><i><u>The lands identified as Special Site 14 are located on the east side of Haines Road, north of Dundas Street East.</u></i></p> <p><i><u>Notwithstanding the provisions of the Residential High Density Designation, the following additional policies will apply:</u></i></p> <p><i><u>a. apartment dwellings with a maximum height of ten storeys if the lot area is equal to or greater than 6 600 m²;</u></i></p> <p><i><u>or</u></i></p> <p><i><u>b. apartment dwellings with a maximum height of four storeys if the lot area is less than 6 600 m².</u></i></p>
Planning and Building Department	16.4.7.4, 16.4.7.5 and 16.4.7.6, Churchill Meadows,	Upon further review, 16.4.7.4, 16.4.7.5 and 16.4.7.6, (Special Sites 4, 5, and 6) Special Site Policies, Churchill	16.4.7.4, 16.4.7.5 and 16.4.7.6, Special Sites 4, 5, and 6 Special Site Policies, Churchill Meadows should be	107. That the Plan be amended by deleting 16.4.7.4, 16.4.7.5 and 16.4.7.6, (Special Sites 4, 5, and 6 Churchill Meadows)

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
	Special Site Policies, Special Sites 4, 5 and 6,	Meadows are covered in sections 16.4.3.2 and 11.2.5.2	deleted.		
Mark Flowers, Davies, Howe on behalf of Gemini Urban Design (Cliff) Corp	16.6.1.4 Cooksville, Land Use	The effect of the proposed eight-storey height limit for Residential High Density II sites, which currently have no height limit, could discourage or restrict intensification proposals.	In Mississauga Plan, sites designated Residential High Density I are subject to an eight-storey height limit whereas there is no height limit for Residential High Density II. The existing eight-storey height limit has been retained, and because Residential High Density I and II have been consolidated, it is now applicable to sites formerly designated Residential High Density II. An eight-storey height limit in this neighbourhood is appropriate until studies considering alternative heights has been undertaken.	108.	No action required.
Planning and Building Department	16.8.3 East Credit, Special Site Policies	Upon further review, Special Site 15, of the East Credit District Policies, Mississauga Plan, should be retained.	The proposed revision is appropriate.	109.	That 16.8.3 East Credit, Special Site Policies be revised by adding the following:

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
					 <p><i>The lands identified as Special Site are located at the southwest corner of Britannia Road West and Mavis Road.</i></p> <p><i>Notwithstanding the provisions of the Mixed Use designation, motor vehicle commercial uses will also be permitted.</i></p>
Mineola Residents	16.18.5 Mineola, Special Site Policies	Residents expressed concerns regarding the removal of Special Site 6, which permits semi-detached dwellings in the area south of Atwater Avenue, east of the Cooksville Creek,	The Special Site was deleted because the new zoning by-law permitted semi-detached dwellings in this area. Consequently, to avoid creating non-	110.	That 16.18 .5 Mineola, Special Site Policies of the Plan be revised by adding the following:

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
		notwithstanding that the Residential Low Density II permits only detached dwellings.	conforming uses, existing Special Site 6, should be retained to be consistent with the land use permissions in the existing Plan.		 <p><i>The lands identified as Special Site 6 are located north of the Canadian National Railway right-of-way, south of Atwater Avenue, and east of the Cooksville Creek.</i></p> <p><i>Notwithstanding the Residential Low Density II designation, semi-detached dwellings will also be permitted.</i></p>
Planning and Building Department	16.21.2.2.2 d, Rathwood, Special Site 2	This policy is no longer applicable and should be deleted.	The proposed revision is acceptable.	111.	<p>That 16.21.2.2.2 d be deleted.</p> <p>The redevelopment of this site will allow for the construction of a centrally located street which is parallel to Hickory Drive and Dixie Road. The proposed street will connect to Dixie Road and align with the Rockwood Mall entrance on Dixie Road.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
17. Employment Areas					
PDC March 22, 2010	17.3 Clarkson Employment Area	No restriction on heights; we should not allow uses with undesirable emissions.	The interface of industrial and residential uses is addressed in 9.3.5. and transition of building heights is covered in 8.5.1.2. When the implementing zoning bylaw is prepared, it should prohibit outside storage in this area, and restrict building heights.	112.	That the zoning by-law be amended to prohibit outside storage in the Clarkson Employment Area, and restrict heights of new buildings and additions.
Zdana Fedchun, Areta Lloyd, Roma Clasper, O.Komarnicky	17.8.1.1 Northeast Character Area, Land Use	17.8.1.1 The permission for existing manufacturing operations to have extensive outdoor processing or storage operation is too restrictive. It should refer to “existing operations” instead.	The requested revision is too broad and should refer to “existing industrial operations” instead.	113.	That 7.8.1 be amended to refer to: <u>existing industrial</u> operations which have extensive outdoor processing or storage areas.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
Greater Toronto Airports Authority (GTAA)	18.2.1 Toronto-Lester B. Pearson International Airport, Introduction	This section should be revised to refer to the potential impact new construction may have on navigation	Agreed.	114.	<p>That 18.2.1 Toronto-Lester B. Pearson International Airport, Introduction be revised to read:</p> <p>The Airport Influence Area, shown on Appendix G: Lester B. Pearson International Airport - Map 2 Airport Influence Area represents the total area where new construction has the potential to <u>impact on civil navigation for aircraft using the Airport</u> be an aviation safety hazard for arriving and departing aircraft, or which has the potential to impact airport or airspace capacity due to interference with signals, communications, and instrument flight procedures.</p>
19. Implementation					
Planning and Building Department	19.13.5 Site Plans	Upon further review, 19.13.5 does not clearly reflect the provisions of the <i>Planning Act</i> concerning site plan approval and sustainable design elements.	19.13.5 should be revised to reflect the provisions of the <i>Planning Act</i> and to require site plan applications to address sustainable design elements on the development site.	115.	<p>That 19.13.5 be deleted and replaced with:</p> <p>Site plan applications will address the sustainable design elements of adjoining roads <u>on the development site and adjoining highways under Mississauga's jurisdiction including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, and bicycle parking facilities.</u></p>
Peel District School Board	19.18.7 Public Open Space and Recreation and Facilities.	Amend 19.18.7 to read: "Mississauga will participate with representatives of the School Boards to coordinate the planning, acquisition, and administration of sites and facilities that will be shared	The joint use of facilities is not mandatory. Consideration of mutual benefit is an inherent part of the negotiation process.	116.	No action required.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
		by park and school activities <i>that is mutually beneficial to both parties.</i> "			
20. Glossary					
Credit Valley Conservation	20 Glossary	The definition of Natural Forms, Functions, and Linkages should be deleted.	Agreed.	117.	That the Glossary be revised by deleting the definition of Natural Forms, Functions, and Linkages. Natural Forms, Functions, and Linkages refers to ecological features, processes, and systems within Natural Areas and as connections between Natural Areas.
Credit Valley Conservation	20 Glossary	A definition of stormwater best management practices should be provided.	Agreed.	118.	That the definition of stormwater best management practices deleted: means techniques, measures or structural controls that are used for a given set of conditions to manage the quantity of stormwater runoff, improve the quality of stormwater runoff and promote groundwater infiltration. Stormwater Best Management Practices can include techniques such as rainwater harvesting, green roofs, permeable paving and bio-retention swales. and replaced with: <u>Stormwater Best Management Practices – A set of practices which includes techniques, measures, structural and non-structural controls that are used to manage the volume, discharge rate and quality of stormwater runoff, promote</u>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
					<p><u>groundwater infiltration and reduce the release of pollutants into waterbodies and in-stream erosion. Stormwater best management practices may include low impact development techniques to replicate the natural hydrologic cycle through infiltration, evapotranspiration, reuse and storage such as innovative site design and landscaping to minimize imperviousness, permeable paving, greenroofs, rainwater</u></p> <p><u>harvesting and bio-retention. Stormwater best management practices may also include roadway bioretention and stormwater management ponds.</u></p>
Bell Canada	20 Glossary	<p>Bell Canada suggests the following definition be added to the Glossary:</p> <p><i>Utility: means an essential public service such as electricity, gas, television or communications/ telecommunications that is provided by a regulated company or government agency.</i></p>	The description of infrastructure and utilities in 9.6 is more comprehensive and is preferred.	119.	No action required.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
Bell Canada	20 Glossary	<p>Bell Canada suggests the following definition be added to the Glossary:</p> <p><i>Infrastructure: means physical structure (facilities and corridors) that form the foundation for development.</i></p> <p><i>Infrastructure includes: sewage and water systems, septage treatment systems, waste management systems, electric power generation and transmission, communication/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.</i></p>	The definition includes certain uses (power generation, transit and transportation corridors) that not considered infrastructure in the Plan. The existing description of infrastructure and utilities in 9.6 is preferred.	120.	No action required.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
Schedules					
Conservation Authorities	Schedules 1: Urban System; 1a: Urban System – Green System; 3: Natural System; and 10: Land Use Designations and Local Area Plans Land Use Maps.	New Shoreline Hazard Lands Mapping has been received from TRCA for the portions of Lake Ontario Shoreline within their jurisdiction, and should be incorporated in. Schedules 1, 1a, 3 and 10.	Agreed.	121.	That Schedules 1, 1a, 3 and 10 of the Plan be revised by incorporating Shoreline Hazard Lands Mapping received from TRCA.
		Further, all the hazard lands, as modified above should be incorporated in Schedule 10, and all Local Area Plans land use maps to streamline planning review early in the planning process.	Agreed.		That Schedule 10 and all Local Area Plans Land Use Maps be revised to incorporate the hazard lands shown on Schedule 3.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
Ontario Power Generation Inc.	Schedules 1: Urban System; and 1a: Urban System – Green System	The former Lakeview Generating Station is identified on Schedules 1 and 1 a as part of the Green System, whereas it is not within the Natural Areas System, Natural Hazard Lands, and Parks Open Space. Only the Serson Creek and Lake Ontario Shoreline should be identified as Green System	Utility lands, such as the former Lakeview Generating Station that are not part of a utility corridor with no natural heritage features, should not be included in the Natural Areas System.	122.	That Schedules 1 and 1a be amended by deleting the former Lakeview Generating Station from the Green System, except for Serson Creek and the Lake Ontario Shoreline.
MMM Group, on behalf of El-Ad Group (Canada) Inc.	Schedules 1: Urban System; 1 b: Urban System – City Structure; 2: Intensification Areas; 9: Character Areas	Request the Dundas – Dixie Community Node, which is conceptually shown at the southeast quadrant of Dundas Street East and Dixie Road, be centered on the intersection to include their property at the southwest quadrant of the intersection.	The location of the node is intended to conceptually identify a node along Dundas Street East. It is intended that the Dundas Street Corridor Study will determine the precise boundaries of the node. The study will consider lands along the Dundas Street corridor including the El-Ad Group Inc. lands.	123.	No action required.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
Transportation and Works	Schedule 5: Long Term Road Network	Dixie Road (Rometown Drive to Lakeshore Road) should be identified as a Major Collector (Scenic Route) under Region of Peel jurisdiction.	Agreed.	124.	That Schedule 5: Long Term Road Network, of the Plan, be revised by designating Dixie Road (Rometown Drive to Lakeshore Road) as a Regional Major Collector (Scenic Route).
City of Brampton	Schedule 7: Long Term Cycling Network	Schedule 7: Long Term Cycling Network should co-ordinate with Brampton cycling facilities that cross the municipal boundary.	This will be dealt with through the Cycling Master Plan.	125.	No action required.
Mark Flowers, Davies Howe Partners, on behalf of Gemini Urban Design (Cliff) corp.	Schedule 8: Designated Right-of-Way Widths	The designated right-of-way width on Schedule 8 of the North Service Road between Hurontario Street and Cawthra Road is 26 m (85 ft.), however, 20 m (66 ft.) is sufficient to accommodate the required road and servicing functions.	<p>Transportation and Works Department comments that the Ministry of Transportation has advised of the completion of their feasibility study, which indicates that the additional right-of-way needs to be protected for future road widening as well as "greening" initiatives.</p> <p>As well, the bridge across the Credit River may have an impact on</p>	126.	No action required.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
			the QEW and North Service Road geometric alignments east of Hurontario Street and, consequently, the full 26 m (85 ft.) right-of-way should be protected.		
Transportation and Works	Schedule 8: Designated Right-of-Way Widths	A note should be added to the bottom of Schedule 8: Designated Right-of-Way Widths to indicate that the Eglinton Avenue R-O-W, east of Etobicoke Creek, consists of a 36 m (118 ft.) road R-O-W (Toronto) and 14 m (45.9 ft.) R-O-W for Bus Rapid Transit (BRT).	Agreed.	127.	That Schedule 8 be revised by adding a note indicating that the Eglinton Avenue R-O-W east of Etobicoke Creek, consists of a 36 m road R-O-W (Toronto) and a 14 m R-O-W for the BRT.
Transportation and Works	Schedule 10: Land Use Designations	Schedule 10 does not incorporate the City Centre District Land Use Map (Mississauga Plan) Options 1 & 2, conceptual connections to east bound Highway 403, and northwest ramp terminal relocation.	Schedule 10 should be consistent with the City Centre District Land Use Map (Mississauga Plan).	128.	That Schedule 10 be revised to incorporate the City Centre District Land Use Map (Mississauga Plan) Options 1 & 2, conceptual connections to east bound Highway 403, and northwest ramp terminal relocation.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
Planning and Building Department	Schedule 10: Land Use Designations	Schedule 10 is missing Community Use symbols for the Queen Elizabeth Senior Public School and a school site on the north side of Thomas St., west of Tenth Line line. It also identifies uses that are not defined as Community Uses: the Dufferin Peel School Board Office, Peel District School Board Office, and the Battleford Community Recycling Centre.	Schedule 10 should be updated.	129.	That Schedule 10 be revised by adding Community Use symbols for Queen Elizabeth Senior Public School and a school site on the north side of Thomas St., west of Tenth Line, and by deleting the Dufferin Peel School Board Office, Peel District School Board Office, and the Battleford Community Recycling Centre.
Weston Consulting Group Inc, on behalf of Daraban Holdings	Schedule 10: Land Use Designations	Redesignate land at the southwest corner of Burnhamthorpe Road E and Cawthra Road from Motor Vehicle Commercial to Residential Medium Density to facilitate their redevelopment for a retirement home.	The redesignation of individual properties is outside the scope of the Official Plan Review and should be dealt with by a development application or a Local Area Plan.	130.	No action required.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
Credit Valley Conservation	Schedules 3: Natural System, 10: Land Use Designations and all Local Area Plans	A note should be added to Schedules 3, 10 and all Local Area Plans Land Use Maps indicating that the limits of the natural hazards are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.	Agreed.	131.	<p>That Schedules 3, 10 and all Local Area Plans be revised by adding the following Note:</p> <p><u><i>The limits of the natural hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.</i></u></p>
Appendices					
Planning and Building Department	Appendix A: Exempt Sites	Appendix A identifies the existing use of lands on Exempt Sites permitted by the Plan, but is not part of the Plan. Further, the uses permitted on individual sites needs to be clarified.	<p>Because Appendix A establishes use rights, it should be part of the Plan.</p> <p>Further, the policies of each individual Exempt Site should be amended to permit the continuation of uses permitted by the exempt sites, as well as the development rights currently permitted by Mississauga Plan.</p>	132.	<p>That Appendix A be incorporated into the Plan.</p> <p>That the policies of each individual Exempt Site in Appendix A of the Plan be amended to permit the continuation of existing uses, as well as all the development rights currently permitted by Mississauga Plan.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
Paul Lowes, Sorensen, Gravelly, Lowes on behalf of CCIL Ltd. and LCIL Ltd.	Appendix A: Exempt Sites	The identification of Highland Farms as an exempt site does not permit all the uses currently permitted by the Special Site Policies in Mississauga Plan.	This is dealt with by recommendation 3.	133.	No action required.
Zdana Fedchun Areta Lloyd, Roma Clasper, O.Komarnicky	Appendix A: Exempt Sites	The description of exempt sites as “not representative of the vision, direction and planning policies of the Plan” is too negative.	The description is a valid basis for the identification of exempt sites which are not within the vision of the Plan.	134.	No action required.
Zdana Fedchun Areta Lloyd, Roma Clasper, O.Komarnicky	Appendix A: Exempt Sites	The Plan does not explain the review of exempt sites during the preparation of local area plans.	Local area plans are comprehensive reviews of the planning policy for defined areas which could redesignate lands to recognize the exempt land use, delete the exempt site, confirm the use, or continue the exempt site, depending on the results of the study.	135.	No action required.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
Zdana Fedchun Areta Lloyd, Roma Clasper, O.Komarnicky	Appendix A: Exempt Sites	<p>The statement that uses on exempt sites will be encouraged to relocate is not feasible.</p> <p>A rationale is not provided for not allowing outdoor storage in the business employment area in the Northeast.</p>	<p>This is a statement of a long term intent and not a mandatory policy.</p> <p>Outdoor storage will continue to be permitted as an accessory use. Further, Section 17.8.1.1, as proposed to be modified, will permit all industrial operations with extensive outdoor storage or processing to continue and expand.</p>	136.	No action required.
Zdana Fedchun, Areta Lloyd, Roma Clasper, O.Komarnicky	Appendix A: Exempt Sites, Northeast Employment Area – Exempt Site 3	The wording should be consistent with the Mississauga plan, which permits outdoor processing or storage areas equipment.	Outdoor processing is permitted by the wording of the exempt site, if established by September 10, 2007, as per the existing Special Site Policy.	137.	No action required.
Weston Consulting Group Inc, on behalf of Daraban Holdings	Appendix B: Terms defined in the Provincial Policy Statement (2005) and the Growth Plan for the Greater Golden Horseshoe (2006)	Amend Appendix B to include a definition of “Special Needs” consistent with the Provincial Policy Statement.	Special Needs is defined in Appendix B in accordance with the Provincial Policy Statement.	138.	No action required.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
Greater Toronto Airports Authority (GTAA)	Appendix G: Toronto – Lester B. Pearson International Airport	This section should identify that development could impact communications and navigation.	Agreed.	139.	<p>That the third bullet in Appendix G ,Toronto – Lester B. Pearson International Airport, be revised as follows:</p> <ul style="list-style-type: none"> Protect lands which house and are affected by navigational aids such as radar and communications equipment and prevent off-airport development that could potentially interfere with signals or communications from airport facility equipment.
Local Area Plans					
Transportation and Works	Downtown Core Local Area Plan, 5.0 Transportation	R-O-W policies specific to the City Centre have not been carried forward to the Downtown Core Local Area Plan.	The Downtown Core Local Area Plan should be revised to be consistent with the City Centre District Policies.	140.	<p>That 5.0 be revised by adding the following:</p> <p><u>Rights-of-way may be increased without an amendment to this Plan when development applications are evaluated or further transportation studies are carried out.</u></p> <p><u>Daylight triangles of 15 m will be required.</u></p> <p><u>The basic rights-of-way for minor collector roads and local roads may be reduced without an amendment to this Plan subject to the City being satisfied that the role and function of such roads are maintained.</u></p>

Changes to Figures, Captions and Appendices

	Chapter	Figure	Proposed Change
1.	1	new	Chart to replace 1.1.4.nn – To determine the designation and use of a property
2.	4	new	Table of heights, ratios and density
3.	4	new	Add image and caption
4.	5	new	Green System chart
5.	5	5-11	Replace image
6.	5	5-16	Replace image
7.	7	7-2	Replace image
8.	7	7-11	Replace image
9.	8	8-5	Replace image
10.	8	8-29	Replace image
11.	8	8-30	Replace image
12.	8	8-31	Replace image
13.	8	8-37	Replace image
14.	9	9-8	Revise caption
15.	9	9-10	Replace image
16.	10	10-2	Replace image and revise caption
17.	11	11-1	Replace chart

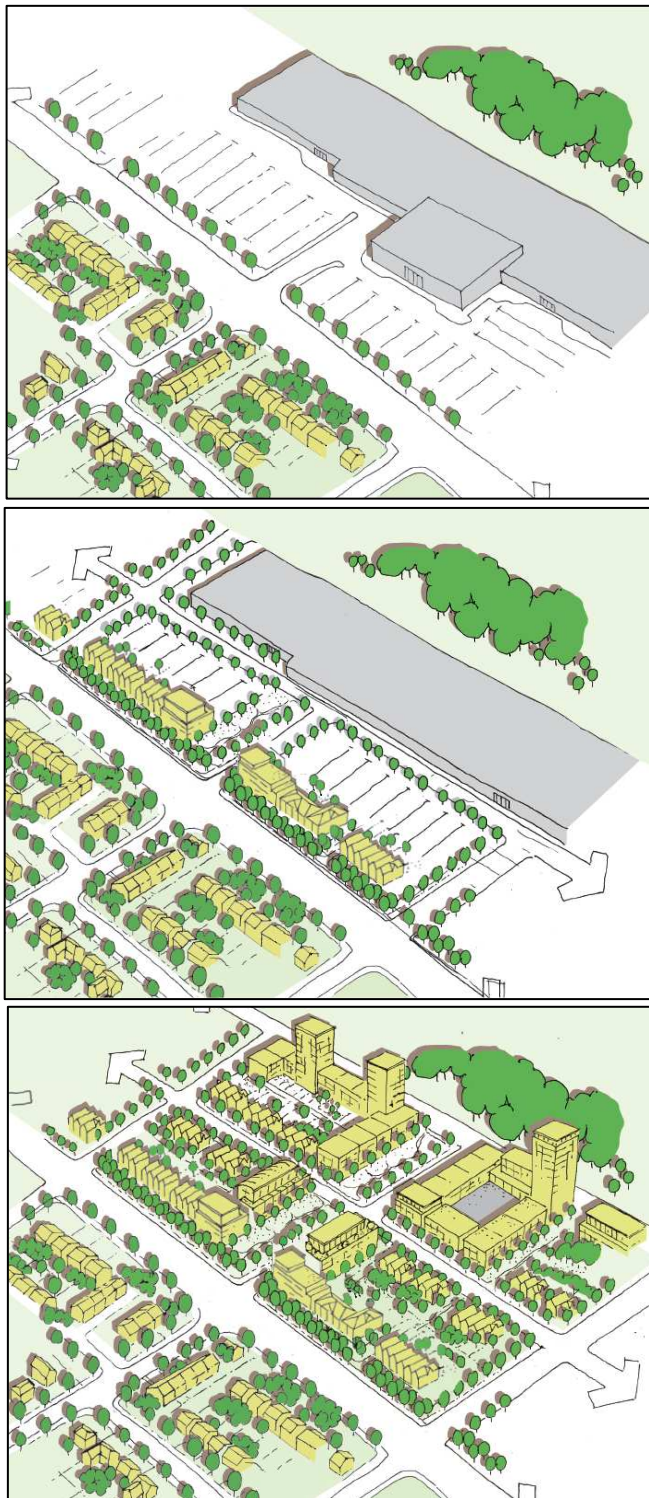
Steps to determine the designation and use of a property:

Step 1	Locate the property on Schedule 1, Urban System, to determine the applicable components of the Urban System. Reference should be made to the relevant sections regarding the components in Chapter 4, Direct Growth.
Step 2	If the property is located in the Green System, locate the property on Schedule 3, Natural System, to determine if the property is affected by the Natural Areas System or Natural Hazard Lands. If the property is located in, or adjacent to these systems, reference should be made to the relevant sections in Chapter 5, Value the Environment.
Step 3	Locate the property on Schedules 10: Land Use Designations and identify the designation. Refer to the applicable General Land Use Policies in Chapter 11.
Step 4	Locate the property on Schedule 9, Character Areas to determine which element of the City Structure (i.e. Downtown, Major Node, Community Node, Corporate Centre, Neighbourhood, Employment Area or Special Purpose Area) the property is located within. Reference should be made to the relevant policies for the element in which the property is located in Chapters 12 to 18.
Step 5	Determine from Schedule 9, Character Areas, the individual Character Area (e.g. Downtown Core or Applewood Neighbourhood) where the property is located. Refer to the policies for that Character Area in Chapters 12 to 18.
Step 6	Part 2: City Wide Policies contains policies that will affect how a property may be used in accordance with its land use designation. Reference should be made to all relevant policies in Part 2.

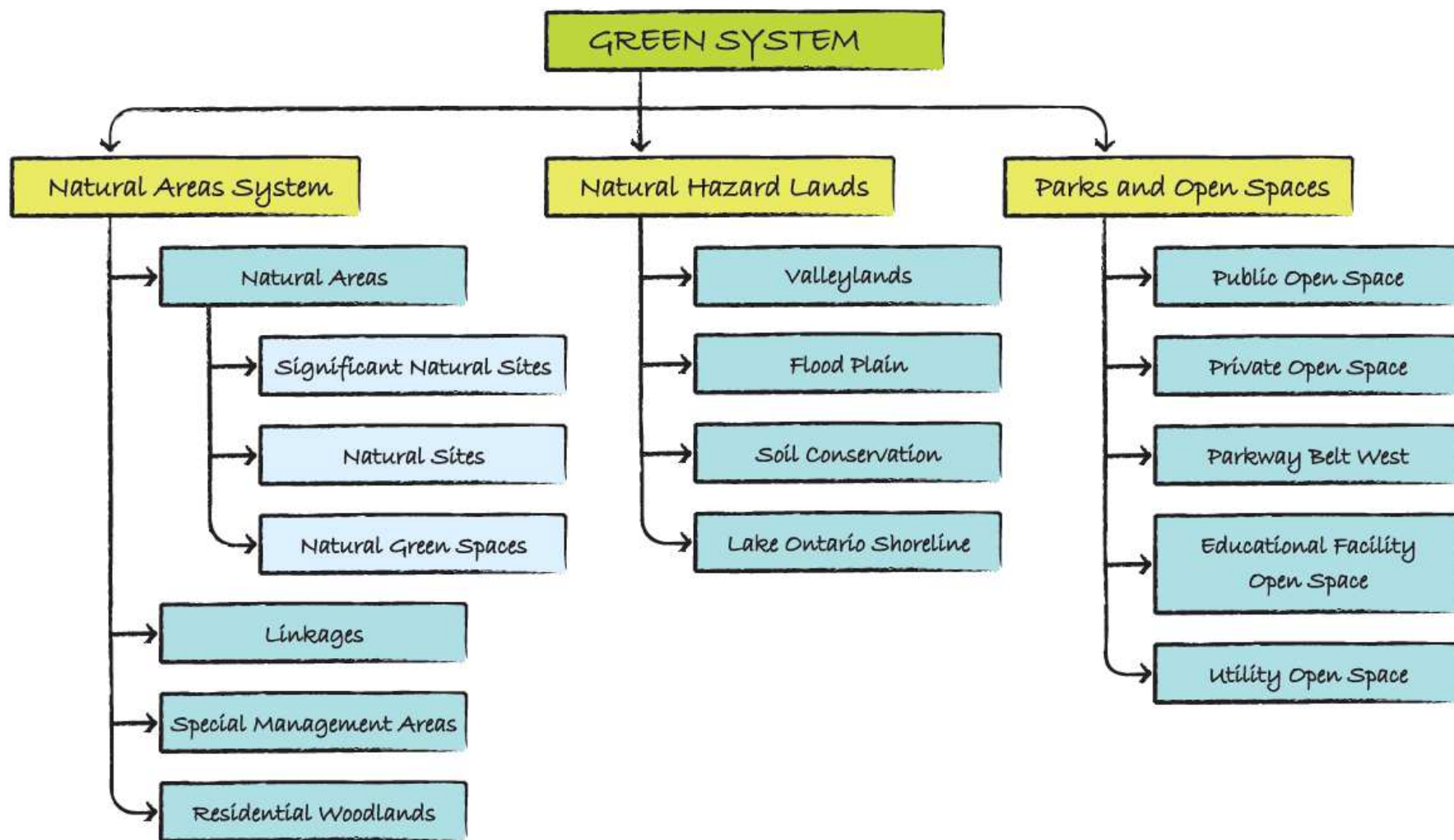
Height, Density and Population to Employment Ratio Requirements

Location	Height*		Density Range (residents and jobs combined per gross hectare)	Population to Employment Ratio
	Minimum	Maximum		
Downtown	3	Not specified	200 by 2031; strive for 300 to 400	1:1
Major Nodes	2	25	200 to 300	2:1 to 1:2
Community Nodes	2	4	100 to 200	2:1 to 1:2
Corporate Centres	2 along Corridors and in Major Transit Station Areas	Not specified	—	—
Neighbourhoods		4	—	—
Employment Areas	2 in Major Transit Station Areas	Not specified	—	—
Corridors	2 except in Employment Areas	As per City Structure Element	—	—
Major Transit Station Areas	2	As per City Structure Element	—	—
Designated Greenfield Area	—	—	Minimum 50	—

* Character area policies may establish alternative heights



Underutilized sites with surface parking areas and single storey buildings have considerable development capacity. As these sites redevelop, the opportunity exists to create a finer grained road network and introduce sustainable design elements, as well as a broader mix of uses. The intensification of these sites may be a gradual process that takes place over a number of years.



NOTE: While illustrated as separate elements, many components of the Green System fall within all three categories, i.e. the Credit River, which is a significant natural site, subject to valleyland and flood plain policies, and can be either public or private open space.



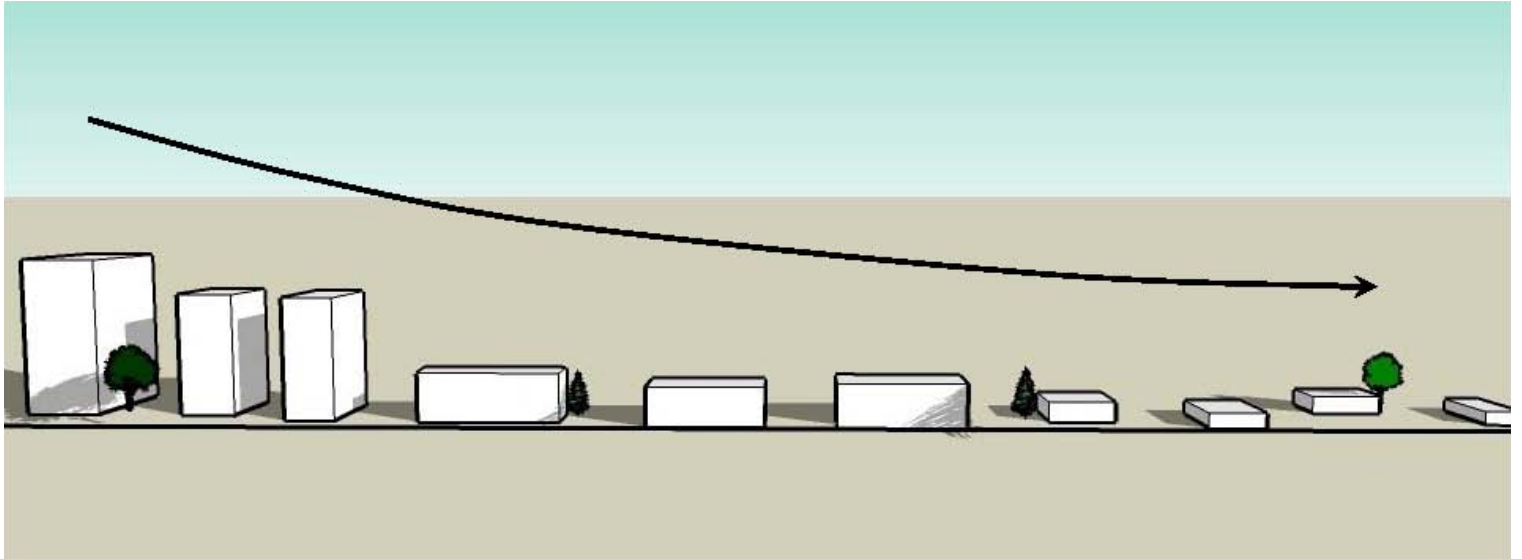


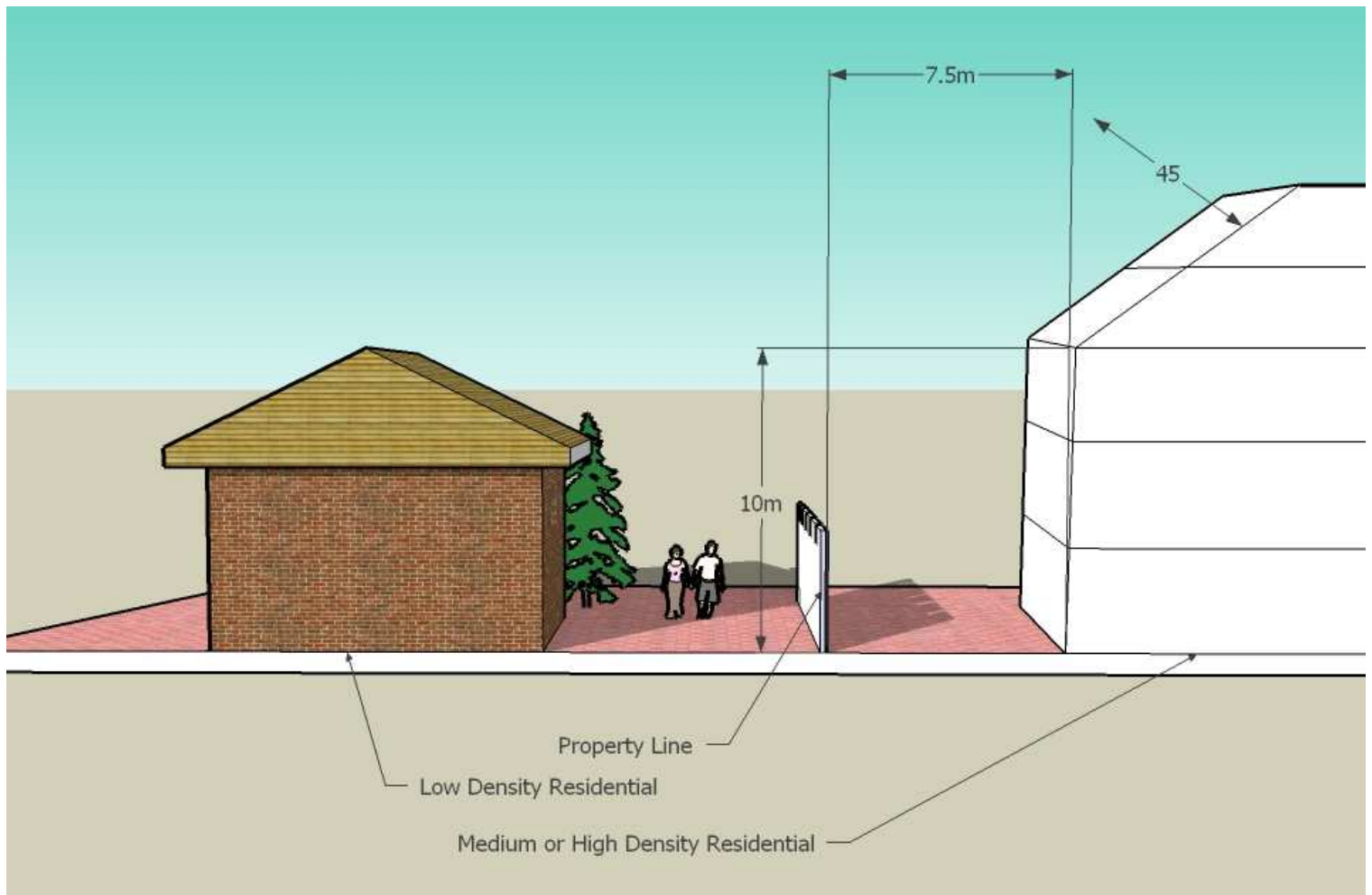


APPENDIX 4-8









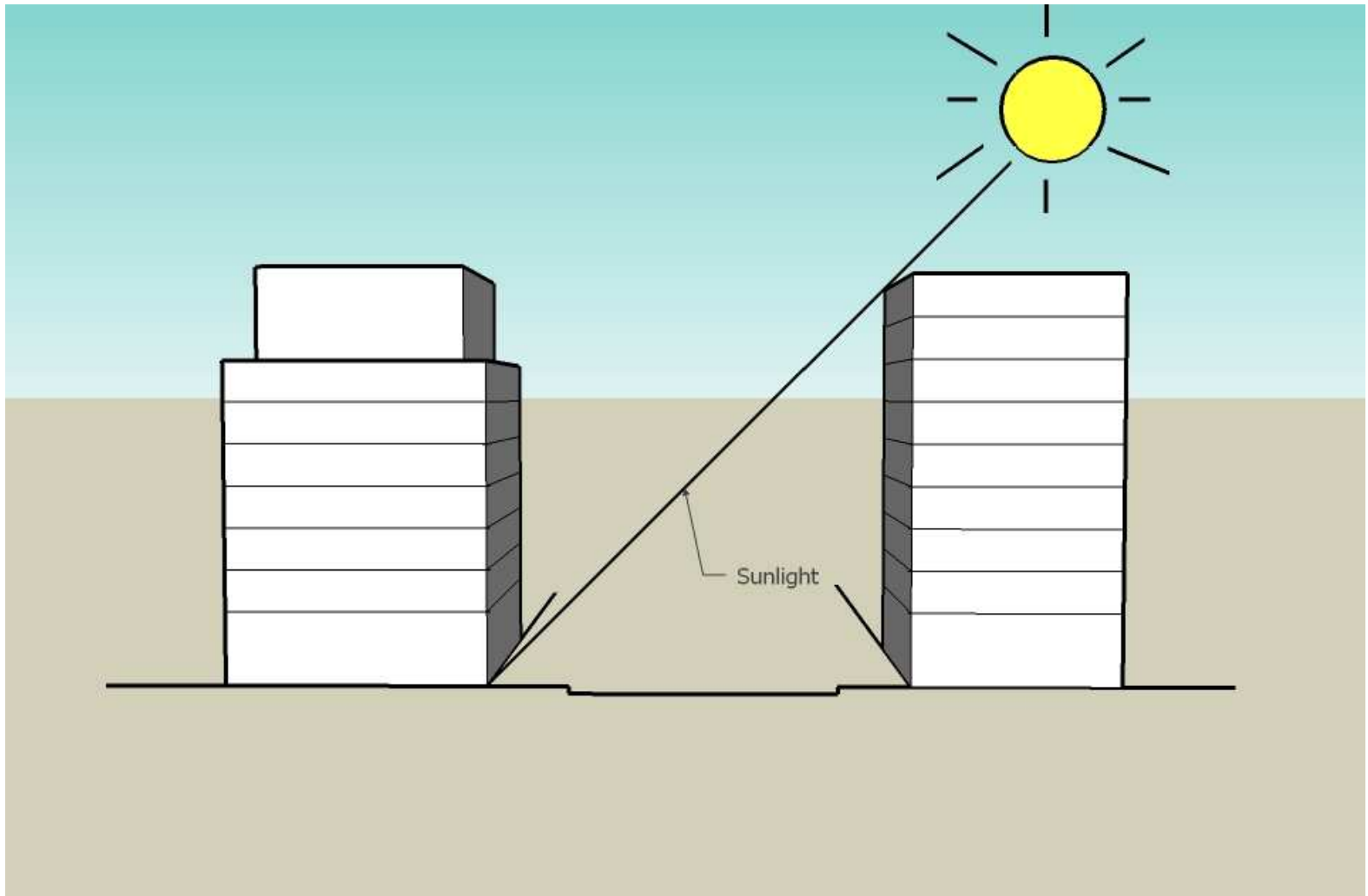






Figure 9-8: The 27 hectare Lakeview Water Treatment Facility is located on the shore of Lake Ontario in Mississauga and is operated by the Region. The Region has identified the need for a capacity expansion of the facility as a result of increased growth to serve the eastern part of Peel and to meet servicing requirements in York Region. The expansion of the Lakeview plant will increase capacity to produce 1 150 million litres of water per day.

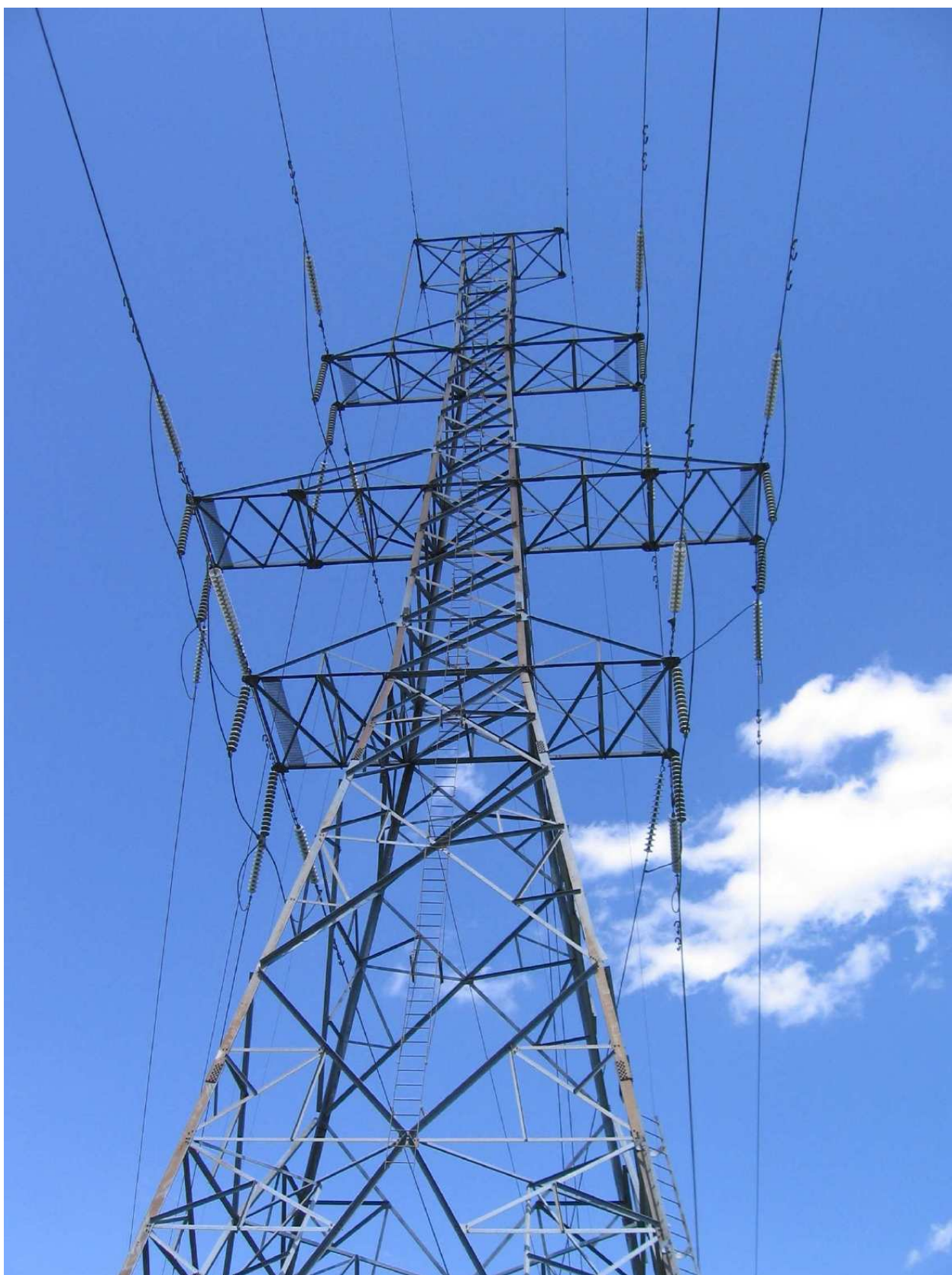




Figure 10-2: Mississauga is committed to engaging the community in the planning process. As planning studies are prepared, the City may use a variety of techniques to involve the public, such as holding community meetings, hosting open houses, conducting workshops or creating working groups.

