



# Corporate Report

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**PDC** JUN 28 2010

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**DATE:** June 23, 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:** **Addendum Report on Comments – Draft Mississauga Official Plan**

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**RECOMMENDATION:** That the Draft Mississauga Official Plan be revised in accordance with the report titled “*Addendum Report on Comments – Draft Mississauga Official Plan*”, dated June 23, 2010, from the Commissioner of Planning and Building.

**BACKGROUND:** Subsequent to completion of the report titled “Report on Comments – Draft Mississauga Official Plan”, dated June 8, 2010, submissions were received, and are attached as Appendix 1.

Planning and Building Department staff have considered the comments and information and propose changes to the Draft Mississauga Official Plan (hereafter referred to as “the Plan”), where appropriate. The recommendations are contained in Appendix 2.

The comments in Appendix 2 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.

Any submissions received subsequent to completion of this report will be dealt with by Mississauga through the approval process of the Plan by the Region of Peel.

A number of requests were received to change the land use designation or Special Site policies on individual properties. It is not the intent of the Official Plan Review process to circumvent the planning application process. An official plan amendment application process that includes a site specific review by internal departments, external agencies and the public, should apply to requests to redesignate lands.

Subsequent to consideration of the Plan by City Council, Planning and Building Department staff will report on a transitional strategy to deal with applications in process while the Plan is reviewed by the Region of Peel.

## **COMMENTS:**

### **MIRANET: Mississauga Residents' Associations Network**

Due to the broad scope and nature of the comments received from MIRANET, the following is a review of the general issues raised in their submission. The following comments should be read in conjunction with the MIRANET submission included in Appendix 1.

#### **Part 1: Process**

##### Specific Quantifiable Controls and Height vs. Built Form

*Issue:* MIRANET states “There does not seem to be as much of a dependency on finite rules as we would have expected and it seems that individual applications will be decided in a more subjective environment.” ... “The new plan seems to be relatively firm on height limitations but does not address coverage limitations.”

##### *Response:*

Density ranges, expressed as units per hectare (uph) for low and medium density residential uses, and Floor Space Index (FSI) for high density uses, were necessary when most of the city's development was occurring on greenfield lands. Further, the former zoning by-laws did not establish density limits on existing apartment sites. These density controls were used in Mississauga Plan and former official plans to determine the number of people and employees that could be expected in order to plan

for necessary infrastructure and facilities (e.g., water services, transportation system, number of schools, amount of parkland). As most greenfield lands were zoned “A” (Agriculture), the detailed density requirements of the official plan were used to guide development applications.

In Mississauga’s current development context, uph and FSI density controls, particularly in stable residential areas, detract from the implementation of the design policies by establishing “as-of-right” development densities. In other words, the size of development is determined by arbitrary numbers, not by how well it fits into the surrounding area, as guided by design policies.

In Intensification Areas, where most growth is expected to occur, the Plan identifies building heights, residents plus jobs per hectare ranges and population to employment ratios, along with the design policies that address massing, transition and other matters, will regulate development densities.

The Plan establishes minimum and maximum heights for various components of the City Structure. As well, the Plan contains extensive built form policies to, among other matters, achieve a suitable transition, and create a sense of place, spatial enclosure and an integrated streetscape.

The City now has a comprehensive zoning by-law and it is the appropriate tool to identify quantitative restrictions on development. The zoning by-law caps the density of apartment sites, thereby requiring a rezoning application for their redevelopment or infill.

#### Transition Zones

*Issue:* MIRANET states “Our group felt strongly that there need to be well defined controls to govern transition zones such that high density areas transition properly to neighbouring low density areas – no exceptions.”

#### *Response:*

The city has largely completed its greenfield growth phase and, as growth is directed to Intensification Areas where a mix of uses is required, a strong emphasis on urban design is needed. As such, the

urban design policies have been extensively revised and will take a leading role in assessing infill and redevelopment proposals where the emphasis is on achieving a suitable transition to surrounding development.

The revised urban design policies more comprehensively address the transition of building heights, and limit the impacts of new development on established neighbourhoods. For example, policies require appropriate height and built form transitions, and compatible bulk, massing and scale of built form. Specific policies are directed at areas where tall buildings will be permitted, and where they will not be permitted.

Redesignating land is outside the scope of this review. Local area plans will address in detail the need for land use designations to achieve a suitable transition with surrounding development.

#### Transparency and Enable Citizen Participation

*Issue:* MIRANET states “Citizen engagement will be important to ensure there is good faith and understanding in the process.”

#### *Response:*

The Plan promotes citizen participation, collaboration, education and partnerships with the public in the planning process. The process of preparing local area plans engages the residents in developing a vision for the study area and preparation of a directions report to form the basis of a local area plan. The amount of citizen participation will vary depending on the issues being addressed and the local interest expressed. Residents also have opportunities to provide input to development applications. Given the importance of this matter, Chapter 10: Promote Collaboration should be moved to a more prominent position in the Plan, as per Recommendation 1 in Appendix 2.

#### Completion of Individual Local Area Plans

*Issue:* MIRANET states “Many of the participants at the May 4 Workshop were interested in the more detailed Local Area Plans. We understand that it is in these plans that specific zoning and special sites will be identified and these policies supersede those in the Official Plan.”



*Response:*

The completion of local area plans will be a priority for Intensification Areas. The community will have opportunities to identify the issues to be addressed in local area plans, develop a vision for the study area, participate in the preparation of a directions report and the local area plan.

Enlightened Waterfront Development

*Issue:* MIRANET states “The Official Plan itself does not address the waterfront in any detailed or comprehensive fashion, such that residents have a sense of direction.”

*Response:*

Section 6.6.2, Lake Ontario Waterfront, contains policies to guide development along the waterfront, which, together with other sections in the Plan, will form the basis for more detailed policies in the local area plans for waterfront communities.

The Strategic Community Initiatives section in the City Manager’s Office is responsible for developing a long term vision for three key waterfront sites: the former Lakeview Generating Station lands, the Imperial Oil lands (former Texaco Refinery) and Port Credit Harbour Marina lands. A consultant has recently been selected to study the former Lakeview Generating Station lands.

Alignment of Planning Documents

*Issue:* MIRANET states “It is important to insure that the concepts which are embedded in the Strategic Plan are carried forward into the Official Plan.”

*Response:*

The Plan is based on and aligns with the Strategic Plan. Subsequent to the approval of the Plan, the zoning by-law will be amended to conform to the Plan. Further, it will be necessary to amend the Site Plan Control By-law to incorporate requirements for architectural design control and sustainable design. The Plan must first be approved and in effect before this can occur. City initiatives such as the Cycling Master Plan and Downtown 21 must align with the Plan, and be integrated with it.

Incentives/Bonusing

*Issue:* MIRANET states “In order to fulfill neighbourhood completion plans and incent developers to build the City’s desired product in the areas where significant changes are contemplated, we understand the City would consider development incentives or bonuses.”

*Response:*

A study of planning tools is underway, including bonusing, the recommendations of which will be incorporated into the Plan by an amendment. This will require a full public process with opportunities for residents to be involved.

Planning and Building staff agree with the concept of transparency. Good planning must be adhered to when additional height and density is considered appropriate. The development should share the benefit with the community.

Cliffway Plaza Development Application

*Issue:* MIRANET states “We hope our understanding of the Draft Official Plan is correct and this type of development would not be allowed.”

*Response:*

Development applications are subject to only those official plan policies in effect at the time the application is made. The Cliffway Plaza application was submitted before the approval of the Interim Intensification Policies of OPA 58 and prior to the preparation of the Plan. Further, the proponent has appealed OPA 58 as well as OPA 95, Mississauga’s Growth Plan conformity amendment. Consequently, it is not subject to height restrictions introduced in OPA 58 and incorporated into OPA 95 and the Plan. It is important to have the Plan approved and in effect as soon as possible to provide a stronger policy basis for reviewing new development applications.

**Part 2: Priorities**

The priorities identified by MIRANET are based on the Strategic Plan. The Plan aligns with the Strategic Plan and implements its land use

policies. In many cases the actions identified by MIRANET are operational, or are outside the scope of an official plan.

#### Build a Connected Multi-Modal Transportation System

A multi-modal transportation network is a guiding principle of the Plan and is based on providing transportation choices to encourage a shift to more sustainable transportation modes. All modes are important but the emphasis on which modes are appropriate for a specific area of the City will depend on the land use context. Strategic decisions will need to be made when establishing funding priorities and timing of implementation through the Capital Budget.

#### Support Aging-in-Place

The Plan's housing policies will align with the Regional Official Plan housing policies. Mississauga's Housing Strategy (Housing Choices) is underway to address alternative housing types to allow people to continue to live in their neighbourhoods as they age. The intent of Major Nodes and Community Nodes is that they function as older adult clusters where community infrastructure, services, and programs will be directed to provide convenient access for older adults. This should be clarified in the Plan (see Appendix 2.)

#### Develop Walkable, Connected Neighbourhoods and Create Great Public Spaces

As previously mentioned, the Waterfront is addressed in Section 6.6.2 and elsewhere in the Plan, and individual planning studies will provide further direction. The policies of the Plan are directed at building communities by permitting the necessary land uses to meet the day-to-day needs of people throughout all stages of their lives in proximity to where they live. The Plan also supports active transportation modes, particularly in areas such as Community Nodes. Further, the Plan places greater emphasis on creating an attractive public realm. Collectively, these policies and others, support the creation of walkable, connected neighbourhoods and great public spaces.

### Create Partnerships for Innovation

Health care is a Provincial and Regional responsibility however, these uses will be permitted in appropriate locations by the Plan.

The Economic Development Office (EDO) is working on a strategy to address emerging industries. EDO identified three strategic economic development goals for the Plan 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.

The report titled "Report on Comments – Draft Mississauga Official Plan", dated June 8, 2010, recommends revisions to the Plan to recognize Mississauga's economic development strategy. (See Appendix 3, recommendation 78 of the June 8, 2010 report.)

### Lead and Encourage Environmentally Responsible Approaches

A key guiding principle of the Plan is that:

*"Mississauga will protect, enhance and where possible restore distinct natural heritage features and functions, particularly those associated with the Lake Ontario waterfront and the city's river and valley corridor system."*

Policies protecting the city's natural areas and encouraging sustainable development practices are contained throughout the Plan and are further addressed in the "Report on Comments – Draft Mississauga Official Plan", dated June 8, 2010. The issue of power generation is addressed in the same report. Appendix 3 of the June 8, 2010 report also contains recommendations for additional policies to address air quality.

### **Part 3: Proposals**

#### Mississauga Development Corporation: An Idea Whose Time Has Come

*Issue:* MIRANET states “We would ask that Policy Planning Staff evaluate this feasibility, including financial aspects, within the context of Mississauga’s Draft Official Plan.”

*Response:*

The official plan expresses the long term vision for the city through land use planning policies. Establishing a municipal development corporation as part of an implementation strategy for development is beyond the scope of the Plan but is a matter currently being studied by the City.

#### Mississauga Urban Design Advisory Panel: Expanded Role

*Issue:* MIRANET states “We do find this section contains indefinite language such as ‘generally’, ‘encouraged’ and ‘should’ alongside terms like ‘must’, ‘will’ and ‘ensure’.” ... “We would ask that Policy Planning Staff evaluate an expanded role for the MUDAP, including citizen involvement, within the context of Mississauga’s Draft Official Plan.”

*Response:*

The language in this section and elsewhere in the Plan is intentional and was carefully considered to provide sufficient flexibility for various forms of development in different parts of the City. Thus, words such as “may”, “should”, “encourage” and “will” were defined in Section 1.1.4 of the Plan to provide guidance in reading the Plan. The policies in Section 8 may be refined with further detail in local area plans in response to the local planning context.

The Plan encourages design excellence in architecture and urban design and supports a Design Review Panel to provide advice on design related matters that affect the public realm. A panel was established in 2007 by the Development and Design Division and has been well received by proponents of development and City Council. The panel is comprised of volunteer architects and landscape architects and is similar to the Vancouver Urban Design Panel in structure as an advisory body. This panel serves as an implementation tool to reinforce the policies in the Plan, but the operation and composition of this body is beyond the scope

of the Plan. MIRANET's comments will be forwarded to the Development and Design Division for their consideration.

Development Application Review Committee: Citizen Involvement

*Issue:* MIRANET states "...we propose DART: Development Application Review Team, which would enable citizens to be collaborative at the initial design stage, rather than reactive, which is all we can be at the proposal stage."

*Response:*

The involvement of citizens at the Development Application Review Committee (DARC) stage is premature at this preliminary stage in the processing of development applications. The purpose of DARC is for staff to identify technical issues and required studies for the submission of a potential development application. In some cases, landowners will not submit applications following the DARC meeting, or will substantially change an application based on the comments received. As a result of Bill 51 amendments to the *Planning Act*, notification of complete applications is provided to residents within 120m (400 ft.) of the proposed development site prior to circulation of the application, which provides the community with notification of proposed development and is an appropriate time to engage the community.

Parking Strategy: A Comprehensive, Urban Approach

*Issue:* MIRANET states "...parking is an increasingly critical issue that will either help or undermine the City's goals relating to the transportation grid, infill development and infrastructure investment for the foreseeable future."

*Response:*

The City recognizes the importance of parking in shaping and transitioning Mississauga into a more urban, transit supportive and well designed community. New official plan policies contained in section 7.4 elaborate and update parking policies and provide for alignment with the principles of the Strategic Plan and other policy objectives of the Plan. In January 2009, City Council endorsed Phase I of the Mississauga Parking Strategy which established a new philosophy for parking in City Centre, (now referred to as Downtown Core) strategic principles for all nodes and corridors, rationale for the Payment-in-lieu of Off-Street Parking

Program and advice on the parking management structure. Phase II of the Parking Strategy is underway and deals with Port Credit and the Lakeshore Road East Corridor in Lakeview. Phase II will embrace the new parking philosophy and address items noted in MIRANET comments. Further, a study which will review parking standards on a city wide basis and examine if they should vary by locational attributes, based on access to public transit and other geographical characteristics (e.g. identification as an Intensification Area) is scheduled to commence in 2012.

**CONCLUSION**

Subsequent to completion of the report titled “Report on Comments – Draft Mississauga Official Plan”, dated June 8, 2010, additional submissions were received, which have not resulted in any significant changes to the Plan.

**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

**ATTACHMENTS**

APPENDIX 1: Written Submissions

APPENDIX 2: Response to Comments Table - Addendum

*Original Signed By:*

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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 June 7, 2010 from Joanne Rogers, Planner, Dufferin–Peel Catholic District School Board
2. Letter dated June 8, 2010 from Jordan Erasmus, Ontario Realty Corporation
3. Letter dated June 18, 2010 from Nicole Pettenuzzo, Planner, Community Services Department, City of Mississauga
4. Letter dated June 18, 2010 from Steve A. Zakem, Aird & Berlis LLP
5. Letter dated June 18, 2010 from James Lethbridge, Lethbridge & Lawson Inc.
6. Letter dated June 22, 2010 from James Lethbridge, Lethbridge & Lawson Inc.
7. Letter dated June 22, 2010 from James Lethbridge, Lethbridge & Lawson Inc.
8. Letter dated June 22, 2010 from James Lethbridge, Lethbridge & Lawson Inc.
9. Letter dated June 22, 2010 from MIRANET: Mississauga Residents' Associations Network





# Dufferin-Peel Catholic District School Board

40 Matheson Boulevard West, Mississauga, Ontario L5R 1C5 • Tel: (905) 890-1221 • Fax: (905) 890-7610

June 7, 2010

John Calvert, Director  
Policy Planning Division  
Planning and Building Department  
300 City Centre Drive – 3rd floor,  
Mississauga, ON L5B 3C1

Dear John Calvert:

**Re: Draft Mississauga Official Plan – March, 2010**

The Dufferin-Peel Catholic District School Board has reviewed the Draft Mississauga Official Plan and provides the following comments:

<b>PLANNING &amp; BUILDING RECEIVED</b>			
JUN 09 2010			
Division	Action	Info	Seen
Commissioner			
Building			
Policy Planning			
Dev. & Design			
Reg. Services			

## Policy 5.1.10

The Board currently operates St. Marcellinus Secondary School which is located adjacent to Highway 401 and Iona Catholic Secondary School which is located on the south side of Queen Elizabeth Way. While the Board does not anticipate the development of additional schools adjacent to highways, the Board may decide to operate day care programs at existing schools. The Board requests that this policy be amended to read "Schools and daycares located next to highways must have regard for the safety of students and children in relation to the highway."

## Policy 5.3

What is meant by "[Parks and Open Spaces] have the potential to be managed in a manner that supports and enhances the Natural Areas Systems"? Managed by whom, in what way, and to what extent? How is this policy expected to affect Board school sites?

## Schedule 10a and Port Credit Local Area Plan Land Use Map

These schedules should identify the St. Mary and St. James school locations on the north side of Port Street West between John Street and Peter Street, and the north side of Wanita Road, east of Wenonah Drive.

Schedule 10a should identify the future Loyola Catholic Secondary School located on the southwest corner of Sladeview Crescent and Ridgeway Drive. These school sites are owned by the board.

## Schedule 10b

This schedule should identify Blessed Trinity Elementary School located at 2495 Credit Valley Road and the reserved Churchill Meadows elementary school site located on the west side of Festival Road south of Bala Drive. These school sites are owned by the board.

The Board Office label (Matheson Blvd. and Highway 10) should be changed to read "Dufferin-Peel Catholic District School Board".

Thank you for giving us the opportunity to provide comments on this matter. The Board would like to be notified of the decision of council with respect to this document. Please contact me at 905 890 0708 x.24299 if you have any questions.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Joanne Rogers', with a large, stylized loop at the beginning and a long, sweeping stroke extending to the right.

Joanne Rogers  
Planner

c: S. Hare, Peel District School Board

CD.03.MIS



Ontario Société  
Realty immobilière  
Corporation de l'Ontario

One Dundas Street West, Suite 2000, Toronto, ON M5G 2L5  
1, rue Dundas Ouest, bureau 2000, Toronto, ON M5G 2L5

June 8, 2010

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

*Sent via email*

Dear Ms. Cassin:

**RE: City of Mississauga Draft Official Plan, March 2010 – Policy Implications for Hydro Corridors**

FoTenn Consultants Inc., on behalf of Ontario Realty Corporation (ORC) and Hydro One Networks Inc. (HONI), has reviewed the draft new Official Plan for the City of Mississauga. The reviewed document is formally titled and dated 'Official Plan Mississauga, Draft - March 2010'. The purpose of FoTenn's review is to ensure the Plan's policies do not preclude or hinder the construction and continued operation of electricity transmission and distribution facilities.

This policy review stems from the Province's direction taken within the Provincial Policy Statement, 2005 (PPS) as it relates to electricity transmission and distribution facilities. Particularly, PPS Sections 1.6 and 1.8 provide specific direction for municipalities to maintain the primacy of hydro corridor lands for the transmission and distribution of electricity throughout the province. The relevant PPS Sections include:

- Section 1.6.6.1, which states that "Planning authorities shall plan for and protect corridors and rights-of-way for transportation, transit, and infrastructure facilities to meet current and projected needs".
- Section 1.6.6.2 of the PPS states that "Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified".
- Section 1.8.2 of the PPS requiring that "Increased energy supply should be promoted by providing opportunities for energy generation facilities to accommodate current and projected needs, and the use of renewable energy systems and alternative energy systems, where feasible".

The following letter identifies issues and policy recommendations in order to ensure the protection of hydro corridor lands for their primary intended use which is the transmission and distribution of electricity.



## **Policy Issues**

### **1. Page 5-14, Section 5.3.3 – *Parks and Open Spaces***

Section 5.3.3 identifies the Parks and Open Spaces include "...major utility and service corridors..." Discussions with municipal staff have indicated that the intent was to include hydro corridors within the 'Utility' designation. To ensure provincially owned hydro corridor lands are maintained for their primary purpose of electricity transmission and distribution we are seeking confirmation of whether all provincially owned hydro corridors are designated within the 'Utility' designation. Please contact the undersigned if you require assistance in identifying and mapping the hydro corridor lands within your jurisdiction.

### **2. Page 11-3, Section 11.2.1.1 – *General Land Use, Uses Permitted in all Designations***

In order to provide consistency with the nature of the facilities operated and language used by HONI, we recommend changing the description of electric power supply facilities in Section 11.2.1.1, which permits the use in all land use designations except Greenbelt, from "b. electric power supply and transmission facilities" to "b. electricity transmission and distribution facilities".

### **3. Page 11-3, Section 11.2.2.1 – *General Land Use, Utility***

Section 11.2.2.1 identifies the uses permitted in the 'Utility' land use designation. We recommend an additional permitted use "d. electricity transmission and distribution facilities" to recognize that hydro corridors have been mapped within the Utility designation.

### **4. Page 11-3, Section 11.2.2.1 – *General Land Use, Utility***

The ORC and HONI are also responsible for managing the Provincial Secondary Land Use Program, which allows for certain secondary land uses on provincially owned hydro corridor lands. The draft Official Plan permits non-utility uses including parking and accessory uses on lands designated 'Utility'. In order for the Official Plan to provide guidance for the development of secondary land uses that ORC and HONI encourage, we recommend that secondary land uses be permitted within Section 11.2.2 as follows:

"Secondary land uses such as active and passive recreation, agriculture, community gardens, other utilities and uses such as parking lots and outdoor storage that are accessory to adjacent land uses, shall be permitted within provincially owned hydro corridors where they are compatible with surrounding land uses and reviewed/approved by the utility provider."

### **5. Page 11-4, Section 11.2.3.7 – *Greenbelt***

To ensure the continued provision and future expansion of electricity transmission and distribution infrastructure, Section 11.2.3.7 should be expanded to include "electricity transmission and distribution infrastructure" to read as follows:

"Piped services and related facilities used for water, wastewater and stormwater and electricity transmission and distribution facilities may only be permitted in Greenbelt if other options are not feasible provided that an Environmental Assessment has been completed in conformity with the *Environmental*

*Assessment Act* or a satisfactory Environmental Impact Study has been approved by the appropriate approval agencies. If an Environmental Assessment is not required under the *Environmental Assessment Act*, the Environmental Impact Study shall evaluate all options available."

6. **Page 16-7 Subsection 16.2.3.2.2 f) - Special Site Policies, Page 16-32 Subsection 16.6.3.2 d) - Environmental Planning Areas, Page 16-62 Subsection within 16.15.3.3 d) - Environmental Planning Areas, Page 17-11 Subsection within 17.4.4.1.1 f) - Special Site Policies**

The above noted sections refer to the prohibition of electrical substations within natural hazard areas in accordance with the Provincial Policy Statement. We would like to point out that electrical substations are subject to the *Environmental Assessment Act* and on occasion have been required to be located within a flood plain subject to the appropriate safeguards. As such, we recommend that reference to "electrical substations" be deleted from these sections.

We would request that this letter be included as part of the record of submission on the Official Plan Review and that we be notified of any decisions regarding these matters.

Contact information is as follows:

Jordan Erasmus  
Planner  
Ontario Realty Corporation  
1 Dundas St. W., Suite 2000  
Toronto, ON M5G 2L5  
Tel: 416.327.8018 | Fax: 416.212.1131  
E-mail: Jordan.Erasmus@ontariorealty.ca

Mike Keene  
Senior Planner  
FoTenn Consultants Inc.  
4 Cataraqui Street, Suite 15  
Kingston, ON, K7K 1Z7  
Tel: (613) 542-5454 ext.221  
E-mail: keene@fotenn.com

We thank Staff for considering our comments and recommendations. Please contact us if you have any questions.

Sincerely,



Jordan Erasmus

c. Mike Keene, FoTenn  
Kent Taylor, HONI  
Patrick Grace, ORC

**Memorandum**

Community Services Department  
Park Planning Section



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**TO:** Ron Miller, Planner, Policy Planning Division

**FROM:** Nicole Pettenuzzo, Planner, Long Term Planning

**DATE:** June 18, 2010

**SUBJECT:** Draft Official Plan Update

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Upon my review of the Draft Official Plan document on-line, I noticed that Park 506 and Park 507 have not been referenced as Public Open Space in the Downtown Core Area Plan Land Use Map.

Please see the attached map and reference plan for those parks to make the appropriate changes to the Core Area Plan Land Use Map as well as any other relevant sections of the document.

If you have any questions or concerns, please do not hesitate to contact me at ext. 4943.

Thank you.

Nicole Pettenuzzo  
Planner, Long Term Planning  
Planning, Development and Business Services Division  
Community Services

cc: D. Marcucci, Community Services  
R. Marland, Community Services  
E. Lucic, Community Services

Attach.

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**AIRD & BERLIS LLP**

Barristers and Solicitors

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

June 18, 2010

**BY COURIER & EMAIL**

Our File No. 93210

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

Dear Ms. Greer:

**Re: Draft Mississauga Official Plan, March 2010**

We act on behalf of Dundas Dixie Developments Limited, 1212763 Ontario Limited and 1212765 Ontario Limited which own or have an interest in the properties known municipally as 1500, 1546 and 1554 Dundas Street East in the City of Mississauga. Our client's site is currently designated "General Commercial" and zoned C3-1 by Zoning By-law 0225-2007. Our clients have filed a site plan application in order to permit the construction of a retail commercial development on its lands. We are writing at this time to provide our interpretation and comments with respect to the Draft Mississauga Official Plan ("Draft Plan") in order to assist you in your consideration of the same:

1. Our client's lands are designated "Mixed Use" which designation will continue to permit a range of commercial uses on our client's lands.
2. Our client's lands are shown as within an "Employment Area" and within a "Community Node" on Schedule 1b "Urban System – City Structure". Policy 7.1.3.1 would permit additional uses.
3. Chapter 14 establishes the "Community Node" policies. These policies require future development applications to demonstrate how new development will contribute to the achievement of certain job density targets and population to employment ratio targets. The policies also contain minimum height requirements in certain circumstances.
4. The boundary of the Dixie/Dundas Community Node will be determined through a Local Area Plan review. Until this review is completed, the Official Plan policies are contained in the Dixie Employment Area Character Area policies.
5. Our client's lands are also shown to be within an "Intensification Corridor". Policy 4.4.8 provides minimum building heights but provided that these minimums do not apply for Employment Area. Our client's site is in an Employment Area and we therefore interpret the policies as not mandating minimum building heights.
6. Section 4.3.6 "Employment Areas" indicates that uses intended to serve the City's residential population will be discouraged from locating in these Employment

Areas. However, because lands are with an intensification corridor, Mixed Uses are permitted.

7. Our client's land are in an intensification corridor and therefore the policies of section 4.4 would appear to apply. Corridors permit mixed-use development with certain minimum density provisions. As noted above, because our client's lands are within an Employment Area the minimum density provisions do not apply.
8. Based on the foregoing review, it would appear that our client's existing zoning would conform to the Draft Plan. To the extent that our client's current zoning permissions may be diminished, restricted or otherwise circumscribed, our client will object to the proposed Official Plan.

Should you wish to discuss the foregoing, please do not hesitate to contact me.

Would you kindly ensure the undersigned is provided with notification of Council's decision with respect to the Official Plan.

Yours very truly,

AIRD & BERLIS LLP



Steven A. Zakem  
SAZ/sw

cc. Debbie Pacchiarotti  
Edith Devico  
Marianne Cassin

6863676.1

# Lethbridge & Lawson Inc.

Planning and Engineering Consultants

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J.D. Lethbridge B.Arch., MCIP, MRAIC, R.P.P.  
S.D. Lawson P.Eng.

June 18, 2010

City of Mississauga  
Planning and Building Department  
Policy Division  
300 City Centre Drive  
Mississauga, ON

Attention: Ms. Marianne Cassin

Dear Ms. Cassin:

Re: Draft Official Plan Mississauga  
Part Three: Land Use Designations  
Chapter 17 Employment Areas  
Part of Lots 7 and 8 Range 3  
NDS, City of Mississauga  
The Elia Corporation

On behalf of my client, The Elia Corporation, I wish to comment on "Chapter 17 - Employment Areas" of the draft Official Plan Mississauga.

The Elia Corporation owns lands on the south side of Central Parkway West with an area of approximately 7 hectares, a depth ranging from 124.55m to 165.3m and approximately 440m of frontage.

The lands are vacant and are designated "General Retail Commercial" on the Land Use Map of the Mavis-Erindale District of Mississauga Plan. The current "General Retail Commercial Policies of Mississauga Plan" permits residential uses in combination with retail commercial uses. As well, on "Schedule 10a Land Use Designation South" of the draft Official Plan the 7 hectares are designated "Mixed Use". The "General Land Use" designation of the draft Official Plan permits residential uses on lands designated "Mixed Use".

The lands are zoned C3 (General Commercial)-1.

In addition, The Elia Corporation owns the adjacent vacant lands to the east with an area of approximately 1.1 hectares with varying depth and 100. m of frontage on Erindale Station Road. The lands are designated "Business Employment" on the Mavis – Erindale Land Use Maps and are zoned E2-16.

It should be noted that both Mississauga Plan and the draft Official Plan do not allow residential development in Business Employment Districts or in Employment Areas.

Attached is a sketch with the subject lands outlined in red.

My client wishes to consider development of the subject lands for a combination of office commercial and residential uses.

The subject site is uniquely located within the District. The existing uses surrounding the site include offices to the west and east, a commercial plaza and elementary private school to the north and rail line to the south.

The existing development to the north provides a significant buffer and separation from the subject site to employment uses beyond.

"Subsection 4.20.2 Development Concept" of the Mavis-Erindale District Policies of Mississauga Plan requires that "any development will be functionally and visually compatible with adjacent residential land uses" outside of the District. Within the District, the lands adjacent to the subject site are already developed for land uses and in a built form compatible with residential land uses.

The subject site is well served by public transit with access to bus stops along Central Parkway West. The site is also within walking distance of the Erindale GO Station located north of Burnhamthorpe Road and west of Creditview Road.

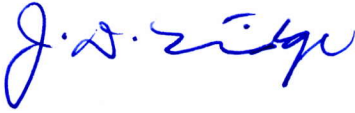
The residential component of the proposed mixed use development would provide the opportunity for residents to live in close proximity to work and to shopping and services.

In anticipation of applications by The Elia Corporation to permit a mixed use development including residential uses on the subject lands, it is requested that consideration of Subsection 17.1.2 Residential of the draft Official Plan be deferred as they apply to the subject lands to permit evaluation of allowing residential uses on the subject site in the Mavis-Erindale Employment Area and including the subject lands within 17.7.3 Special Site Policies as a site within the Character Area that merits special attention subject to policies permitting residential development in combination with office and commercial uses.

A deferral of the noted subsections as they apply to the subject lands would allow a comprehensive submission on the subject lands to be made to the City.

Would you kindly ensure we are provided with notification of consideration of our request by Council and/or Committee of Council.

Yours truly,



James Lethbridge, B.Arch., MRAIC, MCIP, R.P.P.  
Partner

Cc: Paul and Mario Elia  
Cc: Saul Shulman  
Cc: Vince Burns





# Lethbridge & Lawson Inc.

Planning and Engineering Consultants

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J.D. Lethbridge B.Arch., MCIP, MRAIC, R.P.P.  
S.D. Lawson P.Eng.

June 22, 2010

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

Attention: Ms. Marianne Cassin

Dear Ms. Cassin:

Re: Official Plan Amendment, Rezoning and Application  
Mississauga Files: OZ 06/027 W11  
De Zen Realty Company Limited and  
678604 Ontario Inc.  
Draft Mississauga Official Plan  
Streetsville Community Node  
Subsection 14.11.1.9 Mixed Use Policies

---

De Zen Realty company Limited and 678604 Ontario Inc. has made a private application for an Official Plan Amendment and Rezoning for lands located at 142, 148 and part of 120-158 Queen Street South.

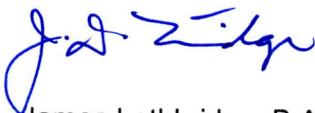
The subject lands are defined by application OZ 06/027 W11 and as outlined on Appendix I-4 of the May 25, 2010 Information Report.

Appendix I-4 is attached for your reference.

On behalf of my client, I wish to request a deferral of the "Mixed Use" policies for the Streetsville Community Node in the draft Mississauga Official Plan for the subject lands.

Alternatively, I would request that the policies in the draft Mississauga Official Plan be amended to be consistent with the Official Plan policies under application OZ 06/027 W11.

Yours truly,



James Lethbridge, B.Arch., MRAIC, MCIP, R.P.P.  
Partner

Cc: Sandro De Zen





# Lethbridge & Lawson Inc.

Planning and Engineering Consultants

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J.D. Lethbridge B.Arch., MCIP, MRAIC, R.P.P.  
S.D. Lawson P.Eng.

June 22, 2010

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

Attention: Ms. Marianne Cassin

Dear Ms. Cassin:

Re: Official Plan Amendment, Rezoning and  
Plan of Subdivision Application  
Mississauga Files: OZ 07/022 W7  
675553 Ontario Ltd.  
Draft Mississauga Official Plan  
Downtown Cooksville  
Special Site Policies – Site 4

675553 Ontario Ltd. has made a private application for an Official Plan Amendment, Rezoning and Plan of Subdivision for lands located at 90, 110 and 110 Dundas Street West on the south side of Dundas Street and east of Confederation Parkway.

The application has been appealed to the Ontario Municipal Board.

The subject lands are defined by Appendix I-4 of the January 13, 2009 Information Report attached for your reference.

On behalf of my client, I wish to request a deferral of the Special Site 4 policies for Section 12.4 Downtown Cooksville in the draft Mississauga Official Plan for the subject site until the Ontario municipal Board has dealt with the Appeal on the application.

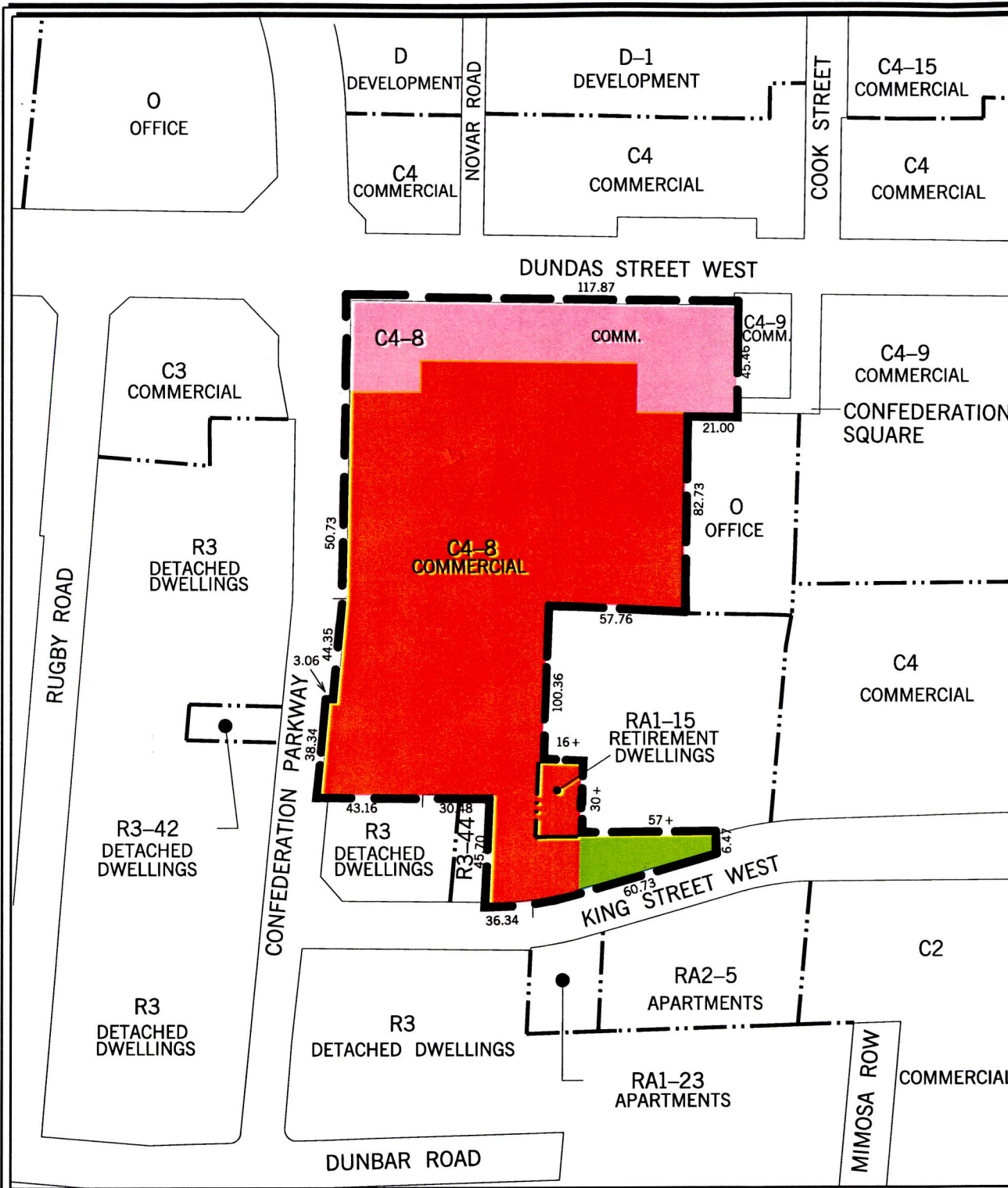
Alternatively, I would request that the policies in the draft Mississauga Official Plan be amended to be consistent with the Official Plan Amendment under application OZ 07/022 W7.

Yours truly,



James Lethbridge, B.Arch., MRAIC, MCIP, R.P.P.  
Partner

Cc: Jay Libfeld  
John Alati



# LEGEND:



SUBJECT LANDS



PROPOSED OFFICIAL PLAN AMENDMENT FROM "MAINSTREET COMMERCIAL-SPECIAL SITE 12" TO "MAINSTREET COMMERCIAL" AND PROPOSED REZONING FROM "C4-8" (MAINSTREET COMMERCIAL) TO "C4- EXCEPTION" (MAINSTREET COMMERCIAL) TO PERMIT 24 LIVE/WORK TOWNHOUSES.



PROPOSED OFFICIAL PLAN AMENDMENT FROM "MAINSTREET COMMERCIAL-SPECIAL SITE 12" AND "RESIDENTIAL HIGH DENSITY I" TO "RESIDENTIAL MEDIUM DENSITY II" AND PROPOSED REZONING FROM "C4-8" (MAINSTREET COMMERCIAL) AND "RA1-15" (APARTMENTS, LONGTERM CARE AND RETIREMENT DWELLINGS) TO "RM6-EXEMPTION" TO PERMIT 71 TOWNHOUSES ON A CEC PRIVATE ROAD) AND 56 BACK-TO-BACK TOWNHOUSES



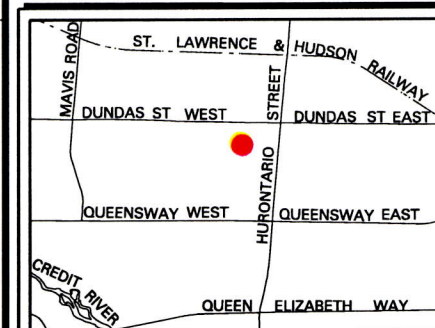
PROPOSED OFFICIAL PLAN AMENDMENT FROM "MAINSTREET COMMERCIAL-SPECIAL SITE 12" TO "RESIDENTIAL HIGH DENSITY II" AND PROPOSED REZONING FROM "C4-8" (MAINSTREET COMMERCIAL) TO "D" (DEVELOPMENT) TO IDENTIFY A LAND PARCEL FOR FUTURE DEVELOPMENT

NOTE: EXISTING ZONING DELINEATED ON THE PLAN  
PROPOSED ZONING INDICATED BY SHADING WITHIN  
THE APPLICATION AREA.



SUBJECT:

**675553 ONTARIO LIMITED  
(VIEWMARK HOMES)**



FILE NO:  
**OZ 07022 W7**

DWG. NO:  
**07022R**

SCALE:  
**1:2500**

PDC DATE:  
**2009 02 02**

DRAWN BY:  
**D. GREEN**

APPENDIX 1-4

**MISSISSAUGA**  
Planning and Building

Produced by  
**T&W, Geomatics**

# Lethbridge & Lawson Inc.

Planning and Engineering Consultants

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J.D. Lethbridge B.Arch., MCIP, MRAIC, R.P.P.  
S.D. Lawson P.Eng.

June 22, 2010

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

Attention: Ms. Marianne Cassin

Dear Ms. Cassin:

Re: Draft Official Plan Mississauga  
Plan of Subdivision Application  
Mississauga Files: OZ 09/011 & 21T-M9004  
Summit Eglinton Inc.  
Draft Mississauga Official Plan  
Uptown Major Node  
13.3.4 Special Site Policies – Site 2

Summit Eglinton Inc. has made a private application for an Official Plan Amendment, Rezoning and Plan of Subdivision for lands at 5081 Hurontario Street.

The subject lands are as defined by application files: OZ 09/011 and 21T-M9004.

On behalf of my client, I wish to request a deferral of the proposed Special Site 2 policies for the Uptown Major Node in the draft Mississauga Official Plan for the subject lands until the Staff Supplementary Report on the application is available.

Alternatively, I would request that the policies in the draft Official Plan be amended to be consistent with the requested Official Plan Amendment.

Yours truly,



James Lethbridge, B.Arch., MRAIC, MCIP, R.P.P.  
Partner

Cc: Gary Tiz



# MIRANET: Mississauga Residents' Associations Network

Submission re: Mississauga Draft Official Plan

June 22, 2010

## INTRODUCTION

We acknowledge, appreciate and take very seriously **Section 10: Promote Collaboration** as contained within the Draft Official Plan, particularly the statement in Section 10.1.1:

*"Mississauga encourages all individuals and groups to take an active interest in planning of the city".*

Where there is this active interest, we propose that public input, which can become increasingly informed over time, be enabled at the earliest possible stages.

We would recommend that to reinforce the importance of Section 10, virtually a social contract, – which is only 2 pages long and somewhat lost in the middle of the draft document – be moved up into a more prominent position within **Part 1: Introduction and Policy Context**.

We would also note that MIRANET provided a submission to Policy Planning Staff last year regarding the Urban Growth Plan (OPA-95), which now relates to OP Section 4:

[http://www.miranet.ca/docs/MIRANET\\_Letter\\_June\\_1\\_2009\\_re\\_Urban\\_Growth\\_Plan.pdf](http://www.miranet.ca/docs/MIRANET_Letter_June_1_2009_re_Urban_Growth_Plan.pdf)

► OP Section 4: Direct Growth

## Part 1. PROCESS

► OP Section 10: Collaboration  
Section 11: General Land Use Designations  
Section 19: Implementation

MIRANET group reps were very appreciative of the opportunity to attend the May 4, 2010 facilitated Workshop on the City's new Draft Official Plan. We were impressed by the number of City and Regional staff that attended with us in the workshop. In addition, the facilitator was excellent and certainly ensured that we kept to the focus while eliciting a diverse and meaningful list of comments.

A table of our Workshop comments has been provided to the participants and Staff by the facilitator, along with a list of specific statements citizens contributed to these points. These stand, particularly our universal comment, that the new Official Plan be defensible and defended by the City in the face of non-conforming and inappropriate development applications.

It was also very helpful for our Official Plan writing group to meet with Policy Planning staff John Calvert, Ron Miller and Angela Dietrich at City Hall on June 4, 2010. This meeting gave

us further background on the process of approval for the Official Plan and reassurance that there will be several opportunities to participate going forward.

Through the separate discussion groups and then as a full group at the end of the Workshop, we identified certain points or comments that were summarized by the staff in attendance. It is understandably difficult to capture the flavour or full meaning of a concern in a few words. Therefore, we thought that it would be worthwhile to highlight and summarize our significant concerns and comments.

The Official Plan is a very lengthy and complex document. We appreciate that the individual objectives are integrated rather than being addressed in their own 'silos'. We also believe City staff has done an admirable job in soliciting public input through a significant number of opportunities for citizen consultation.

We accept the need for a radically different approach to the Official Plan for a city which has been almost fully developed. It is therefore a plan for sustainability, enhancement and intensification. We are also very encouraged by the recognition of proper and desirable urban design as a part of new (re)development under the Draft Official Plan.

**Part 1** of this submission is meant as a further elaboration of the points raised at the Workshop. Having collectively identified many process-oriented concerns, clearly this is an area for citizen and staff examination and resolution to ensure we work well together.

The following are the specific points we wish to highlight:

### **1.1 Specific Quantifiable Controls**

The direction of the new plan is different than expected by the group. The new direction is more qualitative with an emphasis on the particular situation. There does not seem to be as much of a dependency on finite rules as we would have expected and it seems that individual applications will be decided in a more subjective environment.

On the surface, we disagree with this direction, and would prefer specific and coherent guidelines. Definite rules give direction to developers and City staff. Compliance with the objectives of the Plan and enforcement will be much easier if it is clearly defined. It seems that there is too much openness for interpretation left with the City staff.

We have certainly seen examples where existing zoning bylaws had the desired development limitations and yet a developer / builder applied to the Committee of Adjustment for significant variances and City staff did not recommend staying within the bylaws.

We believe decisions are much more defensible at the Ontario Municipal Board (OMB) if the development constraints are clearly documented.

In our subsequent discussions with Staff, it was put forward that in a fully developed city, most new development applications will be infill-type projects and that it is important to qualitatively assess the particular application based on the surrounding area and Official Plan designation.

This has led to our discussion below in **3.2 Mississauga Urban Design Advisory Panel: Expanded Role** which recognizes the need for qualitative analysis but with the proviso that consistent, professional oversight be brought to this process.

## 1.2 Height vs Built Form

Zoning has traditionally had restrictions both as to height and density / lot coverage (Floor Space Index or FSI). This combination has determined controls on the massing of the building on the site.

The new plan seems to be relatively firm on height limitations but does not address coverage limitations. Instead it talks in relatively general terms about side yard setbacks, landscaped areas and frontage depths in conformity with the particular areas. These are good ideals but again are open to interpretation. We believe there are benefits to all stakeholders by keeping in the FSI metric in particular. Down the road when scaled 3-D modeling is possible for visualizing the insertion of a proposed development into a community, the need for FSI may not be so great.

## 1.3 Transition Zones

The Plan identifies various different development zones. These different zones border on each other. Our group felt strongly that there need to be well defined controls to govern transition zones such that high density areas transition properly to neighbouring low density areas – no exceptions.

In community nodes, or neighbourhoods adjoining an urban growth corridor, it is particularly important to respect the lower density areas and afford adequate transition.

## 1.4 Transparency

The above points leave room for interpretation. This causes issues relating to transparency. Developers feel they are entitled to more density. Neighbours don't understand why decisions seem to have gone against their wishes. City staff must make different decisions on developments that may be similar in different areas. These potential or perceived conflicts may be hard to balance. Citizen engagement will be important to ensure there is good faith and understanding in the process.

## 1.5 Enable Citizen Participation

The process of drafting the new Official Plan has encouraged and utilized the resulting citizen participation. Ongoing citizen participation in the implementation and evolution of the Plan will also be very important. Facilitation of citizen participation through events such as the May 4 workshop, support in the provision of facilities and enhanced communication will be very valuable going forward.

## 1.6 Completion of Individual Local Area Plans

Many of the participants at the May 4 Workshop were interested in the more detailed Local Area Plans. We understand that it is in these plans that specific zoning and special sites will be identified, and these policies supersede those in the Official Plan. Without having these Local Area Plans complete, it is understandably hard to know the level of detail that we should be looking for in the Official Plan. It is important for groups like individual residents' associations and MIRANET to help city planners connect with residents and together enable participation in Local Area Plans.

## 1.7 Enlightened Waterfront Development

There were comments made by representatives of the communities that border the waterfront. The waterfront is naturally a major asset not only to the residents of Port Credit and Lakeview and potentially Clarkson, but also to all of Mississauga. The Official Plan itself does not address the waterfront in any detailed or comprehensive fashion, such that residents have a sense of direction. Indications are that the Local Area Plans for Port Credit and Lakeview (*both in review*) would address their respective waterfronts in more detail.

If Mississauga is to truly position itself as a waterfront City, as stated in the Strategic Plan and Official Plan, then a City-wide perspective must be made explicit. See our discussion in 2.4 below (regarding the strategic action to develop a waterfront destination) and 3.1 below (regarding a Mississauga Development Corporation).

## 1.8 Alignment of Planning Documents

The timing of the Official Plan is ideal as it is following so closely after the creation of the Strategic Plan. It is important to insure that the concepts which are imbedded in the Strategic Plan are carried forward into the Official Plan. The annual municipal Budget cycle must in turn provide the required funding to facilitate the actual accomplishment of the Strategic Plan through the implementation of the Official Plan to the full extent required.

In addition, we recognize that several Master Plans in progress (e.g. Cycling Master Plan, Downtown21 Master Plan, Hurontario Rapid Transit Study) will need to be incorporated at a future date. While understanding that the Official Plan is a living document that is constantly being amended, we look forward to some consistency through alignment of goals across the board, in order to realize the optimal economic conditions for implementation to meet multiple objectives (e.g. in regard to cycling infrastructure).

## 1.9 Incentives / Bonusing

- OP Section 6.3: Community Infrastructure
- Section 6.5: Cultural Infrastructure
- Section 19.7: Bonus Zoning
- Section 19.21: Community Improvement Areas

In order to fulfill neighbourhood completion plans and incent developers to build the City's desired product in the areas where significant changes are contemplated, we understand the City would consider development incentives or bonuses. These incentives may take the form of reduced development charges or Section 37 negotiations. This is practised in other municipalities and could be beneficial in Mississauga if conducted with clear, well understood goals.

The Official Plan briefly addresses this bonusing in Section 19.7. We understand that the specific development and area would govern the particular bonus and resulting benefit. However, it will be important to maintain the ideal of transparency.

The City has engaged a consultant to report on the issue of community bonusing and the Report which was expected by residents' groups in May 2010 will now be received in the Fall, too late to inform our comments at this stage. Once the consultant's Report is received, we request the opportunity to review and comment on it and the ensuing direction, before it is incorporated into the Official Plan approval process underway.

We would note under our discussion of **3.1 Mississauga Development Corporation**, below, that many of the same conditions or situations apply to the question of Incentives / Bonusing vs. involvement by a Development Corporation (e.g. in Community Improvement Areas) – the question is which tool can best be used to attract appropriate development and help fulfill the Official Plan?

Various of our representatives expressed concern at the two Workshops held by Policy Planning Staff on Community Bonusing (November 2009 and February 2010), that Section 37 or other incentives might become a normalized benefit package encouraging regular exceedance of recommended maximums. Both city and community expectations and development incentives need to be codified and discussed in more depth with the citizens in their communities.

Our Proposals, in **Part 3** of this submission, have grown directly from our thinking about Bonusing and other Process issues above, that together will impact the development climate in this City – a climate that we wish to be positive and harmonious and exciting as our communities get more involved in their own growth and change.

The authors of the Mississauga Official Plan are seeking more discretion and we hope the transparency and practical aspects of this new approach can be such, that in combination with creative incentives an exciting new era of urban development can be undertaken here.

#### **1.10 Draft Official Plan Contradiction: Cliffway Plaza development proposals (Ward 7)**

In stark contrast to the optimism stated above, we have before us the case study of the Cliffway Plaza site. At the May 4 Workshop, there was significant discussion on a proposed new development on the site of the existing retail/commercial plaza at the intersection of Cliff Road and the North Service Road. The existing zoning and use of the property already provide for the commercial, retail and recreational / health needs of the local community. MIRANET groups had been previously briefed on the proposed redevelopment of this "greyfield".



The developer had proposed a massive, inappropriate mixed-use development. As we understand the new Official Plan, this proposed development would not be allowed. It would be deemed a commercial site within a Neighbourhood zoning with a height restriction of four stories and kept as a desirable and compatible site within the community.

We have attached an addendum on this property which briefly summarizes the proposed development and provides the many reasons why this type of development in an established neighbourhood should not happen. We hope our understanding of the Draft Official Plan is correct and this type of development would not be allowed. We also hope that the new Official Plan is sufficiently supportable that it is not successfully challenged in violation of either Land Use designations or Urban Design guidelines.

And further to our discussion under **3.2 Urban Design Panel** and **3.3 Development Application Review Committee**, below, earlier involvement and collaboration with the citizens can help to avoid such situations in the future.

## **Part 2. PRIORITIES**

MIRANET has recently identified priorities from the City's new Strategic Plan, further to a facilitated Workshop it conducted for itself in April 2010. The Strategic Plan is an exciting Vision that residents believe in. The new Official Plan is a crucial means of implementing the Vision of the people's plan, the Strategic Plan. The Official Plan is an enabler for Mississauga to take its rightful place as an appealing, livable, independent and distinct city -- a city that works -- and is far more than just a suburb of Toronto.

Our priority Strategic Plan goals are enumerated in our Council deputation:

[http://www.miranet.ca/docs/MIRANET\\_Deputation\\_June\\_9\\_2010\\_re\\_Strategic\\_Plan.pdf](http://www.miranet.ca/docs/MIRANET_Deputation_June_9_2010_re_Strategic_Plan.pdf)

To review these priorities below in light of the Draft Official Plan, we seek Staff confirmation of strong policies in support of the following goals. We recognize that there cannot be perfect alignment across the two documents (Strategic Plan and Official Plan) because of the differing natures and structures inherent between a Vision statement and an Implementation plan, but we do seek confirmation that our top Strategic priorities are well represented within the Official Plan.

### **2.1 Build a connected multi-modal transportation system (MOVE pillar)**

- Accommodate the needs of cyclists and pedestrians: complete streets
- Implement real-time bus tracking and other transit reliability features
- Establish convenient transit stops within 10 minutes' walk

#### **► OP Section 7: Create a Multi-Modal City**

We are concerned about timeframes when it comes to Transportation. We do not wish to see more immediate and doable initiatives (per above, for example) sacrificed to a longer-term drive for higher-order transit. And in particular, with reference to our discussion under Bonusing (1.9, above), we question whether all development charges henceforth should be dedicated to future rapid transit which may be 10-15 years off and subject to a variety of

funding scenarios. Transit users now are entitled to whatever relief can be provided to improve the experience, as indeed are drivers and cyclists. Each mode of transportation has its purpose, and needs to be properly supported now. Balance cannot be attained if any mode is neglected; **choice** will provide our greatest opportunity to relieve gridlock, encourage healthy communities and become a more livable city.

We have the example before us of Toronto, which simply doesn't work for vehicles, and positions cycling as competing rather than compatible within the road allowance. The congestion long foreseen is now beyond managing. There is an infrastructure planning and building disaster underway that cannot be avoided because the City's political leaders had neither the vision nor the courage to do what needed to be done at the time

If Mississauga can overcome its natural and transportation barriers, and connect the City in an adequate and logical way, the resultant flow will become one of our greatest assets. While recognizing that the Cycling Master Plan is yet to be positioned within the OP, can Staff comment on the other modes as described in **Section 7: Create a Multi-Modal City?**

As has been noted many times by various stakeholders, all illustrative material in the OP should reflect the ideal (complete) multimodal street layout (e.g. Figure 7-2 does not do this).

## 2.2 Support aging in place (BELONG pillar)

- Provide alternative housing types, designs and tenures in each neighbourhood
- Designate older adult clusters in nodes to provide better access to services, greater independence and a higher quality of life in mixed-use areas and urban corridors of the city, which offer everyday necessities of life within a short walk

► OP Section 6.2: Housing  
Section 6.3: Community Infrastructure

How does this tie-in with Regional involvement with housing policy and social services?

## 2.3 Develop walkable connected neighbourhoods (CONNECT pillar)

- Complete neighbourhoods with accessible public squares
- Build libraries or community centres within a 10-15 minute walk
- Pedestrian-first streets

► OP Section 6: Complete Communities.  
Section 19.18: Public Open Space and Recreational Facilities

Has the 2010 Future Directions Master Plan been incorporated into the Draft Official Plan?

## 2.4 Create great public spaces (CONNECT pillar)

- Provide appealing destinations like interesting parks, plazas and unique natural environments
- Establish an international landmark destination on the waterfront
- Create "Central Park"

- OP Section 5.3.2.4: Lake Ontario Shoreline
- Section 6.6.2: Lake Ontario Waterfront
- Section 19.18: Public Open Space and Recreational Facilities

We suggest that Waterfront get its own tab in **Part 2: City Wide Policies** i.e. replace **Section 10: Collaboration** (which should move to Section 3) with **Section 10: Waterfront Development**, to more comprehensively address the entire Mississauga waterfront on Lake Ontario. See also reference to this under **3.1 Mississauga Development Corporation**, below.

## **2.5 Create partnerships for innovation (PROSPER pillar)**

- Promotion of Centre of Health Care Excellence
- Sharing of emerging, innovative and creative industries

- OP Section 9: Foster a Stronger Economy.

As with the Mississauga Development Corporation below (our 3.1) the City needs to actively pursue Economic Development opportunities as well.

## **2.6 Lead and encourage environmentally responsible approaches (GREEN pillar)**

- Conserve, enhance and connect natural environments
- Pursue renewable energy production and use
- Develop green development standards

- OP Section 5: Value the Environment.
  - Section 5.6 Air Quality
  - Section 9.7 Energy and Power Generation

MIRANET has made a deputation re Air Quality in Mississauga and our taxed airsheds:  
[http://www.miranet.ca/docs/MIRANET\\_Deputation\\_May\\_26\\_2010\\_re\\_FPM\\_Bylaw.pdf](http://www.miranet.ca/docs/MIRANET_Deputation_May_26_2010_re_FPM_Bylaw.pdf).

With reference to the statement in Section 9.7 Energy and Power Generation: “... *it is essential that power generating facilities be located in appropriate locations away from residential and other sensitive uses*”, we would ask for further clarification.

While the Province can currently situate energy infrastructure according to its own dictates we would nonetheless request a stronger policy foundation in our own Official Plan to support future initiatives the City may decide to take, and begin to correct past planning/zoning decisions that have left Mississauga vulnerable to air pollution in densely populated areas.

## **Part 3. PROPOSALS**

Further to a well-defined Bonusing practice (per 1.4 above), the proposals below build on our quest for policy planning tools that could help make the City's Vision happen. We have done some research into best practices; and it is exciting that these are transferable to our unique Mississauga context.

We do wish to be practical and ensure that necessary infrastructure support is properly funded and phased in as the Official Plan is implemented. We like the idea of a varied tool kit with the possibility for alternate funding streams. We want to be bold now, and leave no stone unturned in order to realize our City's great potential. Discussions with Planning staff in the preparation of this submission clearly show we're all in this together to 'make it happen'. We look forward to ongoing interaction to examine these (and other) scenarios in Mississauga's new era.

### **3.1 Mississauga Development Corporation: An Idea Whose Time has Come**

#### **► OP Section 19: Implementation**

We suggest a new sub-section is needed here to address the following proposal:

As citizens, and as a City, we can't afford to wait for appropriate development to come to us in order to realize our Strategic Plan's competitive advantage.

In order to attract new and creative residents, who will choose to be here, we need enlightened and timely development to spur and incent this positive contribution and activity within designated areas throughout the City. Even when the market isn't ready, it is important to model development excellence and show leadership through creative investment partnerships. We would note that when the market isn't ready, bonusing and incentives (See 1.4 above) would most likely prove ineffective. A development corporation could be charged with finding transformational opportunities that will in turn attract the private sector.

Candidate areas which could benefit from the proactive and collaborative approach of a development corporation include:

- Designated Community Improvement Areas (Section 19.21)
- Downtown Core (Section 12: Downtown)
- Communities requiring completion per Local Area Plans (Section 16: Neighbourhoods; appended Local Area Plans)
- 'Special Purpose' areas including the airport, university area (Section 18)
- Corporate Centres (Section 15)
- Natural infrastructure areas requiring sensitive treatment for an environmental legacy, e.g. Credit River Valley (Section 5)
- Waterfront destinations

With regard to this last bullet (Waterfront), this issue came up during the May 4 Workshop (per 1.8 above) and appears again as a strategic priority (per 2.4 above). We believe that the

strategic interests of the waterfront to the entire City, and the local needs and preferences of the local residents can best be served through the *option* of a public development corporation to review master planning of large parcels, public acquisition of lands, brownfield remediation and investment opportunities, such as may also be strategically desirable in other parts of the City. Context, balance, opportunity and policy impact within the entire City need to be considered when public intervention and investment is used as a policy tool.

While the main role of a public development corporation in Mississauga might traditionally be seen as the development of publicly-owned sites to achieve public policy goals such as increased flexibility and sustainability in housing, in fact meeting the goals of our Strategic Plan means that the City should consider acquisition and assembly of land to support the development of mixed uses, including employment uses, especially in the Downtown core.

The consequence is the City's own investment and participation in the increase in property value that results from this development process tool, with the opportunity of utilizing such profits to support further investment in other projects.

Through a publicly owned development corporation, Mississauga ratepayers can benefit from a new revenue stream based on the increasingly attractive development potential of a maturing City with an ambitious and confident sense of itself.

We would ask that Policy Planning Staff evaluate this feasibility, including financial aspects, within the context of Mississauga's Draft Official Plan.

### 3.2 Mississauga Urban Design Advisory Panel: Expanded Role

#### ► OP Section 8: Build a Desirable Urban Form.

We believe the urban design component is absolutely critical to the success of new (re)development in our built-out city. In 1.1, above, we have expressed our concerns about keeping quantifiable measurements to predict, compare and contain development within agreed parameters that protect neighbourhoods, define transition zones and provide defined and defensible guidelines.

But to attract extraordinary development which would seek to implement our Official Plan in innovative and unthought-of ways, or to assess in-fill development in keeping with local character values, we must also have other parameters, and 'Section 8 Build a Desirable Urban Form' is an excellent primer on the fundamentals of Urban Design.

We do find this section contains indefinite language such as 'generally', 'encouraged' and 'should' alongside terms like 'must', 'will' and 'ensure'. Is this conscious? What is the rationale? And given past experience where such indefinite language has not held up at the OMB, how is it proposed that qualitative urban design standards be upheld?

While citizens can readily understand parameters such as number of storeys, number of units, FSI, etc, we recognize that urban design requires professional judgement, consistently applied. This in essence provides a track record for the City to defend on policy grounds.

That said, we are looking at the opportunity to support the successful implementation of the new Mississauga Official Plan by encouraging the City to enable and strengthen the currently voluntary Mississauga Urban Design Advisory Panel, and see it become something more closely resembling the benchmark Vancouver Urban Design Panel, perhaps with some localized specialties for particular evolving communities within the City.

We have been researching the Vancouver experience and the operation of VUDP and its proven benefit to community development and best design practices, even though 'only' an advisory body. Vancouver's success at becoming a livable city was built on 4 familiar sounding aspects – i) the conservation of single family unit neighbourhoods, ii) citizen participation in the creation of first a city wide and then neighbourhood visions, iii) the planning and building of comprehensive waterfront projects and, iv) strategies for creating a livable downtown.

Mississauga is on its way. In 2007 the Mississauga Planning and Building Department initiated a pilot design review process on select projects for the City's downtown. This year Planning Commissioner Ed Sajecki (in his Corporate Report dated February 17, 2010) lauded the work of the MUDAP for improving the quality of 15 new projects and urged support for continuing the Panel's good work. The Report draws comparisons with the Vancouver model in terms of MUDAP's continuance. We agree with this assessment and see an expanded role for this panel as a key tool in providing developers at the earliest stages with clear and useful insights into the new expectations for urban design in Mississauga, especially during our transitional context as a maturing City.

The Vancouver Urban Design Panel meets every 2 weeks and reviews over 30 projects a year. The Vancouver meetings are public. MUDAP meets monthly and considers 7 or 8 projects per year, and the meetings are not public. We recommend the Mississauga Panel's duties be extended to review significantly more projects across the city, to provide consistent acceleration in the delivery of urban design excellence.

In order to assist in this ramp-up we would also recommend that the MUDAP rosters be expanded and include relevant community advocates and place making specialists as well. Public access to the process is also part of our education and engagement, if only as observers.

We would ask that Policy Planning Staff evaluate an expanded role for the MUDAP, including citizen involvement, within the context of Mississauga's Draft Official Plan.

### **3.3 Development Application Review Committee (DARC): Citizen Involvement**

#### **► OP Section 19.3: Development Applications**

In the interests of enhanced citizen participation in the development application process, starting at the very beginning of the cycle, we would ask that Policy Planning Staff evaluate how best to incorporate citizen involvement at the earliest stages, when community impact issues and possible community infrastructure bonusing discussions may be taking place.

With an acronym that bespeaks the current citizen ignorance of development inquiries at the exploratory stage, we propose DART: Development Application Review Team, which would enable citizens to be collaborative at the initial design stage, rather than reactive, which is all we can be at the approval stage. Imagine a City where development applications are a welcomed and recognized method of implementing our Strategic and Official Plans soonest, where citizens understand the approval process, and developers in turn respect the community aesthetic and functional needs.

### 3.4 Parking Strategy: A Comprehensive, Urban Approach

#### ► OP Section 7.4: Parking.

Parking is an increasingly critical issue that will either help or undermine the City's goals relating to the transportation grid, infill development and infrastructure investment for the foreseeable future. Parking and traffic planning in Mississauga lag seriously behind the Strategic Plan and Official Plans and must be brought up to date quickly to avoid serious problems. The solutions and policies in sensitive infill / re-development areas must be different than in greenfield areas.

Within our now-urban environment, and within the context of Mississauga's Draft Official Plan, the following actions are available to be taken immediately:

- a) Make parking and traffic policy subordinate to District Plans and the Strategic Plan until they are aligned with the City's current needs. This is especially critical to allow intelligent infill development while the traffic plan catches up to more current District and OP principles. It is vital to avoid destructive unintended consequences of out-of-date parking and traffic policies rooted in Mississauga's old greenfield era.

Under current rules, it is virtually impossible for a narrow mainstreet location to be redeveloped into a highly desirable restaurant or other intensive uses without punitive "Parking in Lieu (PIL)" penalties charged according to a set ratio of parking spaces allocated to particular land uses.

Current parking policy encourages the wrong kind of development, with increased height / density required above ground to finance the below-grade parking which must be built to satisfy the parking requirements of a constrained site.

Vulnerable infill developments in sensitive areas like the main streets and redevelopment areas of Streetsville, Clarkson, Cooksville, Lakeview and Port Credit are at greatest risk while parking and traffic policies are in limbo. These are the areas where parking policy can no longer be *ad hoc* and site-specific. They must satisfy needs on an area or district-wide basis and innovate to meet long term goals with public, private and 3P involvement. They must include all stakeholders' needs as described in District Plans and the OP.

- b) Ensure that the terms of reference of any upcoming parking and traffic studies in the City are mandated to serve the goals of the Strategic Plan and subordinated to District Plans. It is vital that the scope of these studies include:

- current municipal parking garages and lots
- municipal participation in private developments
- public-private partnerships
- on-street parking that suits both adaptive re-use and new-build
- transition strategies from free to paid parking
- close collaboration on parking strategy with pedestrian and bicycle initiatives

c) Leverage the experience of others. We can accelerate the speed and quality of Mississauga's parking development by entering into a working relationship with well-established parking authorities in the GTA for advice and support to quickly ramp-up a coherent parking strategy and services in Mississauga.

The Toronto Parking Authority (TPA) is one of the largest, and most sophisticated, municipal parking authorities in North America. They know the GTA and have first-hand experience with both suburban sprawl issues and sensitive urban re-development. They have proprietary technology, state-of-the-art processes, deep BIA relationships, extensive experience with 3P development and expertise to address virtually all of the issues Mississauga faces today.

The TPA operates on a self-funding basis and returns a multi-million dollar profit to taxpayers every year.

d) Establish a Mississauga Parking Authority.

**ECONOMIC NOTE:** In this submission we have suggested a variety of practical means to fulfill our vitally important Strategic Plan, which will enable future residents of Mississauga to enjoy prosperity and innovation in a competitive and diversified City. We would note that there is economic value in the Official Plan. And this reflects research into how humans are engineered as opposed to the properties of concrete. Money is where the attachment is – comfortable, proud, engaged people spend. Aesthetic urban design and orderly natural and built infrastructure development are assets with cash value of transformative importance to the commonwealth of the City. It is imperative that we find new and creative ways to fund our Vision and implement our Official Plan.

**SUBMITTED BY:**

MIRANET Writing Team on the Draft Official Plan

Jim Danahy	Co-President, Town of Port Credit Association (TOPCA)
Mike Douglas	President, Sheridan Homelands Ratepayers' Association
Andrew Gassmann	Co-President, Cooksville-Munden Park Homeowners' Assn. (CMPHO)
John McKinnon	Chairman, Credit Reserve Association (CRA)
Dorothy Tomiuk	MIRANET Spokesperson

**APPENDIX below....**





4. ***The Proposed Development will also result in the demolition of the Fitness Institute.*** The Fitness Institute has been serving the fitness needs of the community for over 35 years and is one of the best fitness facilities in the country, boasting over 3500 active local members.
5. ***Increased strain on public services.*** The proposed intensification would strain public services, especially local hospitals such as Trillium Health Centre, and schools which are already over capacity, as cited in the first set of comments from Planning and Development.
6. ***Adverse traffic, parking and safety impacts.*** This type of high-density development would have significant concerns about the traffic, parking and safety impacts to North Service Road, Cliff Road and the surrounding residential streets following the introduction of 855 new residential units.
7. ***Reduced Privacy.*** The impact of the Proposed Development on the privacy of area residents is also a significant concern. Occupants of the high-rise building would have full view into the surrounding backyards. This could lead to criminal activity, as the comings and goings of community residents could be easily monitored. This significant change to their perceived safety and peace-of-mind is simply not fair to these residents, who pay a premium for large, mature, secluded lots and pay the increased corresponding property taxes for such a privilege.
8. ***Adverse impact of possible rental units.*** Since most of the units being proposed are very small in nature, there is a risk that these may turn into low-income rental units.
9. ***Health issues.*** There are major health concerns about siting new high-rise residential developments within 300 feet of the QEW, especially around air quality. Additionally, the QEW HOV lane expansion, as contemplated by the Ministry of Transportation, would narrow this setback even more.
10. ***Disruption caused by construction.*** The Proposed Development would be constructed over three (3) phases, which would result in a steady stream of construction for area residents for 10 years or more. This will result in a decade of dust and noise pollution, traffic jams and an overall decrease in the quality of life of all area residents.

### CONCLUSION:

This site was zoned as commercial for good reason and should remain as such to service the needs of the community. Unfortunately, the proposed mix of reduced commercial retail and office space, high-rise condominiums, high-density town homes and retirement residences is entirely inappropriate and is not in keeping with the character or the needs of the area and is thus not in the public interest... and certainly would be out of line with the new Official Plan.

## Response to Comments Table - Addendum

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
1. Introduction and Policy Context					
Mississauga Residents Associations Network	1 Introduction and Policy Context	Given the importance of public engagement, Section 10:Promote Collaboration should be moved to a more prominent location in Part 1, Introduction and Policy Context	Agreed	1.	That Section 10, Promote Collaboration be moved to Part 1, Introduction and Policy Context.
4. Direct Growth					
Mississauga Residents Associations Network	4.3.2 Major Nodes, 4.3.3 Community Nodes	Designate older adult clusters in nodes.	Upon further review, the role of Major Nodes and Community Nodes should be clarified to indicate they are intended to serve as older adult clusters where community infrastructure, services, and programs will be directed to provide convenient access for older adults.	2.	<p>That 4.3.2, Major Nodes be amended by adding the following:</p> <p><u>Major Nodes are intended to serve as older adult clusters where community infrastructure, services, and programs to serve the needs of older adults will be directed.</u></p> <p>That 4.3.3, Community Nodes be amended by adding the following:</p> <p><u>Community Nodes are intended to serve as older adult clusters where community infrastructure, services, and programs to serve the needs of older adults will be directed.</u></p>

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
Steven Zakem, Aird & Berlis, on behalf of Dundas Dixie Developments Ltd., 1212763 Ontario Ltd. and 1212765 Ontario Ltd.	4.3.3 Community Nodes 4.4.8 Corridors, 17.1.1. Employment Areas, General	Seeks confirmation their clients lands on the south side of Dundas St. E., east of Dixie Road, are designated "Mixed Use", located within an Employment Area and an Intensification Corridor, and within the boundary of the Dundas / Dixie Community Node. Based on this understanding, the respondent suggests the lands are subject to policies regarding employment density targets, population: employment ratios, are not subject to minimum height requirements, and may be subject to city initiated zoning amendments which may restrict current zoning permissions.	<p>The subject lands are proposed to be designated "Mixed Use". While the lands are conceptually shown as being within the Dundas / Dixie Community Node, the boundaries of the Node will be determined through a local area plan. Until the Community Nodes are determined the lands will be subject to the Dixie Employment Area policies.</p> <p>Since the lands are within an Intensification Corridor, they are not subject to minimum density provisions. However, a minimum height of two storeys applies to Corridors, except those within Employment Areas. This policy should be amended to clarify that the minimum height exemption does not apply to lands along an Intensification Corridor.</p> <p>The City has three years to amend the zoning by-law to</p>	<p>3. That the last sentence of 4.4.8 be revised as follows:</p> <p>Except <del>for</del> <u>along Intensification Corridors and</u> within Major Transit Station Areas the minimum building height will not apply to Employment Areas.</p> <p>That 17.1.1.1 be revised as follows:</p> <p>That Land on a Corridor will not be subject to the two storey height minimum <u>except along Intensification Corridors and</u> within Major Transit Station Areas. Local area plans or planning studies may establish height requirements.</p> <p>That the new figure "Table of heights, ratios and density" proposed in Appendix 4 of the report titled "Report on Comments – Draft Mississauga Official Plan" dated June 8, 2010 from the Commissioner of Planning and Building, be revised to indicate that a minimum two storey height will be required for lands along an Intensification Corridor within an Employment Area.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
			conform to the Plan, however, the Dundas Corridor Study may have implications for land use, density, heights and built form for the subject lands.		
<b>5. Value the Environment</b>					
Dufferin-Peel Catholic District School Board	5.1.10 Introduction	Request this policy to read "Schools and daycares located next to highways must have regard for the safety of students and children in relation to the highway."	5.1.10 is recommended for deletion in Recommendation 14 of the June 8, 2010 report as it is covered in 5.1.11, which permits these uses, provided the adverse effects of the highway are mitigated.	4.	No action required.
Dufferin-Peel Catholic District School Board	5.3 Green System	Request clarification of the policy that parks and open spaces have the potential to be managed in a manner that supports and enhances the Natural Areas System.	This policy encourages the owners to manage the open space on their lands, such as school yards, in a manner that supports the Natural Areas System, by such means as tree planting, naturalization, and maintaining permeable areas.	5.	No action required.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
11. General Land Use Designations					
Ontario Realty Corporation	11.2.1.1 b Uses Permitted in all Designations	The description of electric power supply facilities be changed from “electric power supply and transmission facilities” to “electricity transmission and distribution facilities” .	The requested change is acceptable and will not permit power generating facilities.	6..	That 11.2.1.1 b be revised to read:  <del>electric power supply and transmission facilities</del> <u>electricity transmission and distribution facilities</u> ;
Ontario Realty Corporation	11.2.2.1 Utility	Request “electricity transmission and distribution facilities” be added as a permitted use to Utility.	Electricity transmission and distribution facilities are a permitted use in all designations, including Utility.	7.	No action required.
Ontario Realty Corporation	11.2.2.1 Utility, 11.2.4 Open Space, 17.1.9.1, Employment Areas, Utilities	Request the following be added as permitted uses in Utility: “Secondary land uses such as active and passive recreation, agriculture, community gardens, other utilities and uses such as parking lots and outdoor storage that are accessory to adjacent land uses, shall be permitted within provincially owned hydro corridors where	The term “Secondary land uses such as” is open ended and not appropriate. “Active and passive recreation facilities” are considered community infrastructure or parkland, and are permitted in all land use designations, except Greenbelt. The Plan uses the term “Urban Agriculture” instead of agriculture, and permits community	8.	That 11.2.1.1 be amended by adding community gardening as a permitted use in all land use designations, except Greenbelt.  That 11.2.4.2 and 11.2.4.3 be amended by deleting “community gardening” .  That 17.1.9.1 be revised as follows:  Outdoor storage will be permitted <u>accessory to a permitted land use adjacent to</u> <del>in</del> electric power rights-of-way.



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
		they are compatible with surrounding land uses and reviewed/approved by the utility provider.”	gardening on lands designated “Open Space”. Upon further review, community gardening should be permitted in all land use designations instead of “Open Space”. The request for “other utilities” is too broad, and parking is currently permitted. The request for outdoor storage is inappropriate in all locations. The Plan permits outdoor storage only on lands designated “Utility” in Employment Areas”. Upon further review, this permission should be clarified to permit outdoor storage only if accessory to an adjacent permitted land use.		

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
Ontario Realty Corporation	11.2.3.7, Greenbelt	Greenbelt should be revised to permit electricity transmission and distribution facilities, if other options are not feasible.	The existing prohibition of electricity transmission and distribution facilities in Greenbelt by Mississauga Plan should be maintained in the Plan. Permitting such uses is contrary to the Greenbelt intent of protecting property from natural hazards, and protecting, enhancing and restoring the natural areas system	9.	No action required.
<b>16. Neighbourhoods</b>					
James Lethbridge, Lethbridge & Lawson Inc. on behalf of 675553 Ontario Inc.	12.4 Downtown Cooksville Special Site 4	Special Site 4 policies should be deferred pending the Ontario Municipal Board consideration of an official plan amendment application or the draft plan should be amended in accordance with the proposed OPA.	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.	10.	No action required.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
James Lethbridge, Lethbridge & Lawson Inc. on behalf of Summit Eglinton Inc.	13.3 Major Nodes Uptown Node Special Site 2	Special Site 2 policies should be deferred pending Council consideration of an official plan amendment application or the draft plan should be amended in accordance with the proposed OPA.	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.	11.	No action required.
James Lethbridge, Lethbridge & Lawson Inc. on behalf of De Zen Realty Company limited and 678604 Ontario Inc.	14.11.2 Community Nodes Streetsville Community Node Land Use	Land Use policies should be deferred pending Council consideration of an official plan amendment application or the draft plan should be amended in accordance with the proposed OPA.	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.	12.	No action required.
Ontario Realty Corporation	16.2.3.2.2 f Applewood Special Site Policies, 16.6.3.2 d Cooksville Environmental Planning Areas, 16.15.3.3 d Malton Environmental Planning Areas,	These sections prohibit electrical substations within natural hazard areas in accordance with the Provincial Policy Statement. Electrical substations are subject to the <i>Environmental Assessment Act</i> and on occasion have been required to be located within a flood plain	The request is contrary to the Provincial Policy Statement and is not supported.	13.	No action required.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
	17.4.4.1.1 f Dixie Special Site Policies	subject to the appropriate safeguards. As such, the prohibition of "electrical substations" should be deleted from these sections.			
James Lethbridge, Lethbridge & Lawson Inc. on behalf of The Elia Corporation	17.1.2 Employment Areas Residential	17.1.2 which states that residential uses will be permitted only in the Dixie Character Area, should be deferred as it applies to lands on the south side of Central Parkway West, west of Erindale Station Road, to consider the redesignation of these lands to Mixed Use.	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.	14.	No action required.
	17.7.3 Employment Areas Mavis Erindale Land Use	17.7.3 which lists permitted Business Employment uses, should be deferred to consider a change to permit residential and commercial uses on the subject lands.			No action required.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
Schedules					
Dufferin-Peel Catholic District School Board	Schedule 10: Land Use Designations	Schedule 10-Land Use Designations should be amended to identify the following:  St. Mary, St. James and Blessed Trinity elementary schools, the reserved elementary school site west of Festival Road, south of Bala Drive, and the future Loyola Catholic Secondary School at the southwest corner of Sladeview Crescent and Ridgeway Drive.	Agreed.	15.	That Schedule 10-Land Use Designations be revised by adding:  St. Mary, St. James and Blessed Trinity elementary schools, the reserved elementary school site west of Festival Road, south of Bala Drive, and the future Loyola Catholic Secondary School at the southwest corner of Sladeview Crescent and Ridgeway Drive.
Ontario Realty Corporation	Schedule 10: Land Use Designations	Request confirmation that all provincial hydro corridors are designated “Utility”.	Based on information supplied by the Province, all provincial hydro corridors are designated “Utility”.	16.	No action required.
Local Area Plans					
Community Services Department	Downtown Core Local Area Plan, Land Use Map	Downtown Core Local Area Plan Land Use Map should be amended to include new public open space.	Agreed.	17.	That the Downtown Core Local Area Plan Land Use Map be amended to include new public open space as shown on the map attached to the memorandum from Community Services Department.

