



Corporate Report

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CD.03.MIS

D8 7 ***MAR 21 2011

DATE: March 1, 2011

TO: Chair and Members of Planning and Development Committee
Meeting Date: March 21, 2011

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed New Mississauga Official Plan – Requested
Modifications - Report on Comments**

- RECOMMENDATION:**
1. That the requested modifications contained in the report titled “Proposed New Mississauga Official Plan – Requested Modifications”, dated December 14, 2010, from the Commissioner of Planning and Building, as amended by the recommendations in the report titled “Proposed New Mississauga Official Plan – Requested Modifications - Report on Comments” dated March 1, 2011, from the Commissioner of Planning and Building, be approved.
 2. That the City Clerk be authorized to forward the requested modifications contained in the reports titled “Proposed New Mississauga Official Plan – Requested Modifications”, dated December 14, 2010, from the Commissioner of Planning and Building and “Proposed New Mississauga Official Plan – Requested Modifications - Report on Comments” dated March 1, 2011, from the Commissioner of Planning and Building, to the Region of Peel for incorporation in the Notice of Decision on Mississauga Official Plan.

BACKGROUND:

City Council, on January 19, 2011, considered the report titled “Proposed New Mississauga Official Plan – Requested Modifications” dated December 14, 2010 from the Commissioner of Planning and Building and adopted the following:

“That a public meeting be held to consider modifications to be requested of the Region of Peel to modify the proposed new Mississauga Official Plan as recommended in the report titled “Proposed New Mississauga Official Plan – Requested Modifications dated December 14, 2010, from the Commissioner of Planning and Building”.

Further, on February 23, 2011, City Council adopted the following recommendations:

- “1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on February 14, 2011 to consider the report titled “Proposed New Mississauga Official Plan - Requested Modifications” dated December 14, 2010, from the Commissioner of Planning and Building, be received.
2. That staff report back to the Planning and Development Committee on the submissions made with respect to the report titled “Proposed New Mississauga Official Plan - Requested Modifications” dated December 14, 2010, from the Commissioner of Planning and Building.
3. That the following correspondence commenting/expressing concerns on the Proposed New Mississauga Official Plan – Requested Modifications, be received:
 - (a) e-mail dated February 11, 2011 from Randall Roth, MMM Group Limited on behalf of EL-AD Group (Canada) Inc., owners of the property located at 1370 Dundas Street (Dun-Dix Plaza);
 - (b) e-mail dated February 14, 2011 from Bridgette Alchawa, Aird & Berlis LLP on behalf of First Capital Realty Inc., owners of property located at 925 Rathburn Road; and

- (c) e-mail dated February 14, 2011 from Phillip Stewart, Principal, Pound & Stewart Planning Consultants on behalf of Orlando Corporation respecting its lands located with the City of Mississauga.

COMMENTS:**Public Consultation Process**

On February 14, 2011, a public meeting was held to consider the requested modifications to the proposed new Mississauga Official Plan (hereafter referred to as “the Plan”). At the meeting, one person addressed the Planning and Development Committee (PDC) – Mr. Ed Morgan, While Elm Investments. Nine written submissions were also received (See Appendix 1).

In addition to the public meeting, residents and other stakeholders were invited to attend two open houses held on February 4 and 7, 2011.

Proposed Revisions to the Requested Modifications to the Plan

Planning and Building Department staff have considered the results of the public meeting, as well as comments received in writing and propose revisions to the requested modifications to the Plan, where appropriate. The proposed revisions 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.

Key issues raised during the consultation process are as follows:

1. Development Master Plan

A number of concerns were raised regarding the addition of a requirement for a development master plan, where the review of a Character Area, Corridor or Major Transit Station Area has not been

completed within five years of a development application being submitted. The concern is that this requirement should not be a part of a complete application and it should be evaluated on a case by case basis.

The wording of this requirement indicates that it “may” be required. The requirement will not be mandatory for all applications. The need and extent of the development master plan will be determined by the City and used to ensure that orderly development occurs and that the policies of the Plan will be achieved. No change to the requested modification is required.

2. Market Conditions

Another concern that was raised is the addition of a new policy that states that market conditions may not be used as planning justification in support of a development application. This policy was proposed to provide clarity in the implementation of official plan policies. Although the official plan does not say that market conditions are valid criteria for evaluating development applications, proponents have cited market conditions as a factor in shaping the nature of their application. Some respondents indicated that the proposed policy is contrary to the Provincial Policy Statement and common planning practice.

Nothing in the Provincial Policy Statement or the Growth Plan supports the suggestion that market conditions should be used as planning justification. Cost-effective development refers to making the best use of efficient infrastructure and land. Further, land requirements and land use patterns are to be based on the provision of lands for a range of uses at “densities which efficiently use land, resources, infrastructure and public service facilities”.

Planning decisions should be based on “good planning”. Market conditions vary with economic cycles and the City does not have access to a detailed pro forma from applicants to fairly evaluate applications. Market conditions will determine “when” a development will happen, but should not be used to determine “what” should happen. No change to the requested modification is required.

3. Cycling Master Plan

A number of concerns were raised by respondents regarding some of the policies proposed to be added to the Plan as a result of the Cycling Master Plan. The policies in question state that the municipality may acquire lands beyond the designated right-of-way widths to accommodate necessary features including cycling routes. In addition, decisions regarding the detailed characteristics and development of primary and secondary cycling routes will be guided by a Cycling Master Plan. The concern is that the requirement for lands beyond the designated rights-of-way has not been identified in either the Plan or the Cycling Master Plan, which results in uncertainty for land owners.

Upon further review, the policies should be clarified to indicate what facilities are included within a designated right-of-way, where additional lands may be required for a right-of-way and when an official plan amendment is required to change a designated right-of-way (see Recommendation 7 in Appendix 2).

Approval of the Plan

This report recommends that the Region of Peel be requested to modify the proposed new Mississauga Official Plan in accordance with the recommendations in the report titled “Proposed New Mississauga Official Plan – Requested Modifications”, as amended in Appendix 2 of this report.

The Province has delegated approval authority to the Region and within 180 days, the Region may approve; modify and approve as modified; or refuse to approve part, parts, or the entire Plan. The Region’s role is to ensure conformity to the Regional Official Plan and Provincial policies and legislation. A decision from the Region is expected by or on April 12, 2011.

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

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

FINANCIAL IMPACT: Not applicable

CONCLUSION: Stakeholders have had the opportunity to obtain information and to comment on the requested modifications to the Plan at the open houses and the public meeting. During the public consultation process, a number of written submissions were received.

Some of the key issues raised at the February 14, 2011 meeting of the Planning and Development Committee and during the public consultation process pertain to concerns with the addition of a requirement for a development master plan, the statement indicating that market conditions cannot be used as planning justification in support of a development and the policies that have been added from the Cycling Master Plan. Based on issues raised at meetings and during the course of the public consultation program, modifications to the Plan are summarized in Appendix 2.

This report recommends approval of the proposed modifications to the Plan and that the Region of Peel be requested to make modifications to the Plan when they issues their Notice of Approval, which is expected by or on April 12, 2011.

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

ATTACHMENTS: APPENDIX 1: Written Submissions
 APPENDIX 2: Response to Comments Table

Original Signed By:

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Marianne Cassin, Policy Planning Division

Written Submissions

1. Letter dated January 10, 2011 from John Alati, Davies Howe Partners LLP
2. Letter dated February 11, 2011 from Diana Santo, MMM Group Limited
3. Letter dated February 14, 2011 from Philip Stewart, Pound & Stewart Associates Limited
4. Letter dated February 14, 2011 from Steven Zakem, Aird & Berlis LLP
5. Letter dated February 16, 2011 from Bruce Thom, EMBEE Properties Limited
6. Letter dated February 18, 2011 from Michael Gagnon and Marc De Nardis, Gagnon & Law Urban Planners Ltd.
7. Letter dated February 18, 2011 from Michael Gagnon and Richard Domes, Gagnon & Law Urban Planners Ltd.
8. Letter dated February 18, 2011 from Michael Gagnon and Andrew Walker, Gagnon & Law Urban Planners Ltd.
9. Letter dated February 7, 2011 from Peter Chee, Mi-Ko Urban Consulting In



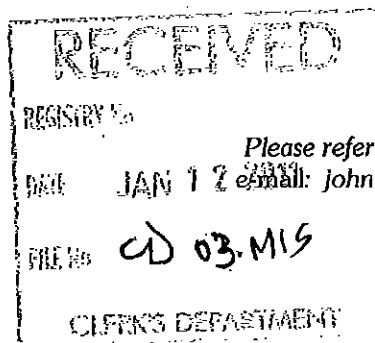
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LLP

Lawyers

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January 10, 2011



**By Next Day Courier and
E-mail Transmission** crystal.greer@mississauga.ca

Crystal Greer
City Clerk
City of Mississauga
300 City Centre Drive, 2nd Floor
Mississauga, Ontario
L5B 3C1

Dear Ms. Greer:

**Re: Proposed New Mississauga Official Plan – Requested
Modifications**

We are counsel to 675553 Ontario Ltd., owners of approximately 2.4 hectares of land at the southeast corner of Confederation Parkway and Dundas Street West, known municipally as 90 and 100 Dundas Street West, in the Cooksville District of the City of Mississauga.

The purpose of this letter is to comment on the Report, dated December 14, 2010, prepared by the Commissioner of Planning and Building to City Council respecting the "Proposed New Mississauga Official Plan – Requested Modifications" for Council consideration at the public meeting to be held Monday, January 10, 2011. Our client has concerns respecting the proposed amendment to Section 19.3.5, Development Applications. The Planning Department proposed to amend this policy section to expressly exclude market conditions as a consideration in a planning justification report for supporting a development application. Our client disagrees with this position for the following reasons:

1. Market conditions have always played an important factor in the planning analysis of a proposed development and to forbid consideration or reference to same would not be consistent with common practice.
2. Eliminating market conditions in the planning justification report would diminish the ability to provide a full analysis of the development. There is



Davies
Howe
Partners
LLP


no valid justification provided in the report to support the removal of this criterion within a planning report.

3. Like several other criteria and considerations market factors and market considerations are but one of several matters that are weighed in balance with other factors when a full planning review is undertaken.
4. Market considerations are an important component in assessing the practical viability of proposed development and redevelopment schemes. Prohibiting the consideration of market factors is contrary to common sense and good planning.
5. Development or redevelopment that does not meet the needs of the market does not represent good planning. Implementation of an unmarketable project becomes a liability to the community.

We would ask the Council not support this modification as it would jeopardize the integrity of a planning analysis prepared for any development within the City.

Yours truly,

DAVIES HOWE PARTNERS LLP



John M. Alati

Copy: Client



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

February 11, 2011
 File No. 14.10202.001.P02

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

Dear Mr. Calvert

**Subject: Planning & Development Committee Meeting, February 14, 2011 (Agenda Item No. 3)
 Proposed New Mississauga Official Plan – Requested Modifications (File: CD.03.MIS)
 1370 Dundas Street (Dun-Dix Plaza), Mississauga**

MMM Group Limited (MMM), on behalf of our client El-Ad Group (Canada) Inc. is pleased to provide additional comments on the City's New Official Plan, Adopted by Council on September 29, 2010, and currently before the Region of Peel for approval. We understand that the City is requesting the Region of Peel to undertake modifications to the adopted Official Plan, which is the purpose of the Planning & Development Committee Meeting on February 14, 2011. **We ask that the following request for modification be put forward to the Planning & Development Committee on February 14, 2011.** MMM previously submitted comments dated April 29, 2010, on the Draft Official Plan, which are attached for your reference.

El-Ad Group (Canada) Inc. is the owner of the property located at 1370 Dundas Street (Dun-Dix Plaza), at the southwest corner of the intersection of Dundas Street and Dixie Road, herein referred to as the subject property. The location of the Dun-Dix Plaza is identified on the attached Official Plan Schedule 1 – Urban System (Attachment 1). The subject property currently accommodates a variety of commercial, office and retail uses within a 3 storey street-related building.

We are generally supportive of the policy directions of the Proposed Official Plan, which identify the subject property as a suitable location for intensification and mixed-use redevelopment. **However, we continue to request that the City revise the conceptual location of the Dixie/Dundas Community Node on the applicable Official Plan Schedules to include the intersection of Dundas Street and Dixie Road, including the Subject Property.**



We note that the Dixie/Dundas Community Node is conceptually identified near the subject property, but is located to the east and does not encompass the intersection of Dundas Street and Dixie Road and portions of the Intensification Corridor at this major intersection. Given that an intensification node is typically planned to be centred on a major intersection, good planning principles would dictate that the Dixie/Dundas Community Node is to be centred on, and include the intersection of Dundas Street and Dixie Road. As such, the conceptual node delineating the boundary of the Dixie/Dundas Community Node should be centred on the intersection. We would welcome confirmation of this assumption, and request that the mapping be modified accordingly.

The Official Plan policies indicate that the detailed composition and arrangement of land uses and the boundary of the Dixie/Dundas Community Node will be determined through a more detailed Local Area Review planning process. **Furthermore, we look forward to participating in the Local Area Review to be undertaken for the Dixie/Dundas Community Node, and request that the City expedite this Local Area Review.** Please refer to our attached comment letter dated April 29, 2010, which further outlines the planning rationale and basis for conceptually locating the Dixie/Dundas Node on the intersection of Dundas Street and Dixie Road in the City's New Official Plan.

We appreciate the opportunity to submit these comments and ask that the City request the Region to modify the conceptual location of the Dixie/Dundas Community Node on the applicable Official Plan Schedules to include the intersection of Dundas Street and Dixie Road, including the subject property. Please contact the undersigned at 905.882.4211 x6848, should you have any questions regarding these comments or related matters, and whether our attendance is required on February 14, 2011. Furthermore, we would be pleased to meet with you to discuss these matters in greater detail.

Yours very truly,

MMM GROUP LIMITED

A handwritten signature in cursive script, appearing to read 'Diana Santo'.

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

Attachments: 1. Schedule 1 – Urban System, Mississauga Official Plan
2. MMM Comment Letter, April 29, 2010

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

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POUND & STEWART

PLANNING CONSULTANTS • CITYPLAN.COM

February 14, 2011

DELIVERED (Via Email)

Planning & Development Committee
City of Mississauga, Civic Centre
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attn: Mr. John Britto, Legislative Coordinator
Chair Fonseca & Committee Members

**Re: Planning & Development Committee Meeting February 14, 2011
Agenda Item # 3, January 25, 2011 Corporate Report
Proposed New Mississauga Official Plan (OP) - Requested Modifications
Orlando Corporation
Our File: 1421**

We have been retained by Orlando Corporation to provide on-going professional planning services and advice respecting its lands located within the City.

The purpose of this letter is to comment upon the proposed OP modifications found in the Appendix 1 table of the December 14, 2010 Planning Corporate Report which is attached to and forms Appendix 1 to the above-captioned Planning Corporate Report. Our Table as attached provides our comments in the order such policies appear on the Appendix 1 table.

Please consider our comments when dealing with the above-captioned agenda item. Please ensure that we are notified of any future staff report respecting this issue and any future committee and council meetings at which same is to be considered.

Respectfully submitted;
Pound & Stewart Associates Limited



Philip J. Stewart, MCIP, RPP
Principal
Ltr/1421ltr.Feb.14.2011

Attachment: APPENDIX 1 - COMMENTS FILED ON BEHALF OF ORLANDO CORPORATION
cc. Messrs. P. King & G. Kramer, Orlando Corporation
cc. Mr. L. Longo, Aird & Berlis
cc. Mr. E. R. Sajecki, Commissioner of Planning & Building, City of Mississauga

POUND & STEWART ASSOCIATES LIMITED

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305 RENFREW DRIVE, SUITE 101, MARKHAM, ONTARIO, CANADA L3R 9S7 • 905 305 9797
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APPENDIX 1 – COMMENTS FILED ON BEHALF OF ORLANDO CORPORATION

Mod. No.	Policy	Proposed City Modification	Submission
1	1.1.4	Adding a new 1.1.4 (c)	The third bullet ought not to be inserted in 1.1.4 (c) as the “development master plan” is not prepared by the City.
4	1.1.4	Adding a new 1.1.4 (v)	Add the words “or practicable” at the end of the proposed definition.
7	5.1	Adding new policy respecting “development master plans”.	The added policy raises a new obligation on landowners to prepare a development master plan with proposed provisions that are presently too vague and subjective. Further, it is proposed that any development master plan will guide “all development proposals” within its area of study, yet there is no apparent public process or input into such a master plan by property owners potentially affected by same.
24	19.3	Adding “development master plan”.	See comments above under Modification 7.
25	19.3	Adding “market conditions” policy.	This modification is inappropriate and contrary to the Provincial Policy Statement and good planning principles. Business functionality is a fundamental component of any properly planned development. Planning is not done in a vacuum. It is informed and influenced by a variety of factors, including market conditions.
26	20	Adding a “corridor” definition.	The use of the term “adjacent” is too vague and subjective.
28	Sch. 1 & Sch. 1a	Open Space & NAS Mapping	Have Park P-317 on Schedule 4 be consistent in area with what is proposed on Sch. 1 and Sch. 1a.

Prepared by Pound & Stewart Associates Limited on behalf of Orlando Corporation

POUND & STEWART ASSOCIATES LIMITED

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 1 800 250 9056 • WWW.CITYPLAN.COM • INFO@CITYPLAN.COM



AIRD & BERLIS LLP

Barristers and Solicitors

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

February 14, 2011

BY EMAIL

Our File No. 107488

Mississauga City Council
c/o John Britto
300 City Centre Drive
2nd Floor
Mississauga, Ontario
Canada
L5B 3C1

Dear Mr. Britto:

**Re: Proposed Modifications to New Mississauga Official Plan re. Cycling
Network and Supporting Policies**

We act on behalf of First Capital Realty Inc. with respect to its land holdings located within the City of Mississauga including but not limited to a property recently purchased by our client at 925 Rathburn Road.

We are in receipt of the report dated December 14, 2010 from the Commissioner of Planning and Building to the Chair and Members of the Planning and Development Committee respecting requested modifications to the proposed new Mississauga Official Plan. We have reviewed this report and are writing in order to convey our comments and concerns as follows:

1. The proposed modifications include the replacement of the existing 'to be determined' Schedule 7, Long Term Cycling Network, with a new Schedule 7 which now identifies the proposed cycling routes and classifications thereof, as identified in the recently approved Cycling Master Plan. Based on a review of the proposed Schedule 7, our client's lands abut roads which are to be designated as Primary On-Road/Boulevard Routes. Note 2 on proposed Schedule 7 advises that Primary On-Road/Boulevard Routes will be within the road right-of-way, however note 4 advises that the type of cycling facility and exact locations are to be determined through detailed study. Further, the Cycling Master Plan provides that the cycling facilities located on primary routes are intended to be continuous and may be located on-road in the form of cycling lanes, in shared travel lanes with pavement markings or located on an adjacent boulevard trail separated from vehicular traffic. Based on the foregoing, we are not able to determine the potential cycling infrastructure that is proposed for Primary On-Road/Boulevard Routes, nor are we able to evaluate the impact such infrastructure (and the possible taking of land required to establish such infrastructure) will have on our client's lands.

2. The proposed modifications to Section 8.2.1 and 8.2.1.1b, Corridor Protection, will allow the City of Mississauga to not only require land for cycling routes through the conditions of approval for development applications, but will also allow the City to acquire lands beyond the designated right-of-way widths to accommodate cycling infrastructure. This is of concern given that there is no indication as to where lands will be required beyond the designated rights-of-way, or how much land will be required.
3. The proposed modification to Section 8.2.4 provides that decisions regarding the detailed characteristics and development of primary and secondary cycling routes will be guided by a Cycling Master Plan. Based on a review of the recently approved Cycling Master Plan, it appears that the design standards for various cycling infrastructure are under review. As such, we are not able to determine the potential impacts on our client's lands which, as noted above, are adjacent to roads designated as Primary On-Road/Boulevard Routes.
4. The proposed modification to Section 8.2.4.2 provides that the City will protect, and may acquire, the lands required for the cycling facilities shown on Schedule 7 through the development approval process and capital works program. Again, this is of concern given that there is no indication as to where lands will be required beyond the designated rights-of-way, or how much land will be required.
5. In our submission, it would be more appropriate for cycling infrastructure to be located within the designated rights-of-way as opposed to taking additional lands beyond the designated rights-of-way.

Accordingly, our client is opposed to the proposed modifications to the new Mississauga Official Plan until such time as we can fully understand how the proposed modifications will impact on its lands.

We are hereby requesting notice of any decision rendered in respect of this matter.

Should you have any questions or require further information, please do not hesitate to contact the undersigned.

February 14, 2011
Page 3

Yours truly,

AIRD & BERLIS LLP


Steven A. Zakem

SAZ/bna

7809319.1

EMBEE

PROPERTIES LIMITED

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

February 16, 2011

DELIVERED VIA E-MAIL

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

Draft Mississauga Official Plan
 March 2010
 File CD.03.M15

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

We have studied the proposed Official Plan, written to the City, met with staff and appeared at Committee on this matter. The comments below follow the numbering system per our earlier letters to the City.

3. SEC Erin Mills Parkway & Millcreek Drive – 6400 Millcreek Drive

We have discussed our concerns recently with staff who confirm that they intend to amend certain policies to provide consistency in drive-through policies in Corporate Centres. We reserve the right to comment further when we have the opportunity to review the staff proposal.

4. SEC Mavis Road & Bristol Road West – 720 Bristol Road West

We have discussed our concerns recently with staff who advise that they are of the opinion that existing proposed policies would permit drive-throughs. We reserve the right to comment further when we have the opportunity to review the staff response.

5. SWC Mavis Road & Bristol Road West – 5380 Mavis Road

We have discussed our concerns recently with staff. They have proposed Special Site Policy 10. However, we have filed applications OZ/OPA 10-12 and SP.10.148W6, and remain concerned that the new Official Plan may fetter these applications.

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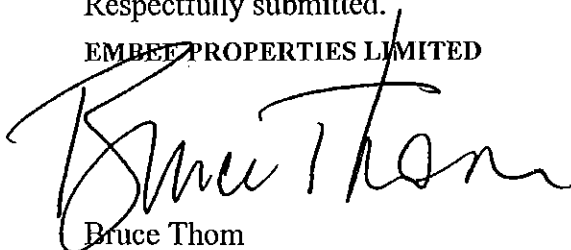
Accordingly, we continue to object to the proposed Official Plan as outlined above.

These are our comments to date, all respectfully submitted without prejudice.

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

Respectfully submitted,

EMBEE PROPERTIES LIMITED

A large, stylized handwritten signature in black ink, appearing to read "Bruce Thom". The signature is written over the printed name and title.

Bruce Thom
Planner

BT:bk

EMBEE

PROPERTIES LIMITED

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

November 26, 2010

Ms. Marilyn Ball
Director
Development and Design Division
Planning and Building Department
City of Mississauga
300 City Centre Drive
Mississauga ON L5B 3C1

Dear Ms. Ball:

**Re: New Mississauga Official Plan
5350 Mavis Road
SWC Bristol Road West and Mavis Road
File: OZ 10/012 W6**

Thank you for your letter of November 15, 2010, regarding the above-noted matter.

We have reviewed your letter together with the Corporate Report CD.03.MIS, dated August 31, 2010, "Official Plan Transition Process".

In this regard, we would ask you to clarify your statement requiring conversion of our proposal to an application to amend the new official plan or face termination and closure of our current application.

The above-noted Corporate Report advises that we may appeal the new official plan rather than convert our application; in this case, the original application would continue to be processed and considered in light of both official plans.

Embee has consistently objected to the new official plan and continues to do so; we understood that this process would not abrogate our rights in any way.

2...

We look forward to receiving your clarification in this matter and continuing to work with you on the successful completion of our current application.

Thank you for your assistance.

Yours truly,

EMBEE PROPERTIES LIMITED

Bruce Thom
Planner

BT:bk

cc: Mr. John Calvert
Director, Policy Planning

Mr. Jim Lethbridge
Lethbridge & Lawson Inc.



Principals
 Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
 Lily Law, B.E.S.
 Lena Gagnon

February 18, 2011

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

Our File:
 PN 90.050.00 - MOP

City File:
 CD.03.MIS

Attention: Mr. Edward Sajecki, Commissioner of Planning & Building

Re: Azuria Group
 Formal Public Input – Proposed New Mississauga Official Plan
 City of Mississauga Requested Modifications

Dear Mr. Sajecki:

Gagnon & Law Urban Planners Ltd. (G&L) is agent to Azuria Group (Azuria), the registered owner of the property located at 3150 Golden Orchard Drive, the southwest corner of Golden Orchard Drive and Dixie Road in the City of Mississauga.

The subject property measures approximately 2.44 hectares (6.03 acres) and is currently occupied by two (2) apartment buildings; one 16 storey building and one 14 storey building; totaling 238 apartment units.

Azuria is currently reviewing the development potential for the addition of two more apartment buildings to the site.

G&L and Azuria have monitored the advancement and evolution of the proposed New Mississauga Official Plan (MOP). The City of Mississauga has received previous written submissions dated June 28, 2010 (attached).

Further to our June 28, 2010 submission we would like to provide the following comments:

- We understand that because the MOP is under review by the Region of Peel, changes to the MOP can only be made by request to the Region. Through this and previous submissions made on behalf of Azuria we are copying the Region of Peel on this letter.

21 Queen Street East, Suite 500 • Brampton, Ontario Canada L6W 3P1
 www.gagnonlawurbanplanners.com • Phone: 905-796-5790 • Fax: 905-796-5792

**CONFIDENTIALITY
 CAUTION**

This document is Consultant-Client privileged and contains confidential information intended only for person(s) named above. Any distribution, copying or disclosure is strictly prohibited. If you have received this document in error, please notify us immediately by telephone and return the original to us by mail without making a copy.

- We do not agree with the City's proposed new requirement for development proponents within areas without a recent local area plan to prepare and submit a Development Master Plan. (proposed revisions to Policies 1.1.4.c, 5.1, 11.2.6.6 and 19.3.5).

The requirement for Development Master Plans should be assessed on an application by application basis, where the proposed development warrants it (i.e. larger block plan/tertiary plan sized re-development proposals).

The preparation of Development Master Plans may serve to prejudice the development of adjacent lands. This may unnecessarily delay the development process.

The submission of a Development Master Plan for site specific proposals on a single parcel or small group of parcels is unnecessary and onerous.

- Policy 1.14 is to be modified by adding a policy related to Special Sites. The new MOP deleted the "Special Site" designation which previously applied to the Azuria site under the 2003 Mississauga Official Plan.

We were not in support of the proposed deletion and believe that it should have continued to be identified as a Special Site to recognize the site's location along a Transit Priority Corridor; in close proximity to the Dundas Street Intensification Corridor and its potential to accommodate additional residential development. As stated in our June 28, 2010 submission, in some instances it simply is not practical to expect the Official Plan, which is a broad high level plan, to be able to capture existing land uses or a particular vision for a parcel of land.

- Modifications to Policies 8.2.1, 8.2.1.1b and 8.2.4 speak to Corridor Protection and Active Transportation. More specifically, reference is made to Schedule 7 Long Term Cycling Routes. Dixie Road is identified as a Primary On-Road/Boulevard Route (Regional). Azuria is currently working with the Region of Peel in relation to the dedication of lands required for a permanent water feedermain easement. Acquisition of additional lands for the proposed cycling route infringes on Azuria's ability to further develop the subject property at the corner of Dixie Road and Golden Orchard Drive. We are therefore of the opinion that future cycling routes should be restricted to the existing rights-of-ways and avoid, where possible, acquisition of privately owned lands.
- We disagree with the proposed modification to Policy 19.3 which suggests that market conditions should not be used as a planning justification in support of a development application. Market conditions are one of, if not the single most influential factors for the consideration of the feasibility of development and re-development opportunities. Policy 1.4.3 of the 2005

Provincial Policy Statement (PPS) speaks to providing for an appropriate range of housing types and densities to meet projected requirements of the current and future residents of the market area. As such, market conditions should always be considered when reviewing development applications. These conditions dictate the form of housing offered, the status of existing and future resident households, levels of infrastructure and public service facilities needed to support the current and projected needs, and the cost of living.

We reserve the right to make additional comments.

If you have any questions or concerns, please do not hesitate to contact the undersigned.

Yours truly,



Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner



Marc De Nardis, B.U.R.P.L.
Associate Planner

c.c.: **E. Devico, Azuria Group**
M. Cassin, City of Mississauga
R. Miller, City of Mississauga
D. Labreque, Region of Peel
A. Prasad, Region of Peel



Principals
Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Lily Law, B.E.S.

June 28, 2010

Our File:
P.N.90.050.00
Mississauga OP

**City of Mississauga
Planning and Building Department
300 City Centre Drive
Mississauga, Ontario
L5B 3C1**

"AZURIA"

Attention: Crystal Greer, Clerks Department
John Britto, Clerks Department
John Calvert, Planning & Building Department
Marianne Cassin, Planning and Building Department

Re: Formal Public Input - Draft Mississauga Official Plan
Azuria Group

To Whom It May Concern:

Gagnon & Law Urban Planners Ltd. (G&L) represent Azuria Group (Azuria), the registered owner of 3150 Golden Orchard Drive, located at the southwest corner of Golden Orchard Drive and Dixie Road, Part of Lot 6, Concession 1, N.D.S., City of Mississauga, Regional Municipality of Peel. 3150 Golden Orchard measures approximately 2.44 hectares (6.03 acres) in size. It is occupied by two (2) apartment buildings; one 16 storey building and one 14 storey building. The two (2) buildings house 238 apartment units in total.

Azuria has requested that G&L review the Draft Mississauga Official Plan (MOP). This review is being conducted partially in response to a letter which Azuria received from the City of Mississauga, Planning Department advising that a proposed change in the Draft MOP would delete a "Special Site" designation which currently applies to our client's site.

Our review will focus on the MOP in the context of Azuria's plans for intensification of their site through the addition of a third and possibly fourth apartment building.

1. Schedule 1, 1b and 1c designates the site Neighbourhood and Corridor, whereas we believe that it should be designated as part of the larger Employment Area and Intensification Corridor in the vicinity of the intersection of Dixie Road and Dundas Street East. This would recognize the existing development on the site and the

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potential to accommodate more residential development. Residential development on this site contributes to the municipality's intensification goals. With respect to the Corridor designation, we believe that it would be more appropriate to be an Intensification Corridor. Once again, this would more appropriately recognize what exists on site and the potential it has to accommodate more residential. The Community Node which is proposed on the north and south sides of Dundas Street East, just east of Dixie Road is a more appropriate designation for the subject site and surrounding lands to the south.

2. Schedule 2 fails to identify the site and surrounding area as part of a Community Node and Intensification Corridor. Given the existing development and potential to accommodate higher density residential, as well as surrounding uses, we believe that the Community Node as depicted should be enlarged to include the site. We also believe that it should be increased in size to envelope the whole of the intersection of Dixie Road and Dundas Street East, plus the Major Transit Station Area located to the south, as all of these lands work in unison to create a mixed-use precinct/district. The various sites and land uses do not exist in a vacuum. They are not isolated from one another.
3. We support the identification on Schedule 5 of Dixie Road as a Regional Arterial Road. We support the identification on Schedule 6 of Dixie Road as a Transit Priority Corridor. The Arterial Road context and the Transit Priority Corridor lend support to our position that our client's site and the surrounding area should be assigned a higher priority relative to their role and function in accommodating higher density development.
4. Schedule 9 identifies our client's site as being within the Applewood NHD, whereas we believe that it should be part of the Dixie EA and Community Node CN for the reasons stated earlier. We believe that the site has a stronger relationship to Dixie Road and the other developments to the south and east in terms of their role and function in providing higher density residential which provides much needed housing and supports the commercial uses existing and planned.
5. Schedule 10a designates our client's site as Residential High Density. We believe that consideration should be given to re-designating the site perhaps to Mixed-Use in recognition of its relationship to the lands to the south and east, and the role and function the site plays in accommodating residential high-rise development. We believe that consideration should be given to the adjustments of the Mixed-Use Area and the Node consistent with earlier comments.
6. Our client's proposal is supportive of Provincial Policy which encourages development that is transit-oriented. The intention behind the proposal is to increase density as a means of maximizing and optimizing the use of infrastructure.
7. We believe that circumstances exist where it is appropriate to identify 'site specific' policies which reflect the unique circumstances of certain sites and/or groups of properties. In some instances it simply isn't practical to expect the Official Plan which is a broad, high level plan to be able to capture existing land uses or a particular vision for the lands.

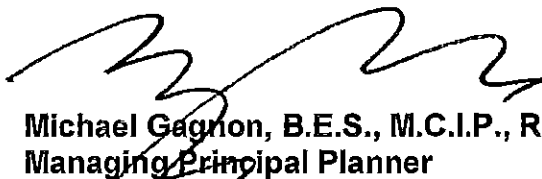
8. The intent through 'intensification' as proposed is to support the PPS and the goal of long term prosperity and social well-being. We support the wise use of land resources. The Azuria proposal to add a third and possibly fourth apartment building will promote greater efficiency and a more compact form of development.
9. Consistent with the Growth Plan, the proposal will contribute to:
 - Building compact, vibrant and complete communities;
 - Protecting, preserving, enhancing and wisely using valuable natural resources for current and future generations; and
 - Optimize the use of existing and new infrastructure.
10. The proposal to intensify on the site is appropriate on account of existing infrastructure which will be available to support the additional development.
11. Consistent with the guiding principles of the New Official Plan the proposal will contribute to the range of housing choices for local residents.
12. The proposal represents an opportunity to direct higher density residential and employment growth to key locations which are served by transit and infrastructure.
13. Consistent with Section 4.3, we believe that our client's site has a role and function to play in the context of the intersection of Dixie Road and Dundas Street East as part of a larger Community Node. The development which exists and which is envisaged can play an important role in accommodating higher density development which is transit-oriented.
14. Being mindful of Section 4.3.3, we believe that the limits of the Dixie/Dundas Community Node need to be revised to include our client's lands. These lands already play an important role in accommodating higher density residential. As development on the site intensifies, it will help to achieve the vision for the Dixie/Dundas Node, as well as the particular targets related to the number of residents to be accommodated.
15. Section 4.3.5 Neighbourhoods does recognize that higher density development has a role to play and that intensification can occur, but that being said, we believe that it would be more appropriate to re-designate our client's lands from Neighbourhood to Dixie/Dundas Community Node and Employment Area recognizing that higher density development will play an important role in the emerging intensification area to the south.
16. Section 4.4 addresses Corridors. We believe that it would be more appropriate recognizing the level of development existing on our client's site and proposed that the site be designated an Intensification Corridor.
17. We believe that our client's site is suitable for a fourth apartment building located immediately adjacent to Dixie Road. Dixie Road in the vicinity of our client's site leading down to Dundas Street East is worthy of serious consideration as being designated an Intensification Corridor.

18. As far as Intensification Areas are concerned and being mindful of Section 8.2.2, the Zoning By-law already allows for a third apartment building on our client's site. Our client is considering the pursuit of a fourth apartment building. We seriously question the appropriateness of designating the site as being part of a Non-Intensification Neighbourhood Area. We believe that it would be more appropriate to re-designate the site a Community Node.

19. We have reviewed Section 16.0 of the Official Plan and the letter from the Planning Department proposing to delete the "Special Site" designation which applies to our client's lands. We do not support what is proposed. We believe that the site should continue to be identified as a "Special Site" in the context of our other recommendations and comments contained herein. The site should have a "Special Site" applied to it and possibly an exemption to allow for its own policies to be developed.

We welcome an opportunity to meet with staff to discuss our comments. We reserve the right to make additional comments. We recommend against approving the Official Plan in its current format. We wish to receive notification of approval of the Plan and adoption of implementing documents. We wish to be notified of future meetings related to the Mississauga Official Plan.

Yours truly,



Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner

C.C.: Edith Devico, Azuria Group
Marc De Nardis, G&L Urban Planners Ltd.



Principals
 Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
 Lily Law, B.E.S.
 Lena Gagnon

February 18, 2011

**Our File:
 PN 1619 - MOP**

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

**City File:
 CD.03.MIS**

Attention: Mr. Edward Sajecki, Commissioner of Planning & Building

**Re: Formal Public Input – Proposed New Mississauga Official Plan
 City of Mississauga Requested Modifications**

Dear Mr. Sajecki:

Gagnon & Law Urban Planners Ltd. (G&L) is agent to White Elm Investments Ltd. (White Elm), the registered owner of the property located at 1450 to 1458 Dundas Street East in the City of Mississauga; generally located at the southeast quadrant of Dixie Road and Dundas Street East.

The subject property measures approximately 2.80 hectares (6.93 acres) and is currently utilized as a mixed use commercial strip plaza.

White Elm is currently undergoing an analysis in relation to the redevelopment potential of their site for a higher order, mixed use residential, office and retail development.

G&L and White Elm have monitored the progression of the proposed New Mississauga Official Plan (MOP) in the context of White Elm's contemplated vision for the redevelopment of their site. This has included a previous written submission on the MOP dated June 28, 2010 (attached). Most recently Ed Morgan, White Elm, provided an oral submission to Planning and Development Committee on February 14, 2011 as it relates to the City's most recent report on suggested revisions to the MOP (dated January 25, 2011 and also attached).

Further to our June 28, 2010 letter and the oral submission of Ed Morgan on February 14, 2011, we have the following further comments as it relates to the January 25, 2011 Staff Report:

- We understand that because the MOP is under review by the Region of Peel, changes to the MOP can only be made by request to the Region.

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- We do not agree with the City's proposed new requirement for development proponents to prepare and submit a Development Master Plan to guide development within surrounding Character Areas as a requirement for a complete application (proposed revisions to Policies 1.1.4.c, 5.1, 11.2.6.6 and 19.3.5).

The requirement for Development Master Plans should be assessed on an application by application basis where the proposed development warrants it (i.e. larger block plan/tertiary plan sized re-development proposals).

The Development Master Plan proposed by the City suggests that individual applicants are to suggest the appropriate development of lands outside of their land holdings within the surrounding Character Area. This suggested process may serve to be prejudicial to other surrounding landowners and only result in unnecessary delays in the redevelopment process.

- The White Elm site should be identified as a Special Site within the MOP to recognize the site's location along an Intensification/Higher Order Transit Corridor and its potential to accommodate higher density, mixed use residential, commercial and employment uses. Given the subject site's proximity to the existing Dixie GO Station it is a missed opportunity to not encourage and facilitate a mixed used development, including residential as a key component.
- Permitting Residential (and uses auxiliary or associated thereto) within the ground floor of buildings within the Mixed Use designations should be generally permitted. The proposed amendments to Policy 11.2.6.5 and 1.1.4.v to the MOP preclude the development of Residential on the ground floor of buildings within Mixed Use areas where commercial or employment uses on the ground floor may not be feasible, practical or appropriate.
- We do not support the City's proposed modification to policy 17.1.3 that seeks to preclude new Residential uses on areas designated Mixed Use within the Dixie Employment Area. It is our opinion that sites designated Mixed Use can be successfully redeveloped for a broad range of uses, including Residential, while at the same time preserving the site's employment and commercial function. This is the true spirit and intent of any mixed use designation.
- We disagree with the proposed modification to Policy 19.3 suggesting that market conditions should not be used as a planning justification in support of a development application; planning and development of cities is undertaken with due consideration of economic forces and marketplace realities. Market conditions are one of, if not the single most influential factors for the consideration of the feasibility of development and re-development opportunities; this applies equally to municipal decision makers and those in

the private sector. As such, market conditions should always be considered when reviewing development applications.

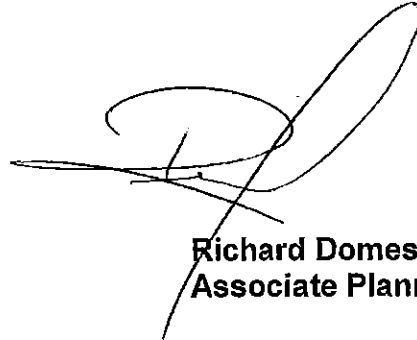
We reserve the right to make additional comments.

If you have any questions or concerns, please do not hesitate to contact the undersigned.

Yours truly,



Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner



Richard Domes, B.A.
Associate Planner

c.c.: **M. Turk, White Elm Investments Ltd.**
A. Morgan, White Elm Investments Ltd.
R. Turkienicz, White Elm Investments Ltd.
M. Cassin, City of Mississauga
R. Miller, City of Mississauga
D. Labreque, Region of Peel
A. Prasad, Region of Peel



Principals

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.

Lily Law, B.E.S.

June 28, 2010

**Our File: PN 1619 – Draft
Mississauga OP**

**City of Mississauga
Planning and Building Department
300 City Centre Drive
Mississauga, Ontario
L5B 3C1**

Via: Mail & E-Mail

**Attention: Crystal Greer, Clerks Department
John Britto, Clerks Department
John Calvert, Planning & Building Department
Marianne Cassin, Planning and Building Department**

Re: Formal Public Input - Draft Mississauga Official Plan

To Whom It May Concern:

Gagnon & Law Urban Planners Ltd. (G&L) is agent to White Elm Investments Ltd. (White Elm), the registered owner of the property located at 1450 to 1458 Dundas Street East in the City of Mississauga; generally located at the southwest quadrant of Dixie Road and Dundas Street East.

The subject property measures approximately 2.80 hectares (6.93 acres) and is currently utilized as a mixed use commercial strip plaza. Retail and warehousing uses are located on the ground floor of the existing plaza and office uses are located within a partial second storey along the building's northern façade (Dundas Street East).

White Elm is currently in the initial stages of pursuing an application to re-develop the site for a high density mixed-use residential, office and retail development.

White Elm has requested that we review and comment on the draft 'new' Mississauga Official Plan – March 2010 (MOP) as it relates to their contemplated vision for re-development of the site. On behalf of White Elm we would like to share the following comments, concerns and observations:

1. We note that the site is designated as:

- 'Mixed Use' on Schedule 10;
- 'Community Node' on Schedules 1, 1B, 9, 10;

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- 'Major Transit Station Area' on Schedule 2;
 - Being within the Dixie Employment Area on Schedule 9.
2. We note that Dundas Street is identified as an 'Intensification Corridor' on Schedules 1, 1C, 2 and 6. It is also designated a 'Higher Order Transit Corridor' on Schedule 6.
 3. Schedule 1 designates the site Employment Area, Intensification Corridor and Community Node.
 4. While Schedule 2, Intensification Areas identifies the site as falling within a Community Node, we believe that the Node as depicted should be increased in size to envelope the whole of the intersection and immediate surrounding lands which are conducive to the type of development envisaged in this area. It should also include the Major Transit Station Area.
 5. We support the identification on Schedule 5 of Dundas Street East as an Arterial Road. We support the identification on Schedule 6 on Dundas Street East as an Intensification Corridor and a Higher Order Transit Corridor coupled with a Potential Mobility Hub in proximity to the existing commuter rail-line and station to the south. These designations lend support to our position that our client's site and surrounding area should be considered for Higher Order Mixed-Use development.
 6. Schedule 10a designates our client's site as Mixed-Use. While we support the Mixed-Use designation, we believe that consideration should be given to the adjustments of the mixed-use area and the Node consistent with the vision for our client's property.
 7. We believe that circumstances exist where it is appropriate to identify 'site specific' policies which reflect the unique circumstances of certain sites and/or groups of properties. In some instances it simply isn't practical to expect the Official Plan which is a broad, high level plan to be able to capture existing land uses or a particular vision for the lands.
 8. Consistent with the Growth Plan, the proposal to redevelop our client's property will contribute to:
 - Building compact, vibrant and complete communities;
 - Protecting, preserving, enhancing and wisely using valuable natural resources for current and future generations; and
 - Optimize the use of existing and new infrastructure.
 9. The proposal to intensify on the site is appropriate on account that existing infrastructure is or will be available to support the additional development.
 10. Consistent with the guiding principles of the new Official Plan, the proposal will contribute to the range of housing choices for local residents.

11. The proposal represents an opportunity to direct higher density residential and employment growth to key locations which have or will have transit and infrastructure available.
12. Consistent with Section 4.3 the Official Plan appropriately identifies our client's property as falling within a Community Node. We recommend the enlargement of the Community Node to capture the whole of the intersection of Dundas Street East and Dixie Road. We envisage our client's property as playing a future role in accommodating a mix of population and employment uses at densities commensurate with the ability of existing and planned infrastructure to support same. The opportunity exists to maximize the ability of the Dundas Street East and Dixie Road intersection to contribute to the Official Plan's goals and objectives for intensification.
13. According to Section 4.3.3, our client's site is located within the Dixie/Dundas Community Node. We support the range of uses envisaged including retail, restaurants and housing. We support the role that the site and surrounding property can play in intensification.
14. Consistent with Section 8.2, we envisage the development of our client's site as contributing to the build-out of the Community Node as an exciting Intensification Area. Ultimately, this area will become a vibrant and memorable urban place.
15. Section 16.0 deals with Neighbourhoods. Section 17.0 deals with Employment Areas. We recommend that the limits of the Dixie Employment Area be revised to include the whole of the intersection of Dixie Road and Dundas Street East and that a special site designation be applied to our client's lands to recognize the potential for Mixed-Use development, including Employment and Residential uses commensurate with infrastructure. The Residential uses would be wholly appropriate in view of Section 17.1.2. There seems to be a contradiction in Section 17.1.3. Any restrictions on Residential within this area would needlessly and unfortunately result in the area not achieving its full mixed-use potential.

We welcome an opportunity to meet with staff to discuss our comments. We reserve the right to make additional comments. We recommend against approving the Official Plan in its current format. We wish to receive notification of approval of the Plan and adoption of implementing documents. We wish to be notified of future meetings related to the Mississauga Official Plan.

Yours truly,



Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner

C.C.: Mark Turk, White Elm Investments Ltd.
Anna Morgan, White Elm Investments Ltd.
Richard Domes, G&L Urban Planners Ltd.



Corporate Report

Clerk's Files

Originator's
Files

CD.03.MIS

DATE: January 25, 2011

TO: Chair and Members of Planning and Development Committee
Meeting Date: February 14, 2011

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Proposed New Mississauga Official Plan - Requested Modifications
PUBLIC MEETING

- RECOMMENDATION:**
1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on February 14, 2011 to consider the report titled "Proposed New Mississauga Official Plan - Requested Modifications" dated December 14, 2010, from the Commissioner of Planning and Building, be received.
 2. That staff report back to the Planning and Development Committee on the submissions made with respect to the report titled "Proposed New Mississauga Official Plan - Requested Modifications" dated December 14, 2010, from the Commissioner of Planning and Building.

COMMENTS: The proposed new Mississauga Official Plan was adopted by City Council on September 29, 2010 and forwarded to the Region of Peel for approval. The Region, within 180 days, may approve; modify and approve as modified; or refuse to approve part, parts or the entire Plan. The Region must issue a Notice of Decision on, or before, April 12, 2011.

Because the proposed new Mississauga Official Plan is under review by the Region, changes to the Plan can only be made by requesting the Region to modify it.

At its meeting of January 10, 2011, Planning and Development Committee considered the Report titled "Proposed New Mississauga Official Plan – Requested Modifications" dated December 14, 2010, from the Commissioner of Planning and Building (Appendix 1) and on January 19, 2011, City Council approved recommendation PDC-0001-2011, which reads:

1. That a public meeting be held to consider modifications to be requested of the Region of Peel to modify the proposed new Mississauga Official Plan as recommended in the report titled "Proposed New Mississauga Official Plan – Requested Modifications" dated December 14, 2010, from the Commissioner of Planning and Building.
2. That the correspondence dated January 10, 2011 from John M. Alati of Davies Howe Partners LLP expressing concerns with regard to proposed amendment to Section 19.3.5, Development Applications to expressly exclude market conditions as a consideration in a planning justification report for supporting a development application, be received.

The purpose of the public meeting to be held on February 14, 2011, is to receive comments on the proposed modifications to the proposed new Mississauga Official Plan.

Subsequent to the public meeting, a report on comments will be prepared for consideration by Planning and Development Committee in March 2011, which will address comments received from the public and, where necessary, recommend modifications to the proposed new Mississauga Official 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" informed the preparation of the proposed new Mississauga Official Plan. The policy themes of the proposed new Mississauga Official Plan and the proposed modifications advance the Strategic Plan's pillars for change.

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

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Subsequent to the adoption of the proposed new Mississauga Official Plan by City Council on September 29, 2010, additional issues have arisen. Because the proposed new Mississauga Official Plan is under review by the Region, changes to the Plan can only be made by requesting the Region to modify it. Following the public meeting on February 14, 2011, a report on comments will be brought forward to Planning and Development Committee.

ATTACHMENTS: APPENDIX 1: Corporate report titled "Proposed New Mississauga Official Plan - Requested Modifications" dated December 14, 2010 from the Commissioner of Planning and Building

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Marianne Cassin, Policy Planning Division



Corporate Report

Clerk's Files

Originator's
Files

CD.03.MIS

DATE: December 14, 2010

TO: Chair and Members of Planning and Development Committee
Meeting Date: January 10, 2011

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed New Mississauga Official Plan – Requested
Modifications**

RECOMMENDATION: That a public meeting be held to consider modifications to be requested of the Region of Peel to modify the proposed new Mississauga Official Plan as recommended in the report titled "Proposed New Mississauga Official Plan – Requested Modifications" dated December 14, 2010, from the Commissioner of Planning and Building.

BACKGROUND: City Council, on July 7, 2010, considered the reports titled "Report on Comments – Draft Mississauga Official Plan", dated June 8, 2010 and "Addendum Report on Comments - Draft Mississauga Official Plan", dated June 23, 2010 from the Commissioner of Planning and Building and adopted recommendation 0158-2010, which reads, in part:

- "1. That the Draft Mississauga Official Plan be revised in accordance with the report titled "Report on Comments – Draft Mississauga Official Plan", dated June 8, 2010 and the report titled "Addendum Report on Comments – Draft Mississauga Official Plan" dated June 23, 2010 from the Commissioner of Planning and Building.

2. That a by-law to repeal Mississauga Plan and adopt the Draft Mississauga Official Plan, as revised, be enacted by City Council, and the City Clerk be authorized to forward the Draft Mississauga Official Plan to the Region of Peel for approval.”

Further, on September 29, 2010, City Council considered the report titled “Revised Report on Outstanding Matters - Draft Mississauga Official Plan”, dated September 7, 2010, from the Commissioner of Planning and Building and adopted recommendation PDC-0044-2010, which reads, in part:

- “1. That the Draft Mississauga Official Plan be revised in accordance with the report titled “Revised Report on Outstanding Matters – Draft Mississauga Official Plan” dated September 7, 2010, from the Commissioner of Planning and Building.”

At the same meeting held on September 29, 2010, City Council enacted By-law 0305-2010 to repeal Mississauga Plan and adopt the Draft Mississauga Official Plan, as revised. The proposed new Mississauga Official Plan was forwarded, by the City Clerk, to the Region of Peel for approval. The Region, within 180 days, may approve; modify and approve as modified; or refuse to approve part, parts or the entire Plan. The Region must issue a Notice of Decision on or before April 12, 2011. The Region’s role is to ensure conformity with the Regional Official Plan and Provincial policies and legislation.

On September 15, 2010, City Council considered the report titled “Mississauga Cycling Master Plan” dated August 26, 2010 from the Commissioner of Community Services and adopted recommendation GC-0561-2010:

- “1. That the ‘Mississauga Cycling Master Plan’ attached as Appendix 6 to the Corporate Report dated August 26, 2010 from the Commissioner of Community Services be approved;

2. That the 'Mississauga Cycling Master Plan Implementation Strategy' attached as Appendix 3 to the Corporate Report dated August 26, 2010 from the Commissioner of Community Services be received for information, and implemented subject to the City's Business Planning and Budget process;
3. That a public meeting be held at the Planning and Development Committee to consider amendments to the Zoning By-law, 0225-2007 as amended, regarding the establishment of bicycle parking and other destination amenity standards and to support the implementation of the 'Mississauga Cycling Master Plan' and the 'Mississauga Cycling Master Plan Implementation Strategy';
4. That a public meeting be held at the Planning and Development Committee to consider revisions to the Draft Mississauga Official Plan regarding the introduction of a new Official Plan Schedule depicting the City's long term primary cycling network as well as land use and transportation policies to support the evolution of this network;
5. That the Region of Peel be requested to review and revise as necessary, the Regional Official Plan to support the recommendations of the Mississauga Cycling Master Plan.

Because the proposed new Mississauga Official Plan is under review by the Region, changes to the Plan can only be made by requesting the Region to modify it. The purpose of this report, therefore, is to request permission to hold a public meeting to consider modifications pertaining to the Mississauga Cycling Master Plan in accordance with paragraph four of the above recommendation. Further, as staff has worked with the proposed new Plan since its approval, a number of minor issues have been identified that require modifications, which should also be considered at the public meeting.

The proposed modifications are addressed in Appendix 1 in the order in which the policies appear in the proposed new Mississauga Official Plan. Deletions are shown as ~~strikeouts~~ and additions are in *italics and underlined*. 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 revisions, or minor

rewording, that does not alter the intent or meaning of the proposed policies.

Planning and Building Department staff will present a report on the comments received at the public meeting and recommend changes to the requested modifications, where appropriate. If approved by City Council, the Region of Peel will be requested to modify the proposed new Mississauga Official Plan as part of their approval process.

Key requested modifications to the proposed new Mississauga Official Plan are as follows.

COMMENTS:

Cycling Master Plan

During the preparation of the proposed new Mississauga Official Plan, a Long Term Cycling Schedule was included as a placeholder pending completion of the Cycling Master Plan. At the same time land use, design and transportation policies to support cycling were incorporated. Now that the Cycling Master Plan has been approved, it is appropriate to replace Schedule 7: Long Term Cycling Network with a new Schedule 7: Long Term Cycling Routes (Appendix 2), and amend certain policies to support it.

Development Master Plan

For areas of the city that will experience significant development pressures, but where a local area study has not been undertaken within five years, it is proposed that policies be added that permit the City to request proponents to submit a development master plan as part of the requirements for a complete application to guide development proposals within a Character Area. A development master plan will be prepared by the applicant and would address how the development application contributes to the achievement of the policies of the proposed new Mississauga Official Plan. Some of the issues to be addressed in a development master plan include land uses, density ranges, population to employment ratios, building locations, heights and transportation connections.

The Green System

In accordance with the 2009 Natural Areas Survey Update, Schedules 1, 1a and 3 should be modified to incorporate publically owned land.

Subsequent to the preparation of the proposed new Mississauga Official Plan, additional information has been received from the Ministry of Natural Resources and the Conservation Authorities requiring the following changes to Schedule 1 Urban System, Schedule 1a Urban System – Green System and Schedule 3 Natural System:

- updated Natural Hazard mapping;
- identify the “Churchville-Norval Provincially Significant Wetland” at the Credit River, south of the Mississauga/Brampton municipal boundary;
- identify “Other Wetlands” west of Highway 407, north of Dundas Street East; and
- expand the westerly limit of Rattray Marsh Provincially Significant Wetland.

In addition, Schedule 10, Land Use Designations, should be updated to reflect the Natural Hazard revisions proposed on Schedule 3.

Other Amendments

Planning and Building Department staff have also identified the following modifications to correct minor errors, provide clarification, and provide additional direction to guide development:

- revisions to Section 1.1.4, How to Read Mississauga Plan, to refer to Special Site policies, to indicate that base map information may be revised without an amendment to the Plan, and to provide a definition of “discourage”;
- revision to the growth projections Section 4.3, Current Context, to be consisted with Table 5:1;
- revisions to Section 5.1, Direct Growth, to direct growth to utilize existing and proposed infrastructure and services and to encourage compact, mixed use development that is transit supportive in appropriate locations;
- revision to Figure 5-5 to include minimum and maximum height requirements for Corridors;

- revision to Chapter 6, Value the Environment, to replace a photograph of the Credit River with a new photograph (see Appendix 3);
- revision to Section 6.8, Waste Management, to clarify who is responsible for non-residential waste;
- deletion of Section 7.3.11, Community Infrastructure, to resolve a conflict with Section 7.3.3;
- revision to Section 8.2, Multi-Modal Network to clarify that Schedule 8 only applies to arterial and major collector roads;
- revisions to Tables 8-1 and 8-2 to replace some incorrect R-O-W references;
- revision to Chapter 11, General Land Use Designations, to refer to the FSI requirements as shown on Character Area Maps;
- revisions to Chapter 11, General Land Use Designations, to clarify the mixture of permitted uses, and policies regarding residential uses on the ground floor in a Mixed Use designation;
- revision to Chapter 11, General Land Use Designations, to clarify that the lands west of Ninth Line will be subject to the Town of Milton and Region of Halton Official Plans in effect as of January 1, 2010;
- revision to Chapter 15, Corporate Centres, to permit post-secondary institutions in Corporate Centres;
- revision to Chapter 17, Employment Areas, to clarify that only existing residential uses will be permitted in the Dixie Employment Area;
- revision to Section 19.3.5, Development Applications, to indicate that market conditions may not be used as a planning justification in support of a development application;
- revision to Chapter 20, Glossary, to provide a definition of "Corridor";
- revisions to maps and schedules to correct a number of minor boundary adjustments to provide consistency among the maps, figures and schedules, and deletion of some notes on Schedule 6; and
- revision to the Special Site Policies of the Downtown Core Local Area Plan to include new Special Site policies for the lands designated "Public Open Space" in the area bounded by Rathburn Road West to the north, Duke of York Boulevard to the east, Prince of Wales Boulevard to the south and Living Arts Drive to the west.

CONCLUSION: Subsequent to the adoption of the proposed new Mississauga Official Plan by City Council on September 29, 2010, additional issues have arisen. While these issues have not resulted in any significant changes to the proposed new Mississauga Official Plan, some minor modifications are proposed as outlined in Appendix 1. A public meeting should be held to consider the requested modifications.

STRATEGIC PLAN: The proposed new Mississauga 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 proposed new Mississauga Official 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: Proposed New Mississauga Official Plan
Modifications Table
APPENDIX 2: Schedule 7 - Long Term Cycling Routes
APPENDIX 3: Figure Replacements

Original Signed By:

Edward R. Sajecki
Commissioner of Planning and Building

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

Proposed New Mississauga Official Plan Modifications Table

ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
1.1.4 How to Read Mississauga Official Plan	Processing development applications without a recent local area plan review to guide development.	<p>1. That 1.1.4 c be modified by adding the following:</p> <p>1.1.4 c Mississauga may undertake a number of studies to address planning matters including the following:</p> <ul style="list-style-type: none"> • a municipal comprehensive review is an official plan review or an official plan amendment, initiated by the City, that has city wide policy implications. This includes, among other matters, changes to the urban structure or conversion of employment lands; • a local area <u>review plan applies to reviews of a Character Areas, Corridors or Major Transit Station Areas. These reviews are typically undertaken by or on behalf of the City and will be incorporated into this Plan by amendment.</u> • <u>a development master plan is prepared by a development proponent at the direction of the City and to the City's satisfaction to assist with the evaluation of development applications until such time as a local area review has been completed; and</u> • planning studies may address a variety of Official Plan policies including matters relating to land use, transportation, environment, or urban design that are limited in scope or geography. These reviews are typically undertaken by or on behalf of the City <u>and may or may not result in an amendment to this Plan.</u>

The proposed new Mississauga Official Plan is referred to as the "Plan".

	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
1.1.4 How to Read Mississauga Official Plan	Special Site policies.	Reference should be made to Special Site policies in the How to Read Mississauga Official Plan section.	<p>2. That 1.1.4 be modified by adding the following as f and renumbering the remaining items:</p> <p><u>f. There are sites within Character Areas that merit special attention. While special sites are areas with unique circumstances, they complement and support the long term vision of the Plan. As such, they are to be read in conjunction with the general land use policies and all other applicable policies of the Plan. Unless otherwise stated, the lands may be developed in accordance with their land use designation and/or the uses permitted by the special site. It is intended that special sites will be reviewed during the preparation of local area plans or other planning studies.</u></p>
1.1.4 How to Read Mississauga Official Plan	Base mapping changes.	To ensure that base mapping changes can be accommodated without amendment to the Plan, it should be referenced in the How to Read Mississauga Official Plan section.	<p>3. That 1.1.4 g be modified by adding the following bullet point as the second bullet:</p> <ul style="list-style-type: none"> • <u>revising base map information:</u>
1.1.4 How to Read Mississauga Official Plan	Adding a definition of the word "discourage".	To provide clarity of intent, a definition of "discourage" should be included in the How to Read Mississauga Official Plan section.	<p>4. That 1.1.4 be modified by adding the following as v and renumbering the remaining items:</p> <p><u>v. "discourage" means not permitted unless it can be demonstrated that compliance with the policy is not possible.</u></p>

	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
4.3 Current Context	Population figures.	The population and employment figures in Section 4.3, Current Context, should be revised to reflect Table 5.1 of the Plan.	5. That the last sentence of the second paragraph of Section 4.3, Current Context, be modified as follows: During this time Mississauga's population and employment is expected to increase to approximately 842,000 <u>805,000</u> people and 519,000 <u>510,000</u> jobs.
5.1 Introduction	Additional introductory policies.	It is appropriate to add additional policies to the Introduction to clarify the intent of this chapter.	6. That Policy 5.1.3, Introduction, be modified to add the following as b and subsequently renumbering the remaining policies: b utilize existing and proposed services and infrastructure such as transit and community infrastructure. That 5.1, Introduction, be modified by adding the following policy as 5.1.6 and subsequently renumbering the remaining policies: <u>5.1.6 Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</u>
5.1 Introduction	Processing development applications without a recent local area plan review to guide development.	If a local area plan review has not been undertaken within five years of a development application being submitted, a "development master plan" may be required to demonstrate how the proposed development meets the intent of the Plan. A policy should be added to Chapter 5 Direct Growth to emphasize the requirement for a "development master plan".	7. That 5.1, Introduction, be modified by adding the following: <u>Where the review of a Character Area, Corridor or Major Transit Station Area has not been completed within five years of a development application being submitted, or where such a review is underway, a development proponent may be required to prepare a development master plan in support of a development application. A development master plan will be prepared at the discretion of the City and to the City's satisfaction. A terms of reference that delineates the area of study and identifies matters to be addressed, will be provided by the City. The development master plan will be used to guide all development proposals until such time as the policies for the Character</u>

	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
			<u>Area Corridor or Major Transit Station Area have been reviewed and updated by a local area review.</u>
Figure 5.5 Height, Density and Population to Employment Ratio Requirements	Revisions to Figure 5-5.	It is appropriate to include a minimum and maximum height for Intensification Corridors to distinguish these from Corridors.	8. That Figure 5-5 be modified to include a minimum height of 2 storeys and a maximum height as per the City Structure Element for Intensification Corridors (see Appendix 3).
6.1 Introduction Figure 6-1	Update photograph of the Credit River.	Additional photos of the Credit River have become available and Figure 6-1 is to be replaced.	9. That Figure 6-1 be replaced (see Appendix 3).
6.8 Waste Management	Waste management should clarify who is responsible for non-residential waste.	Uses that generate non-residential waste are responsible for management and transportation of waste to regional facilities.	10. That the third paragraph of 6.8 Introduction be modified as follows: The Region is responsible for the collection , processing, transfer and safe disposal of waste generated by residential uses. However, area municipalities are responsible for the collection and transportation of non-residential waste to waste disposal facilities operated by the Region: <u>The collection and transportation of non-residential waste to waste disposal facilities operated by the Region is the responsibility of non-residential users.</u>
7.3 Community Infrastructure	Private club in Neighbourhood	Policy 7.3.11 should be deleted as it conflicts with Policy 7.3.3	11. That 7.3 Community Infrastructure be modified by deleting 7.3.11 as follows and renumbering subsequent policies: 7.3.11 Private clubs will be discouraged from locating in Neighbourhoods:

ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
8.2 Multi-Modal Network	Reference to Schedule 8	<p>12. That the second paragraph, last sentence be modified as follows:</p> <p>Schedule 8 shows the designated right-of-way widths <u>for arterial and major collector roads</u> necessary to achieve the long-term multi-modal transportation system under the City and Region's jurisdiction.</p>
8.2.1 Cycling and Active Transportation Network	Cycling Master Plan policies.	<p>13. That the second paragraph in 8.2.1 Corridor Protection be modified as follows:</p> <p>To support growth and to ensure the safe, efficient and environmentally responsible movement of people and goods, the City will protect for new roads, <u>and rights-of-way and cycling routes</u>. The City may require land for the <u>cycling routes, road</u> rights-of-way (including easements) or the widening of rights-of-ways through conditions of approval for development applications.</p> <p>That 8.2.1.1b Corridor Protection be modified as follows:</p> <p>b acquiring lands beyond the designated right-of-way widths to accommodate necessary features such as embankments, grade separation, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, <u>cycling routes</u> bicycle lanes and multi-use trails, and <u>streetscape</u> works, or to provide for necessary improvements in <u>visibility for safety</u> in certain locations;</p>
8.2.4 Cycling and Active Transportation Network		<p>That 8.2.4, Cycling and Active Transportation Network, be modified as follows:</p> <p>8.2.4 Cycling and Active Transportation Network</p> <p>The City will continue to develop an integrated cycling network, to make cycling a more viable choice for commuting. Decisions regarding the <u>detailed characteristics and development location of primary and</u></p>

ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
		<p>secondary cycling routes facilities will be guided by a Cycling Network Master Plan. When the Master Plan is complete, the policies of this Plan will be updated.</p> <p>Active transportation facilities will address the needs of individuals with disabilities, including those who require mobility assisted devices such as, walkers, wheelchairs and scooters.</p> <p>To encourage active transportation and support the development of healthy communities, the City will promote pedestrian activity as an integral part of the multi-modal transportation network.</p> <p>Cycling facilities are shown on <u>The purpose of Schedule 7: Long Term Cycling Routes Network is to connect key city destinations and locations, such as Major Transit Stations, with cycling routes and provide cycling linkages to adjacent municipalities. The cycling facilities shown on Schedule 7 consist of Primary On-Road Routes, Primary On-Road / Boulevard Routes, Primary On-Road / Boulevard Routes (Regional), Crossings and Connections to Adjacent Municipalities in accordance with the Cycling Master Plan.</u></p> <p>8.2.4.1 Bicycle racks and bicycle storage facilities will be provided at transit terminals.</p> <p>8.2.4.2 Cycling facilities will be encouraged on arterials, major collectors and minor collectors, where appropriate. Mississauga will protect and may acquire the lands required for the cycling facilities shown on Schedule 7 through the development approval process and capital works program.</p> <p>8.2.4.3 The City will construct cycling facilities to, from and within Intensification Areas as a priority.</p>

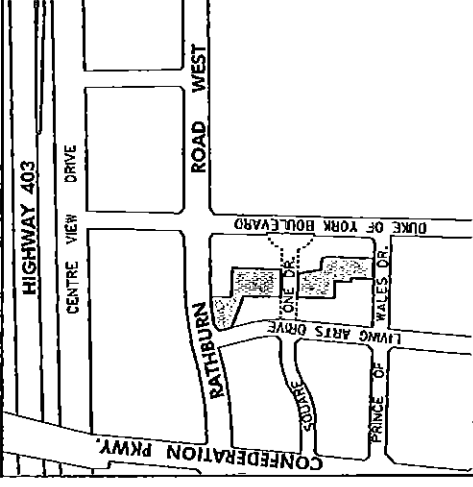
ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
		<p>8.2.4.4 8.2.4.3 Proponents of development applications, within Intensification Areas, will be required to demonstrate how pedestrian and cycling needs have been addressed.</p> <p>8.2.4.5 8.2.4.4 Mississauga will require that access, and parking facilities and other destination amenities, such as shower facilities and clothing lockers for cyclists, are incorporated into the design of all buildings and Major Transit Station Areas, as appropriate.</p> <p>8.2.4.6 8.2.4.5 Sidewalks <u>or multi-use trails</u> will be provided on all new roads.</p> <p>8.2.4.7 8.2.4.6 Sidewalks <u>or multi-use trails</u> in the vicinity of all transit stops will be provided.</p> <p>8.2.4.8 8.2.4.7 Sidewalks <u>or multi-use trails</u> and pedestrian amenities will be a priority in Intensification Areas.</p> <p>8.2.4.9 8.2.4.8 Mississauga will provide pedestrian connections to Intensification Areas.</p>
Table 8-1: Road Classification – Arterials	Ninth Line R-O-W	<p>14. As the city has acquired lands west of Ninth Line, the jurisdiction for a portion should be revised to Mississauga from Halton.</p> <p>That Table 8-1 be modified by deleting the R-O-W regarding Ninth Line from Highway 401 to Highway 403 and replacing it with: <u>Ninth Line/Highway 401/Highway 403/Mississauga/35 m</u> <u>Ninth Line/Highway 403/Dundas St. W./Halton/35 m</u></p>
Table 8-2: Road Classification – Major Collector	Dixie Rd. (Scenic Route) R-O-W.	<p>15. The jurisdiction should be changed from Mississauga to Peel.</p> <p>That Table 8-1 be modified by deleting the R-O-W regarding Dixie Rd (Scenic Route) from Rometown Dr. to Lakeshore Rd. E and replacing it with: Dixie Rd. (Scenic Route)/Rometown Dr./Lakeshore Rd. E/Peel</p>

	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
Table 8-2: Road Classification – Major Collector	Main Street R-O-W.	The reference to the Main Street R-O-W should be revised.	16. That Table 8-2 be modified by deleting the R-O-W regarding Main Street from Queen St. S. to approximately 90 m east of Wyndham St. and replacing it with: <u>Main St./Queen St. S./Approximately 90 m east of Wyndham St./Mississauga/30 m</u>
Table 8-2: Road Classification – Major Collector	Queen St. S. (Scenic Route)	The reference to the Queen St. S. (Scenic Route) R-O-W should be revised.	17. That Table 8-2 be modified by deleting the R-O-W regarding Queen St. S (Scenic route) from Britannia Rd. W to the St. Lawrence and Hudson Railway tracks and replacing it with the following: <u>Queen St. S (Scenic Route)/Britannia Rd. W/St. Lawrence and Hudson Railway tracks/20 m</u>
11.2.5 Residential	FSI Requirements	Reference should be made to the FSI requirements on the Character Area maps.	18. That 11.2.5, Residential, be modified by adding the following: <u>11.2.5.13 Lands subject to minimum and maximum FSI requirements are shown on the Character Area Maps in Chapters 12, 13, 14, and 16.</u>
11.2.6.5 Residential	Mixed Use designation	The policy prohibiting residential uses on the ground floor in a Mixed Use designation should be clarified.	19. That 11.2.6.5 Residential be modified as follows: 11.2.6.5 Residential will generally not be permitted <u>discouraged</u> on the ground floor.
11.2.6.6 Residential	Mixed Use designation	A policy is required to clarify the intent of the Mixed use designation.	20. <u>Notwithstanding 11.2.6.4 and 11.2.6.5, development applications proposing residential uses that are not combined in the same building with another permitted use may be required to submit a development master plan to the City's satisfaction.</u>
Section 11.4 – General Land Use Designations – Special Study Area	Lands west of Ninth Line.	The policy regarding the lands west of Ninth Line should be amended to indicate that these lands will be subject to the Town of Milton and Halton Official	21. That Policy 11.4 be modified to read: Lands west of Ninth Line will be subject to the Town of Milton and Region of Halton Official Plans <u>in effect as of January 1, 2010</u> , until such time as they are incorporated into the Plan.

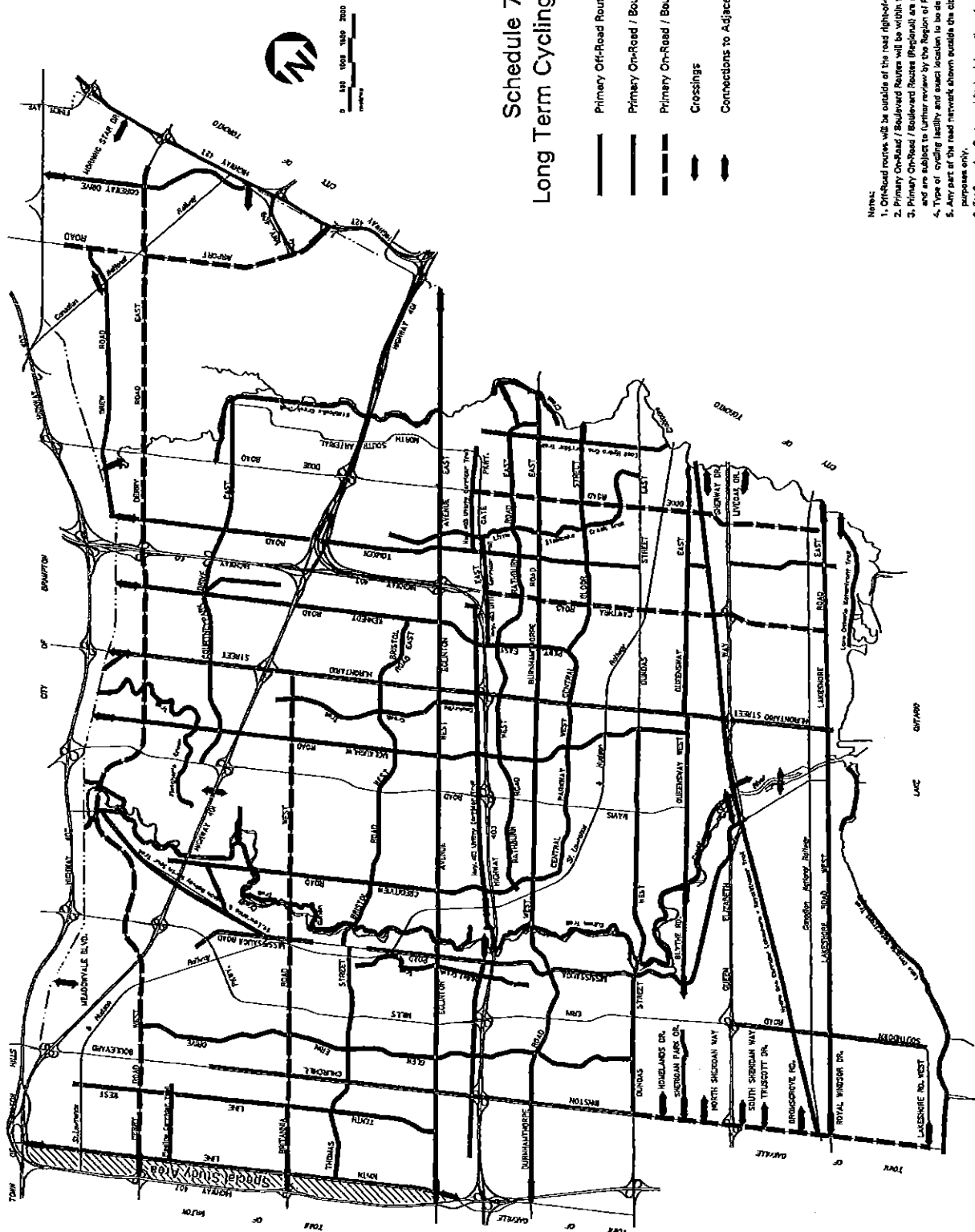
ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
	Plans in effect as of January 1, 2010, until such time as they are incorporated into this Plan.	
15.1. Corporate Centres	Post-secondary educational facility should be permitted in the Business Employment designation in Corporate Centres.	22. That 15.1.8.1 be modified by adding: <u>b. post-secondary educational facility.</u>
17.1 Employment Areas	Permission for residential uses in Chapter 17, Employment Areas, should be clarified to indicate that it only pertains to existing residential uses within the Dixie Employment Area.	23. That Policy 17.1.3 Residential be modified to read: <u>17.1.3.1 Residential uses will not be permitted, except for permitted residential uses in the Dixie Employment Area in existence at the time this Plan comes into effect.</u>
19.3 Development Applications	Development master plan	24. That 19.3.5 be modified by adding the following bullet point: <ul style="list-style-type: none"><u>development master plan</u>
19.3 Development Applications	Market conditions. A policy should be added to indicate that market conditions may not be used as a planning justification in support of a development application.	25. That 19.3 be modified by adding: <u>Market conditions may not be used as a planning justification.</u>

ISSUE		COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
20 Glossary	Definition of "corridor".	To provide clarity of intent, a definition of "corridor" should be included to distinguish it from "Intensification Corridor" in the Glossary.	26. That the Glossary be modified by adding a definition for "Corridor" as follows: <u>CORRIDOR</u> <u>means lands adjacent to and framing a right-of-way.</u>
Various schedules, maps and figures	Schedules, maps and figures.	A number of mapping boundary changes are required to provide consistency among the maps, figures and schedules.	27. That all maps, figures and schedules be modified as required to ensure consistency.
Schedules 1, Urban System, 1a Urban System-Green System, 3 Natural System and Local Area Land Use Maps	2009 Natural Areas Survey	Mapping changes arising from the 2009 NAS update should be incorporated on Schedules 1, 1a and 3 for publicly owned land.	28. That Schedules 1, Urban System, 1a Urban System-Green System and 3 Natural System, be modified to reflect 2009 NAS updates on publicly owned land.
Schedules 1, Urban System, 1a Urban System-Green System, 3 Natural	Natural Hazard mapping	Schedules 1, 1a and 3 should be updated to reflect up-to-date natural hazard mapping from the Conservation Authorities and newly identified Provincially	29. That Schedules 1, Urban System, 1a Urban System-Green System and 3 Natural System, be modified to reflect up-to-date natural hazard mapping and newly identified Provincially Significant Wetlands. That Schedule 10, Land Use Designations be revised to reflect up-to-date natural hazard mapping.

	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
System, 10 Land Use Designations and Local Area Land Use Maps		Significant Wetlands. In addition, Schedule 10 should be updated to reflect up-to-date natural hazard mapping.	
Schedule 6, Long Term Transit Network	Long Term Transit Network	Schedule 6 should be revised to delete Note: 2 as this is not necessary.	30. That Schedule 6 be modified to delete Note: 2.
Schedule 7, Long Term Cycling Network	Cycling Master Plan policies.	Since the Cycling Master Plan has been approved, it is appropriate to replace Schedule 7 with an update version.	31. That Schedule 7 be replaced with an updated version.
Schedule 8, Designated Right-of-Way Widths	Designate Right-of-Way Widths	Schedule 8 should be revised to reflect revised R-O-W's for Main Street and Bristol Road W.	32. That Schedule 8 be modified to reflect the Bristol Road and Main Street R-O-W's as shown on Table 8-2, Road Classification – Major Collector.

	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
Downtown Core Local Area Plan, Land Use Map	Downtown Core Local Area Plan Land Use Map	<p>33. Downtown Core Local Area Plan Land Use Map should be amended to add a special site for the Sheridan College lands to allow for flexibility regarding the size, configuration and location of open space.</p>	<p>That the Downtown Core Local Area Map be modified to add a Special Site dealing with park lands as follows:</p>  <p>The lands identified as Special Site 7 are bounded by Rathburn Road West to the north, Duke of York Boulevard to the east, Prince of Wales Boulevard to the south and Living Arts Drive to the west.</p> <p>Notwithstanding the Public Open Space and Downtown Mixed Use designations shown on the Land Use Plan, the lands designated Public Open Space and Downtown Mixed Use may be increased or decreased in size, reconfigured or relocated within Special Site 7 without an amendment to this Plan and these lands may also be used for parking.</p>

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Schedule 7 Long Term Cycling Routes

- Primary Off-Road Routes
- Primary On-Road / Boulevard Routes
- Primary On-Road / Boulevard Routes (Regional)
- Crossings
- Connections to Adjacent Municipalities

Notes:

1. Off-road routes will be outside of the road right-of-way.
2. Primary On-Road / Boulevard Routes will be within the road right-of-way.
3. Primary On-Road / Boulevard Routes (Regional) are shown for information purposes only, and are subject to further review by the Region of Peel.
4. Type of crossing facility and exact location to be determined through detailed study.
5. Any part of the road network shown outside the city boundaries is shown for information purposes only.
6. For Secondary Routes and further information refer to the Cycling Master Plan.

Figure Replacements

Height, Density and Population to Employment Ratio Requirements

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

* Character area policies may establish alternative heights

Figure 5-5: Height, Density and Population to Employment Ratio Requirements



Figure 6-1: As an environmentally responsible community, Mississauga is committed to environmental protection, conducting its corporate operations in an environmentally responsible manner and promoting awareness of environmental policies, issues and initiatives. Residents and businesses have a large role to play to help protect and enhance the land, air, water and energy resources that are enjoyed by all in the city. (Credit River Valley)



Principals
Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Lily Law, B.E.S.
Lena Gagnon

February 18, 2011

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

**Our File:
 PN 1519 - MOP**

**City File:
 CD.03.MIS**

Attention: Mr. Edward Sajecki, Commissioner of Planning & Building

**Re: Latif & Fatima Qureshi, 2625 Hammond Road
 Formal Public Input – Proposed New Mississauga Official Plan
 City of Mississauga Requested Modifications**

Dear Mr. Sajecki:

Gagnon & Law Urban Planners Ltd. (G&L) is agent to Latif Qureshi, the registered owner of the property located at 2625 Hammond Road in the City of Mississauga. Their home is located immediately south of the commercial plaza located at the southwest corner of Dundas Street West and King Forest Drive.

Our client is proposing to preserve the heritage dwelling which occupies 2625 Hammond Road. 2625 Hammond Road is our clients' primary residence. The Qureshi family wishes to develop the surplus lands surrounding their dwelling for a limited number of heritage inspired single detached residential dwellings. The proposed new dwellings will be sympathetic to the heritage house and compatible with the neighbourhood.

G&L have monitored the evolution of the proposed New Mississauga Official Plan (MOP); see attached correspondence dated June 28, 2010.

Further to our June 28, 2010 submission, we have the following comments as it relates to the January 25, 2011 Staff Report:

- We understand that because the MOP is under review by the Region of Peel, changes to the MOP can only be made by request to the Region. Through this and previous submissions made on behalf of Latif Qureshi we are copying the Region of Peel on this letter.

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 www.gagnonlawurbanplanners.com • Phone: 905-796-5790 • Fax: 905-796-5792

**CONFIDENTIALITY
 CAUTION**

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- We do not agree with the City's proposed new requirement for development proponents to prepare and submit a Development Master Plan to guide development within surrounding Character Areas as a requirement for a complete application (proposed revisions to Policies 1.1.4.c, 5.1, 11.2.6.6 and 19.3.5).

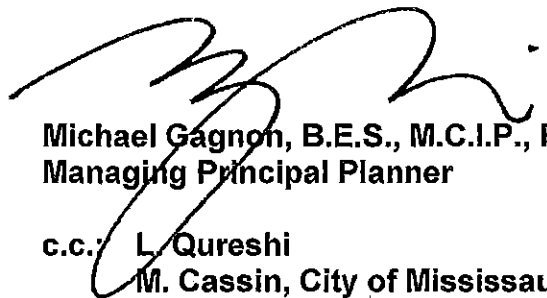
The requirement for Development Master Plans should be assessed on an application by application basis where the proposed development warrants it (i.e. larger block plan/tertiary plan sized re-development proposals).

The Development Master Plan proposed by the City, which suggests that individual applicants prepare Plans for lands located beyond the limits of their own holdings, is not needed in all circumstances. The preparation of such Plans could be prejudicial to surrounding landowners. Such a policy may only serve to unnecessarily delay the development process.

We reserve the right to make additional comments.

If you have any questions or concerns, please do not hesitate to contact the undersigned.

Yours truly,



Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner



Andrew Walker, B.E.S., M.C.I.P., R.P.P.
Associate Planner

c.c.: **L. Qureshi**
M. Cassin, City of Mississauga
R. Miller, City of Mississauga
D. Labreque, Region of Peel
A. Prasad, Region of Peel



Principals

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.

Lily Law, B.E.S.

June 28, 2010

Our File:

PN.08.1519.00

**The Corporation of the City of Mississauga
Planning, Design & Development
300 City Centre Drive
Mississauga, Ontario
L5B 3C1**

Via E-mail & Mail

"LATIQ QURESHI"

Attention: Crystal Greer, Clerks Department
John Britto, Clerks Department
John Calvert, Planning & Building Department
Marianne Cassin, Planning and Building Department

Re: Formal Public Input - Draft Mississauga Official Plan
2625 Hammond Road

To Whom It May Concern:

We represent Latiq Qureshi, owner of 2625 Hammond Road in the City of Mississauga. 2625 Hammond Road is located south of the commercial plaza at the southwest corner of Dundas Street West and King Forest Drive.

Our client is proposing to preserve the heritage dwelling which occupies 2625 Hammond Road. In addition, our client wishes to develop the surplus lands surrounding the heritage dwelling for a modest number of single detached residential dwellings in keeping with the lot fabric in the surrounding area. The objective is to focus on the architecture of the historic dwelling. They wish to make the home itself a showpiece. The new surrounding lots will be sympathetic to the neighbourhood.

1. Schedule 1 and 1a to the Official Plan designate the site Neighbourhood. It is unclear from the scale of Schedule 1 if the site is included as part of the Intensification Corridor and the Green System. We do not support the designation of Green System due to the highly degraded condition of the vegetation which occupies a portion of the site. We also do not support the Green System designation due to the lack of connectivity with any other significant natural heritage features in the area. The drainage ditch/swale which traverses the property is a highly degraded remnant former water course which traversed the site and surrounding area. This feature was decimated by the approval by the City of Mississauga of urban development to the north, south, east and west.

21 Queen Street East, Suite 500 • Brampton, Ontario, Canada L6W 3P1

Phone: (905) 796-5790 • Fax: (905) 796-5792 • Website: www.gagnonlawurbanplanners.com

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2. Schedule 10a designates our client's site Greenbelt and Residential Low Density 1, whereas we believe that the Greenbelt designation is wholly inappropriate. We also believe that Residential Low Density 1 should be changed to Residential Low Density 2 consistent with the rest of the Neighbourhood. Our client is in the process of preparing a Draft Plan of Subdivision for additional lots which will be similar in size with that which exist in the area.
3. Our client's objective in going forward is to protect, preserve and enhance the historic dwelling and a reasonable and appropriate amount of land surrounding it, while allowing for the development of the balance of the lands in a manner which is consistent and complementary.
4. We believe that circumstances exist where it is appropriate to identify 'Site Specific' policies which reflect the unique circumstances of certain sites and/or groups of properties. In some instances it simply isn't practical to expect the Official Plan which is a broad, high level plan to be able to capture existing land uses or a particular vision.
5. Consistent with the Growth Plan, the proposal will contribute to:
 - Building compact, vibrant and complete communities;
 - Protecting, preserving, enhancing and wisely using valuable natural resources for current and future generations; and
 - Optimize the use of existing and new infrastructure.
6. The proposal and the vision of continuing to protect the heritage resource is unique and represents an exciting opportunity to recognize the diversity in the local landscape. This is an inspired opportunity to demonstrate how the public and private sectors can work together to promote the individual and greater good simultaneously.
7. The proposal in advancing a limited number of new residential lots which are similar and/or complementary in terms of frontage and lot size is meant to protect and enhance what is by and large a stable neighbourhood, but at the same time allow for our client to optimize the use of the site. We firmly believe that if planned properly, additional lots can be added without detracting from the significant cultural heritage resource. Future homes will be designed being mindful of the heritage of the existing dwelling.
8. Consistent with the guiding principles of the new Official Plan, the proposal will support, sustain and improve the natural environment and cultural heritage. The proposal includes the realignment and re-vegetation of the watercourse/drainage swale/ditch which traverses the property. The goal is to take a highly degraded vegetative unit and create something superior to what exists today.
9. Our client knows first hand the value of preserving natural heritage and cultural resources. In this regard, our client is committed to maintaining a link to the past, while balancing this with the need to use land resources as efficiently and responsibly as possible.
10. While our client is sympathetic to the Greenland System and need to protect and enhance natural systems, this cannot extend to the inappropriate designation of highly degraded pockets of vegetation of which serve no true purpose on a city-wide scale. In the case of

our client's property, the surrounding lands were approved for the development of housing and a commercial plaza, and it is our understanding that historically these other lands were not terribly different from our clients' property. Recognizing this, we do not believe that it is appropriate to apply any of the Greenland System Policies to the subject site.

11. We have reviewed Section 6.4 of the Official Plan dealing with Heritage Planning. Our client's property is identified and designated as a Heritage Resource. Our client does not dispute the importance of maintaining the heritage dwelling. Our client only wishes to develop surplus lands consistent with what others have been allowed to do.
12. Our client views the rest of the land holding as having similar characteristics to adjacent properties which were approved for the development of single detached dwellings and a shopping centre. Our client is preparing to file an Amendment Application which will propose the preservation of the historic dwelling and a modest number of new residential building lots. We believe that the policies in the Official Plan pertaining to Heritage Resources need to be re-examined and customized to take into consideration this site.
13. Consistent with comment No.12 above and being mindful of Section 16.0 of the Official Plan, we recommend that consideration be given to applying a "Special Site" designation to 2625 Hammond Road which would recognize the preservation of the heritage dwelling and allow for development of surplus lands consistent with surrounding newer construction.

We welcome an opportunity to meet with staff to discuss our comments. We reserve the right to make additional comments. We recommend against approving the Official Plan in its current format. We wish to receive notification of approval of the Plan and adoption of implementing documents. We wish to be notified of future meetings related to the Mississauga Official Plan.

Yours truly,



Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner

c.c.: **L. Qureshi, 2625 Hammond Road**
A. Walker, G&L Urban Planners Ltd.

Mi-Ko Urban Consulting Inc.
16 High Street,
Etobicoke, Ontario,
M8Y 3N8
Tel: (416)230-6935
Fax: (416)253-6569
Email: mikourban@rogers.com

By Email Only

February 7, 2011

To: The Planning and Building Department
Development and Design Division
300 City Centre Drive, 11th floor,
Mississauga, Ontario,
L5B 3C1

Attn: Angela Dietrich, R.P.P., M.C.I.P.,
Tel: 905-896-5510
Email: angela.dietrich@mississauga.ca

To: Planning Department of the Regional Municipality of Peel,
10 Peel Centre Drive, Suite A,
Brampton, Ontario,
L6T 4B9

Attn: Jenny Chook, R.P.P., M.C.I.P.,
Tel: 905-791-7800
Email: jenny.chook@peelregion.ca

Re: 2040 Camilla Road,
Part of Lot 6, Plan B-27
Mississauga, Ontario

Dear Ms. Dietrich/Ms. Chook;

In regards to the above, I am the planning consultant for Consulate Development Group, the owner of the same.

Upon reviewing the new City of Mississauga's Official Plan, as adopted by the Council of the City of Mississauga on September 29, 2010, I have notice a minor oversight between the 'Character Areas' of the Cooksville Neighbourhood Character Area and the Downtown Hospital Character Area.

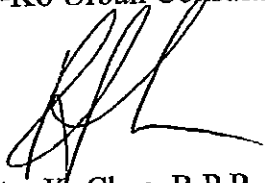
In brief, in the Cooksville Neighbourhood Character Area, has referred the lands within

the Downtown Cooksville Character Area and the Downtown Hospital Character Area to their respective Area Plans. My client's has been identified as being in the Downtown Hospital Character Area, as noted in the 'red dot' in the attached. However, upon the review of the Plans, I notice that the Environmental Planning Areas Policies (S.16.6.3) of the Cooksville Neighbourhood Character Area is not reiterated in the Downtown Hospital Character Area. I feel this could raise some confusion to which Character Area policy applies.

As such, it would appreciate if you can revisit the above. Enclosed, please find the excerpts of the Area policies in question. In advance, I thank you for your consideration on this matter.

Thank you.

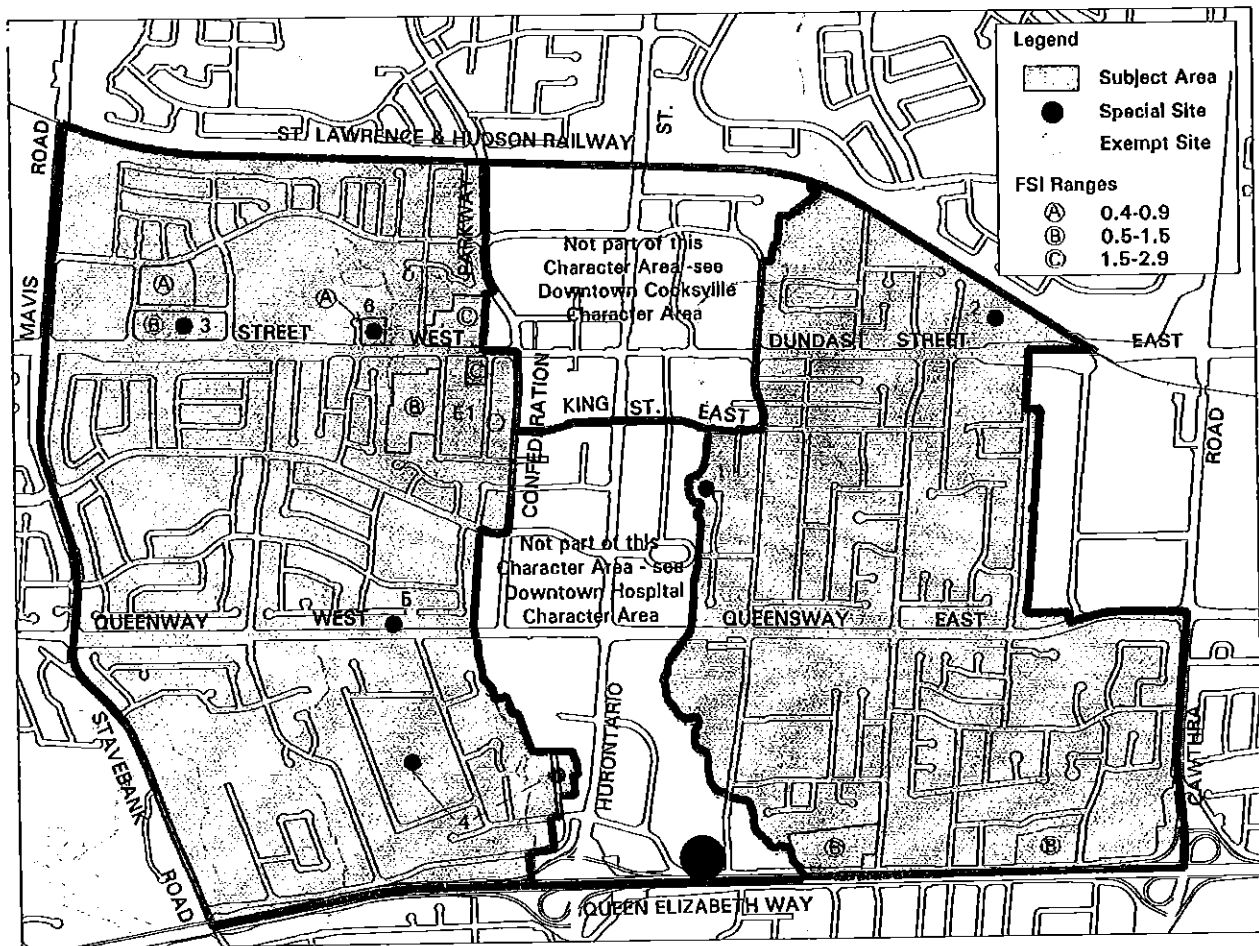
Mi-Ko Urban Consulting Inc.

A handwritten signature in black ink, appearing to be 'PKC', written over a horizontal line.

Peter K. Chee, R.P.P., M.C.I.P.

cc. William Sorokolit, Consulate Development

16.6 Cooksville



Map 16-6: Cooksville Neighbourhood Character Area

16.6.1 Land Use

16.6.1.1 The Residential Low Density I designation, for the area bounded by the Queensway West, Hurontario Street, the Queen Elizabeth Way and Stavebank Road, permits only detached dwellings.

16.6.1.2 Lands designated Residential Medium Density will also permit low-rise apartment dwellings

16.6.1.3 For lands designated Residential High Density a maximum building height of eight storeys is permitted unless otherwise specified in the Urban Design policies of this Plan.

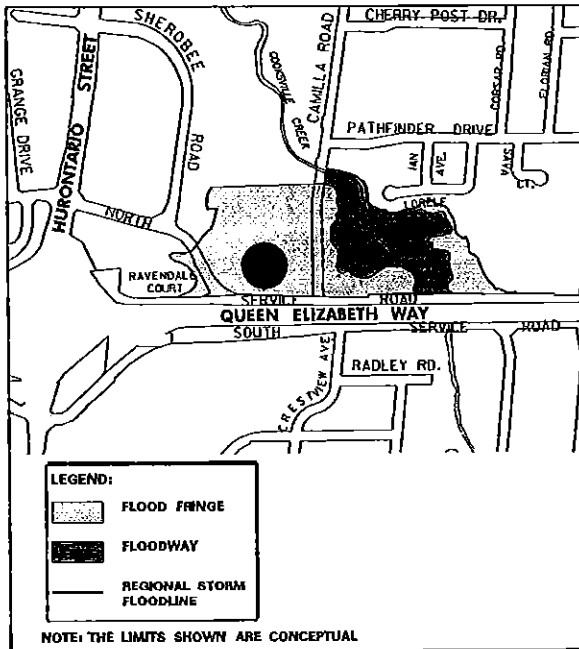
16.6.1.4 Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted:

- a. **Secondary office;**
- b. outdoor storage and display areas related to the **Secondary office** uses.

16.6.2 Urban Design

16.6.2.1 Sites fronting on Dundas Street and Hurontario Street, immediately outside of the Character Area, should serve as transitional areas to the Character Areas, where a greater intensity of mixed use development should occur.

16.6.3 Environmental Planning Areas



16.6.3.1 The lands identified above are located generally between the North Service Road where the Cooksville Creek crosses Camilla Road. The lands shown are subject to the **Two-Zone floodplain management concept**, which divides the regulatory floodplain into two portions known as the floodway and the flood fringe. The limits of the flood fringe and the floodway are conceptual, the exact limits of which will be determined through further study.

16.6.3.2 Notwithstanding the Natural Hazards policies of this Plan, the following policies will apply to those lands within the regulatory floodplain:

- a. the lands within the floodway are designated Residential High Density, Office, Greenbelt and Utility. Notwithstanding the Residential High Density, Office, Greenbelt and Utility policies of this Plan, the following uses will be permitted within the floodway subject to the

satisfaction of the City and Credit Valley Conservation:

- flood and/or erosion works;
 - facilities which by their nature must locate near water or traverse **watercourse** (i.e. bridges, storm sewer outlets and stormwater management facilities);
 - passive recreation activities;
- b. floodway lands will be zoned in an appropriate hazard category in the implementing Zoning By-law;
 - c. the lands within the flood fringe are subject to their respective land use designations and the following additional policies:
 - development may be permitted provided the use, building or structure is floodproofed to the regulatory flood level as required by Credit Valley Conservation;
 - ingress/egress for all development located in the flood fringe will be such that emergency vehicular and pedestrian movement is not prevented during times of flooding in order that safe access/evacuation is ensured. The determination of safe access shall be made by Credit Valley Conservation based on the depth and velocity factors;
 - enclosed underground parking will be subject to the installation of stringent floodproofing measures to the elevation of the regulatory flood level;
 - the zoning of lands may utilize a holding zone to provide direction as to future permitted uses while ensuring floodproofing and safe access are addressed prior to development to the satisfaction of the City and Credit Valley Conservation. The Zoning By-law will be amended to remove the holding symbol when the requirements for floodproofing, the provision of safe access

to the proposed development and a detailed spill assessment and a financing agreement for the reconstruction of the culvert at the QEW has been completed to the satisfaction of the City, Credit Valley Conservation and the Ministry of Transportation;

- d. the following uses will not be allowed within the floodplain:
- institutional services such as hospitals, nursing homes, and schools where there would be a significant threat to the safety of inhabitants involved in an emergency evacuation situation as a result of flooding or failure of floodproofing measures;
 - new uses associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of floodproofing measures;
 - emergency services such as those provided by fire, police, and ambulance stations and electrical sub-stations, which would be impaired during a flood emergency as a result of flooding or failure of floodproofing measures.

16.6.4 Transportation

16.6.4.1 All development applications along the north side of Dundas Street West, between Parkerhill Road and Confederation Parkway, will require an internal access scheme, preferably interconnecting the properties to reduce ingress and egress to Dundas Street West.

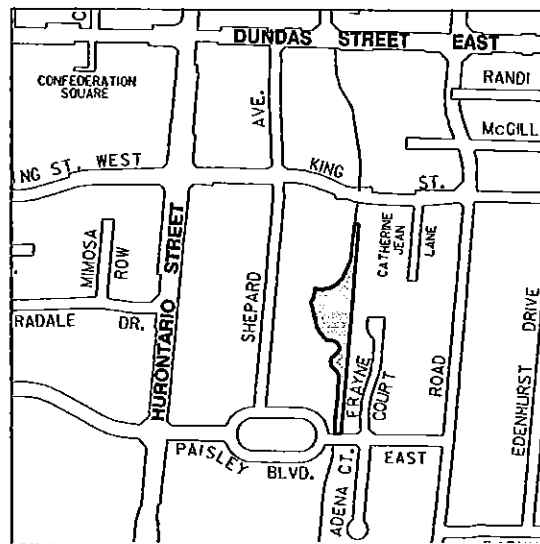
16.6.4.2 The City of Mississauga Parking Strategy, carried out in 1993, made recommendations on the short, medium and long term strategies to meet the parking requirements and to achieve urban design objectives. These recommendations will be

considered in conjunction with development applications and implementation of High Occupancy Vehicle (HOV) lanes on Hurontario Street and Dundas Street East.

16.6.5 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

16.6.5.1 Site 1

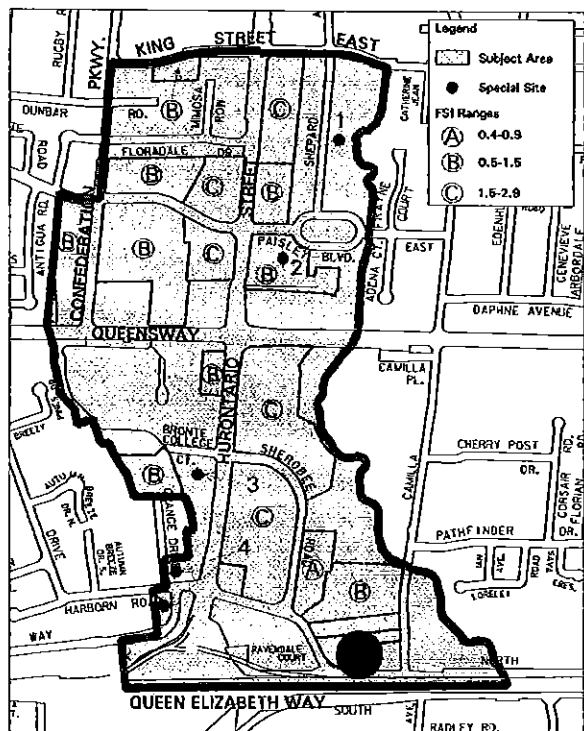


16.6.5.1.1 The lands identified as Special Site 1 are located east of Shepard Avenue between King Street East and Paisley Boulevard East.

16.6.5.1.2 Notwithstanding the provisions of the Greenbelt designation, the following additional policies will apply:

- any proposal to alter the natural alignment of the Cooksville Creek and associated Greenbelt lands through filling or channelization will require the appropriate approvals from Credit Valley Conservation and the City of Mississauga. The final design of such alteration works will address the following:
 - criteria for erosion measures;

12.5 Downtown Hospital



Map 12-5: Downtown Hospital Character Area

12.5.1 Land Use

12.5.1.1 For lands designated Residential Medium Density, building height should not exceed a maximum of four storeys unless otherwise specified in the Urban Design policies of this Plan.

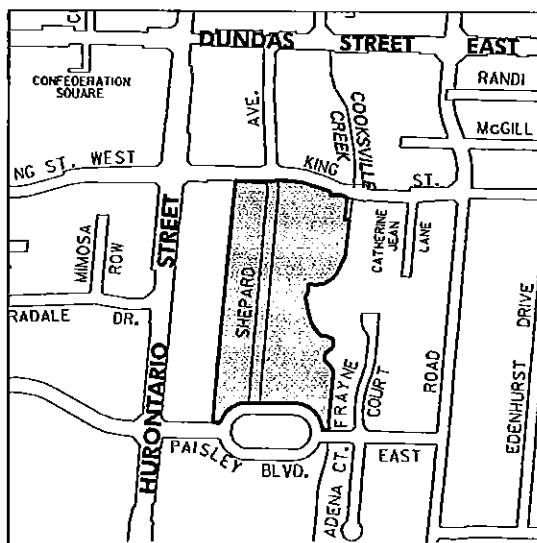
12.5.2 Transportation

12.5.2.1 The City of Mississauga Parking Strategy, carried out in 1993, made recommendations on the short, medium and long term strategies to meet the parking requirements and to achieve urban design objectives. These recommendations will be considered in conjunction with development applications and implementation of High Occupancy Vehicle (HOV) lanes on Hurontario Street and Dundas Street East.

12.5.3 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

12.5.3.1 Site 1



12.5.3.1.1 The lands identified as Special Site 1 are located on Shepard Avenue between King Street East and Paisley Boulevard East.

12.5.3.1.2 Notwithstanding the provisions of the Residential Low Density I, Residential Medium Density and Greenbelt designations, the following additional policies will apply:

- a. any proposal to alter the natural alignment of the Cooksville Creek and associated Greenbelt lands through filling or channelization will require the appropriate approvals from Credit Valley Conservation and the City of Mississauga. The final design of such alteration works will address the following:
 - criteria for erosion measures;
 - incorporation of the recommendations of the Cooksville Creek Rehabilitation Study for the reach of the Cooksville Creek between King Street East and Paisley Boulevard East;

Response to Comments Table - Requested Modifications to Proposed New Mississauga Official Plan

RESPONDENT	SECTION	ISSUE	COMMENTS	REQUESTED MODIFICATIONS TO PROPOSED NEW MISSISSAUGA OFFICIAL PLAN
1. Introduction and Policy Context				
Philip Stewart, Pound and Stewart Associates Ltd., on behalf of Orlando Corporation	1.1.4 c. How to Read Mississauga Official Plan	The third bullet ought not to be inserted in 1.1.4 c. as the "development master plan" is not prepared by the City.	Upon further review, Recommendation 1 of the report titled "Proposed New Mississauga Official Plan – Requested Modifications", dated December 14, 2010 from the Commissioner of Planning and Building regarding a development master plan should be revised to indicate that the City may undertake a study "or require" a study to be done.	<p>1. That Recommendation 1 of the report titled "Proposed New Mississauga Official Plan – Requested Modifications", dated December 14, 2010 from the Commissioner of Planning and Building be replaced with the following:</p> <p>That 1.1.4 c be deleted and replaced with the following:</p> <p>c. Mississauga may undertake <u>or require</u> a number of studies to address planning matters including the following:</p> <ul style="list-style-type: none"> • a municipal comprehensive review is an official plan review or an official plan amendment, initiated by the City, that has city wide policy implications. This includes, among other matters, changes to the urban structure or conversion of employment lands; • a local area <u>review plan applies to reviews of a</u> Character Areas, Corridors or Major Transit Station Areas These reviews are <u>is</u> typically undertaken by or on behalf of the City <u>and will be incorporated into this Plan by amendment;</u> and • <u>a development master plan is prepared by a development proponent at the direction of the City and to the City's satisfaction to assist with the evaluation of development applications until such time as a local area review has been</u>

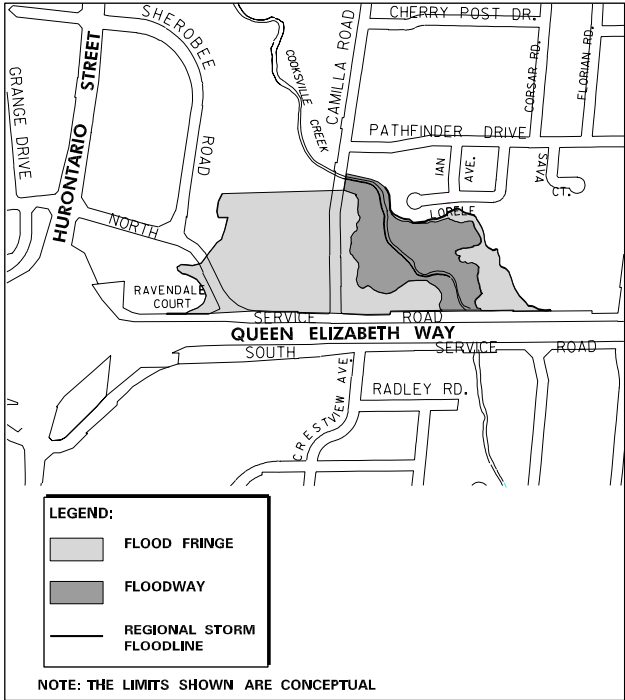
RESPONDENT	SECTION	ISSUE	COMMENTS	REQUESTED MODIFICATIONS TO PROPOSED NEW MISSISSAUGA OFFICIAL PLAN	
					<p><u>completed; and</u></p> <ul style="list-style-type: none"> planning studies may address a variety of Official Plan policies including matters relating to land use, transportation, environment, or urban design that are limited in scope or geography. These reviews are typically undertaken by or on behalf of the City and <u>may or may not result in an amendment to this Plan.</u>
Michael Gagnon, Gagnon & Law Urban Planners Ltd., on behalf of White Elm Investments Ltd., Azuria Group and Latiq Qureshi	<p>1.1.4 c How to Read Mississauga Official Plan</p> <p>Note: This issue was also raised for Sections 5.1 Introduction, 11.2.2.6 Mixed Use and 19.3.5 Development Applications</p>	Do not agree with the requirement for a Development Master Plan. This requirement should be assessed on an application by application basis where the proposed development warrants it.	The wording of this requirement indicates that it “may” be required at the discretion of the City, where the review of a Character Area, Corridor or Major Transit Station Area has not been completed within five years of a development application being submitted. The requirement will not be mandatory for all applications and the need and extent of the master plan will be determined by the City on an application by application basis.	2.	No action required.
Philip Stewart, Pound and Stewart Associates Ltd., on behalf of	1.1.4 v. How to Read Mississauga Official Plan – “discourage”	Add the words “or practicable” at the end of the proposed definition.	The definition is sufficient and the suggested additional words would reduce the effectiveness of the	3.	No action required.

RESPONDENT	SECTION	ISSUE	COMMENTS	REQUESTED MODIFICATIONS TO PROPOSED NEW MISSISSAUGA OFFICIAL PLAN	
Orlando Corporation			term.		
5. Direct Growth					
Philip Stewart, Pound and Stewart Associates Ltd., on behalf of Orlando Corporation Michael Gagnon, Gagnon & Law Urban Planners Ltd., on behalf of White Elm Investments Ltd., Azuria Group and Latiq Qureshi	5.1 Introduction Note: This issue was also raised for Sections 1.1.4 c. How to Read Mississauga Official Plan, 11.2.2.6 Mixed Use and 19.3.5 Development Applications	See Recommendation 2.	See Recommendation 2.	4.	No action required.
Bruce Thom, Embee Properties Limited	5.4 Corridors	Concerned that drive-throughs will not be permitted at 720 Bristol Road West (southeast corner of Bristol Rd. W. and Mavis Rd.)	Although this issue was not the subject of the report on requested modifications to the Region of Peel, discussions have been ongoing with this respondent. This property is located on a corridor, there are	5.	No action required.

RESPONDENT	SECTION	ISSUE	COMMENTS	REQUESTED MODIFICATIONS TO PROPOSED NEW MISSISSAUGA OFFICIAL PLAN	
			policies that indicate that development should be compact, mixed-use and transit-friendly and appropriate to the context of the surrounding neighbourhood. Land uses and building entrances will be oriented to the Corridor where possible and surrounding land uses permit. If the proponent can meet these and other requirements of the Plan while providing a drive-through use, it may be permitted.		
7. Complete Communities					
Community Services Department	7.6.2 Lake Ontario Waterfront	Policies should make reference to the Mississauga Waterfront Strategy.	Within the introduction of the Lake Ontario waterfront policies, it is appropriate make reference to the Mississauga Waterfront Strategy.	6.	That 7.6.2 be modified by adding the following to the third paragraph, after the first sentence: <u>Mississauga has 22 waterfront parks that vary in size, use and features. Future development in waterfront communities should have regard for the Mississauga Waterfront Parks Strategy, a comprehensive long term plan to manage the future development of the City's waterfront parks.</u>

RESPONDENT	SECTION	ISSUE	COMMENTS	REQUESTED MODIFICATIONS TO PROPOSED NEW MISSISSAUGA OFFICIAL PLAN
8. Create a Multi-Modal City				
<p>Steven Zakem, Aird & Berlis on behalf of First Capital Realty</p> <p>Michael Gagnon, Gagnon & Law Urban Planners Ltd., on behalf of Azuria Group</p>	<p>8.2.1 and 8.2.1.1 b, Corridor Protection</p> <p>8.2.4.2 Cycling and Active Transportation Network</p>	<p>Proposed modifications will allow the City to not only require land for cycling routes through conditions of development applications, but will also allow the City to acquire lands beyond the designated right-of-way widths to accommodate cycling infrastructure. Concerned that there is no indication as to where lands will be required beyond the designated rights-of-way, or how much land will be required.</p> <p>Suggest that cycling infrastructure be accommodated within designated rights-of-way.</p>	<p>Upon further review, the policies should be clarified to indicate what facilities are included within a designated right-of-way, where additional lands may be required for a right-of-way and when an official plan amendment is required to change a designated right-of-way.</p>	<p>7. That paragraph 2 of 8.2.1. be modified as follows:</p> <p>To support growth and to ensure the safe, efficient and environmentally responsible movement of people and goods, the City will protect for new roads and rights-of-way. <u>Rights-of-ways may contain road surfaces, sidewalks, utilities, transit facilities, cycling routes, multi-use trails, streetscape works and other uses such as public art and signage. Detailed design studies will determine which functions are accommodated within a particular right-of-way and the dimensions of those facilities within the right-of-way.</u> The City may require land for the rights-of-way (including easements) or the widening of rights-of-way through conditions of approval for development applications.</p> <p>That 8.2.1.1 b be modified as follows:</p> <p><u>designated right-of-way widths are considered the basic required rights-of-way along roadway sections. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required</u> acquiring lands beyond the designated right-of-way widths to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, <u>cycling facilities</u> bicycle lanes and multi-use trails, and streetscape works, or to provide for necessary improvements in visibility <u>for safety</u> in certain locations;</p> <p>That 8.2.2.1d be modified by as follows:</p> <p>d. minor adjustments to the basic right-of-way widths and alignments for roads may be made without further amendment to this Plan subject to the City being satisfied that the role and function of such roads are maintained. <u>Major adjustments to the basic right-of-way widths and alignments for roads will require an amendment</u></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	REQUESTED MODIFICATIONS TO PROPOSED NEW MISSISSAUGA OFFICIAL PLAN	
					<u>to this Plan.</u>
11. General Land Use Designations					
Michael Gagnon, Gagnon & Law Urban Planners Ltd., on behalf of White Elm Investments Ltd., Azuria Group and Latiq Qureshi	11.2.6.6 Mixed Use Note: This issue was also raised for Sections 1.1.4 c. How to Read Mississauga Official Plan, 5.1 Introduction and 19.3.5 Development Applications	See Recommendation 2.	See Recommendation 2.	8.	No action required.
12. Downtown					
Peter Chee, Mi-Ko Consulting Inc.	12.4 Downtown Cooksville	Environmental Planning Areas map and policies from Cooksville Neighbourhood should also apply to the Downtown Cooksville character area.	While this issue was not the subject of the proposed modifications to be requested by the Region of Peel, since these areas were identified and carried forward from the Cooksville District policies of Mississauga Plan, they should also be included in the	9.	That 12.4 Downtown Cooksville of the Plan be modified by adding an Environmental Areas map and policies as follows as 12.4.2: <u>12.4.2 Environmental Planning Areas</u>

RESPONDENT	SECTION	ISSUE	COMMENTS	REQUESTED MODIFICATIONS TO PROPOSED NEW MISSISSAUGA OFFICIAL PLAN
			<p>Downtown Cooksville Character Area.</p> <p>Reference to the area subject to the policies should also be made in the Cooksville Neighbourhood Character Area policies.</p>	 <p>12.4.2.1 <i>The lands identified above are located generally between the North Service Road and where the Cooksville Creek crosses Camilla Road. The area subject to these policies within Downtown Cooksville, is generally located west of Cooksville Creek. The lands shown are subject to the Two-Zone floodplain management concept, which divides the regulatory floodplain into two portions known as the floodway and the flood fringe. The limits of the flood fringe and the floodway are conceptual, the exact limits of which will be determined through further study.</i></p> <p>12.4.2.2 <i>Notwithstanding the Natural Hazards policies of this Plan, the following policies will apply to those lands within the regulatory floodplain:</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	REQUESTED MODIFICATIONS TO PROPOSED NEW MISSISSAUGA OFFICIAL PLAN
				<p><u>a. the lands within the floodway are designated Residential High Density, Office, Greenbelt and Utility. Notwithstanding the Residential High Density, Office, Greenbelt and Utility policies of this Plan, the following uses will be permitted within the floodway subject to the satisfaction of the City and Credit Valley Conservation:</u></p> <ul style="list-style-type: none"> • <u>flood and/or erosion works;</u> • <u>facilities which by their nature must locate near water or traverse watercourse (i.e. bridges, storm sewer outlets and stormwater management facilities);</u> • <u>passive recreation activities;</u> <p><u>b. floodway lands will be zoned in an appropriate hazard category in the implementing Zoning By-law:</u></p> <p><u>c. the lands within the flood fringe are subject to their respective land use designations and the following additional policies:</u></p> <ul style="list-style-type: none"> • <u>development may be permitted provided the use, building or structure is floodproofed to the regulatory flood level as required by Credit Valley Conservation;</u> • <u>ingress/egress for all development located in the flood fringe will be such that emergency vehicular and pedestrian movement is not prevented during times of flooding in order that safe access/evacuation is ensured. The determination of safe access shall be made by Credit Valley Conservation based on the depth and velocity factors;</u> • <u>enclosed underground parking will be subject to the installation of stringent floodproofing measures to the elevation of the regulatory flood level;</u>

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					<ul style="list-style-type: none"> <u>the zoning of lands may utilize a holding zone to provide direction as to future permitted uses while ensuring floodproofing and safe access are addressed prior to development to the satisfaction of the City and Credit Valley Conservation. The Zoning By-law will be amended to remove the holding symbol when the requirements for floodproofing, the provision of safe access to the proposed development and a detailed spill assessment and a financing agreement for the reconstruction of the culvert at the QEW has been completed to the satisfaction of the City, Credit Valley Conservation and the Ministry of Transportation;</u> <p><u>d. the following uses will not be allowed within the floodplain:</u></p> <ul style="list-style-type: none"> <u>institutional services such as hospitals, nursing homes, and schools where there would be a significant threat to the safety of inhabitants involved in an emergency evacuation situation as a result of flooding or failure of floodproofing measures;</u> <u>new uses associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of floodproofing measures;</u> <u>emergency services such as those provided by fire, police, and ambulance stations and electrical sub-stations, which would be impaired during a flood emergency as a result of flooding or failure of floodproofing measures.</u>

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14. Community Nodes					
Diana Santo, MMM Group Limited on behalf of El-Ad Group (Canada)	14.3 Community Nodes – Dixie-Dundas Note: This issue was also raised for Schedules 1, Urban System; 1b, Urban System – City Structure; 2, Intensification Areas; and 9, Character Areas	Request that the City revise the conceptual location of the Dixie-Dundas Community Node to include the intersection of Dundas Street and Dixie Road including 1370 Dundas Street (Dun-Dix Plaza).	This issue was raised during the public participation phase of the new Mississauga official Plan and was addressed in the Report on Comments – Draft Mississauga Official Plan, dated June 8, 2010, from the Commissioner of Planning and Building. The location of the node is intended to conceptually identify a node along Dundas Street East. It is intended that the Dundas Street Corridor Study will determine the precise boundaries of the node. The study will consider lands along the Dundas Street corridor including the El-Ad Group Inc. lands.	10.	No action required.

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15. Corporate Centres				
Bruce Thom, Embee Properties Limited	Section 15.1.8 Business Employment	Concerned about consistency between Corporate Centres and restricted uses.	Restrictions on Corporate Centres were consistently applied in the draft Plan but due to reformatting of the final Plan, the list of restricted uses was not included in this section.	<p>11. That Section 15.1.8 be modified by deleting 15.1.8.1 and 15.1.8.2 and replacing them with the following:</p> <p>15.1.8.1 Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:</p> <ul style="list-style-type: none"> a. Major office; b. post-secondary educational facility. <p>15.1.8.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</p> <ul style="list-style-type: none"> a. adult entertainment establishment; b. animal boarding establishment; c. bodyrub establishment; d. cardlock fuel dispensing; e. composting facilities; f. motor vehicle body repair facility; g. outdoor storage and display areas related to a permitted manufacturing use; h. transportation facilities; i. trucking terminals; j. self storage facilities; and k. waste processing or transfer stations.
16. Neighbourhoods				
Peter Chee, Mi-Ko Consulting Inc.	16.6.3 Cooksville	Environmental Planning Areas map and policies from Cooksville Neighbourhood should also apply to the Downtown Cooksville	To clarify the area where the policies apply in the Cooksville Neighbourhood, the wording of the Environmental Planning	<p>12. That 16.6.3 Cooksville Neighbourhood of the Plan be modified by deleting 16.6.3.1 and replacing it with the following:</p> <p>12.4.2.1 The lands identified above are located generally between the North Service Road and where the Cooksville Creek crosses Camilla Road. <u>The area subject to these policies within the</u></p>

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		character area.	Areas should be changed.		<u>Cooksville Neighbourhood, is generally located east of Cooksville Creek.</u> The lands shown are subject to the Two-Zone floodplain management concept , which divides the regulatory floodplain into two portions known as the floodway and the flood fringe. The limits of the flood fringe and the floodway are conceptual, the exact limits of which will be determined through further study.
Bruce Thom, on behalf of Embee Properties	16.8.3 East Credit Special Site Policies	Remain concerned that the new OP may affect applications OZ/OPA 10-12 and SP 10/148 W6.	Although this issue was not the subject of the report on requested modifications to the Region of Peel, discussions have been ongoing with this respondent. The lands have been recognized in Special Site 10 policies for previous approvals in accordance with the respondent's previous request.	13.	No action required.
Michael Gagnon, Marc De Nardis, Gagnon & Law Urban Planners Ltd., on behalf of Azuria Group	16.2.3 Applewood – Special Site Policies	Believe that the subject lands located at the southwest corner of Golden Orchard Drive. and Dixie Road. should remain a special site to recognize the site's location along a Transit Priority corridor, close proximity to an Intensification corridor and its potential to accommodate additional residential development.	This change was not the subject of the report on proposed modifications to the Plan, but the concerns have been forwarded to the Region of Peel for their consideration in reviewing the Mississauga Official Plan. Zoning is in place that implemented the special site so it was not necessary to keep it.	14.	No action required.

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19. Implementation				
Planning and Building Department	19 Implementation	Policy should be included to clarify jurisdiction over Provincial or Federal lands.	It is appropriate to add a section within the Implementation chapter on jurisdictional authority over Provincial and Federal lands.	15. That the following section be added as 19.1 and subsequent sections be renumbered: 19.1 Jurisdiction 19.1.1 The policies of this Plan apply to all lands within the City of Mississauga, except for those owned by the Federal Crown or the Provincial Crown. Should lands owned by the Federal Crown or the Provincial Crown be sold to an agency that is not a crown agency of the Federal or Provincial governments or to a private owner, the policies of this Plan will apply.
Philip Stewart, Pound and Stewart Associates Ltd., on behalf of Orlando Corporation John Alati, Davies Howe Partners on behalf of 675553 Ontario Ltd. Michael Gagnon, Marc De Nardis, Gagnon & Law Urban Planners Ltd., on behalf of Azuria Group	19.3.5 Development Applications	Adding that market conditions may not be used as planning justification is inappropriate and contrary to the Provincial Policy Statement and good planning principles. Business functionality is a fundamental component of any properly planned development. Planning is not done in a vacuum. It is informed and influenced by a variety of factors, including market conditions.	Nothing in the Provincial Policy Statement supports the theory that market conditions should be used as a planning justification. Cost-effective development refers to making the best use of efficient infrastructure and land. Further, land requirements and land use patterns are to be based on the provision of lands for a range of uses at “densities which efficiently use land, resources infrastructure and public service	16. No action required.

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			<p>facilities”.</p> <p>Planning decisions should be based on “good planning”.</p> <p>Market conditions vary with economic cycles and the City does not have access to detailed pro formas from applicants. Market conditions will determine “when” a development will happen, not “what” should happen.</p> <p>Market conditions were not cited in the requirements in support of a development application in Mississauga Plan so the criteria has not been removed. Rather this policy is be added to clarify the City’s position on this matter.</p>		

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Philip Stewart, Pound and Stewart Associates Ltd., on behalf of Orlando Corporation Michael Gagnon, Gagnon & Law Urban Planners Ltd., on behalf of White Elm Investments Ltd., Azuria Group and Latiq Qureshi	19.3.5 Development Applications Note: This issue was also raised for Sections 1.1.4 c. How to Read Mississauga Official Plan, 5.1 Introduction and 11.2.2.6 Mixed Use	See Recommendation 2.	See Recommendation 2.	17.	No action required.
Glossary					
Philip Stewart, Pound and Stewart Associates Ltd., on behalf of Orlando Corporation	20 Glossary "corridor"	The proposed definition of "corridor" as lands adjacent to and framing a right-of-way is too vague and subjective.	The proposed definition is proposed to be added for clarification and distinction between the definition for "Intensification Corridor". It is difficult to provide a numeric depth to this definition since the depth of a corridor varies throughout the city.	18.	No action required.

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Schedules					
Philip Stewart, Pound and Stewart Associates Ltd., on behalf of Orlando Corporation	Schedules 1, Urban System and 1a, Urban System – Green System	The configuration of Park P-317 should be consistent between Schedule 4 – Parks and Open Spaces and Schedules 1 - Urban System and 1a – Urban System – Green System	Agreed.	19.	That Schedules 1, Urban System and 1a, Urban System – Green System be revised to be consistent with Schedule 4, Parks and Open Space.
Diana Santo, MMM Group Limited on behalf of El-Ad Group (Canada)	Schedules 1, Urban System; 1b, Urban System – City Structure; 2, Intensification Areas; 9, Character Areas Note: This issue was also raised for Section 14.3 Community Nodes – Dixie-Dundas	See Recommendation 10.	See Recommendation 10.	20.	No action required
Planning and Building Department	Schedule 8, Designated Right-of-Way Widths	As a result of changes from Recommendation 7, Note 1 on Schedule 8 should be amended.	Note 1 on Schedule 8 should be amended to reflect the wording contained in Recommendation 7 for Section 8.2.1.1.b.	21.	That Note 1 on Schedule 8, Designated Right-of-Way Widths be deleted and replaced with the following: 1. These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary

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					improvements in visibility <u>for safety</u> in certain locations.

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