



Corporate Report

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DATE: June 3, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 23, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed Amendments to Mississauga Official Plan for the
Gateway Corporate Centre Character Area - Report on
Comments
Ward 5**

RECOMMENDATION: That the amendments to Mississauga Official Plan proposed in the report titled "Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area – Report on Comments", dated June 3, 2014, from the Commissioner of Planning and Building, be approved.

**REPORT
HIGHLIGHTS:**

- The preliminary engineering design for the Hurontario Light Rail Transit project is complete and the Transit Project Assessment Process (TPAP) is scheduled to be completed by August 2014;
- Responses are provided to comments received on the proposed land use designations and policy changes that will establish a land use framework to support light rail transit on the Hurontario Corridor; and
- The following key issues identified through the public consultation process are addressed:

- the vision for the Hurontario Corridor;
- the need for additional road network;
- office development and absorption rates;
- the urban design vision;
- parking standards;
- existing uses; and
- delineation between Office and Business Employment lands.

BACKGROUND:

On October 15, 2012, a public meeting of the Planning and Development Committee was held to consider proposed amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area to implement the findings of the *Hurontario/Main Street Corridor Master Plan*. The following link can be used to view the report titled “Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area” dated September 25, 2012:

http://www5.mississauga.ca/agendas/planning/2012/10_15_12/Item2Gateway.pdf

Several landowners attended the meeting and/or submitted correspondence expressing concern with the proposed official plan amendments as presented. Appendix 1 is a Response to Comments Table outlining the concerns noted by landowners and the staff response to each concern. Appendix 2 is a compilation of the proposed changes to the policies of Mississauga Official Plan. It includes the recommendations proposed in the report presented to the public on October 15, 2012, as further amended by the recommendations contained in this report. The Gateway Character Policies have been amended since the October 15, 2012 public meeting. Appendix 2 reflects these amendments and minor wording and numbering changes that do not alter the intent of the policies. Appendix 3 is an excerpt from the minutes of the October 15, 2012 Planning and Development Committee meeting. Appendix 4 contains all written correspondence received regarding the proposed amendments.

Subsequent to the October 15, 2012 public meeting, staff met with various landowners to get a better understanding of their concerns. This report provides responses to the comments received and recommends approval of a new land use framework for the Gateway Corporate Centre Character Area.

The Transit Project Assessment Process (TPAP) for the Hurontario Light Rail Transit Project was initiated on February 19, 2014. This is the culmination of the preliminary engineering design work for light rail transit from Port Credit to Downtown Brampton that commenced in 2011. This work has identified the proposed station locations and the location for the maintenance facility. Approval from the Minister of the Environment is anticipated in late summer 2014.

A report recommending amendments to Mississauga Official Plan to identify the transit station locations on the Hurontario Corridor was presented to Planning and Development Committee on April 14, 2014 and the statutory public meeting was held on June 2, 2014. Identification of the transit station locations along with the land use framework for the Gateway Corporate Centre Character Area proposed by this report will ensure that the City is positioned to move forward on the Hurontario Light Rail Transit project.

COMMENTS:

The proposed amendments to Mississauga Official Plan presented in October 2012 were as follows:

- identify the Hurontario Street Intensification Corridor;
- establish a new land use framework for the Gateway Corporate Centre Character Area;
- identify additional road network requirements in the Gateway Corporate Centre;
- identify transit station locations;
- redesignate lands from Business Employment to Office along the frontage of the Hurontario Corridor and at major transit station locations; and
- prohibit land extensive, automobile dependent uses from fronting onto the Hurontario Corridor.

Key issues identified through the public consultation process are discussed below.

1. Vision for Hurontario Corridor

The vision for the Hurontario Corridor is to create:

- a comfortable and convenient rapid transit service;
- a beautiful street with attractive places and vibrant economic activity; and
- new development customized to the varying and distinct nature of each existing community and sensitive to adjacent stable residential neighbourhoods.

Orlando Corporation questioned Hurontario Street being referred to as Mississauga's University Avenue in the rationale supporting the proposed Official Plan Amendments. They assert that this analogy overstates the street's potential for the following reasons:

- the two streets are vastly different in length;
- densities and the intensity of uses are starkly different; and,
- there can never be a true mix of uses on Hurontario Street given the land use restrictions dictated by the Airport Operating Area.

The reference to Hurontario Street being Mississauga's University Avenue has been used over the years as an example of what Hurontario Street can become. This reference is not in Mississauga Official Plan. The comparison has been made to convey the concept of a grand boulevard as an entrance to the City and link to the Downtown. This concept is a longstanding goal and the addition of light rail transit enhances the importance of Hurontario Street. While Hurontario will never compare directly with University Avenue in terms of length, densities and mix of uses, it is intended to serve a similar role and as such, it is important that the land uses and the design of the Hurontario Corridor reflects its role.

It is intended that the Gateway Corporate Centre portion of Hurontario Street become a prestigious office location within Mississauga and the GTA with office concentrations along the Corridor, particularly at major transit stations.

A complete mix of uses (commercial, residential, employment) on Hurontario Street within the Gateway Corporate Centre is not possible due to its location within the Airport Operating Area. Sensitive land uses such as residential, schools and nursing homes are prohibited from locating in the area because of airport noise.

However, the Hurontario Corridor as a whole, from Port Credit to Highway 407, will achieve a complete mix of uses.

2. Additional Road Network

Some stakeholders questioned the City's rationale for introducing additional roads in the Gateway Corporate Centre Character Area. One of the key principles of Mississauga Official Plan is to create a fine-grained system of streets throughout the City to improve overall connectivity. It is particularly important adjacent to the Hurontario Street Corridor to support light rail transit and in this context, in Gateway Corporate Centre. Additional roads will:

- create multiple routing and turning options that will distribute vehicles and goods and services traffic through the parallel road network;
- provide additional access points for properties on the Hurontario Corridor as there will be limited direct access onto Hurontario Street;
- provide pedestrians and cyclists a greater variety of routes providing improved connection and accessibility within the area and the surrounding areas as well as to the proposed light rail transit network; and
- support the urban form vision along the Hurontario Corridor.

As the official plan policies for other sections of the Hurontario Corridor are reviewed in the context of supporting light rail transit, additional road network will be considered and recommended as appropriate.

3. Office Development and Historic Office Absorption Rates

Orlando Corporation states that the amount of office space being designated in the Gateway Corporate Centre is not attainable or sustainable. It is asserted that the amount of land proposed to be designated for office does not reflect the City's historic office absorption rates nor does it adequately account for planned and forecasted office growth, and will result in supply exceeding demand in the context of the overall GTA office market.

The office designations proposed for the Gateway Corporate Centre represent long-term capacity for office development and recognize that sites may develop in a variety of built forms and evolve over time. Some sites may be built at the minimum height of three storeys, while others may develop at greater heights. At first, on-site parking may be provided at grade, but as landowners contemplate redevelopment or intensification of their sites, structured parking may be provided. It is expected that initially, office densities will be relatively low but will increase when light rail transit is built and land values increase.

The Province's Growth Plan has been updated through Amendment 2 to include population and employment forecasts to 2041. The Provincial Policy Statement (2005 and 2014) allows planning for infrastructure, including transit, beyond a 20 year timeframe. To appropriately plan for light rail transit, it is imperative that the land uses support the infrastructure investments that are being made.

4. Urban Design Vision

A number of stakeholders questioned the urban design vision for the Gateway Corporate Centre and the proposed block structure shown on the preliminary public realm plan. The vision for the Gateway Corporate Centre is for the area to transform into a series of vibrant, new office employment nodes integrated with the light rail transit stations. These nodes will connect adjacent areas to the transit stations. Urban public spaces will define each node and will be a place where employees and visitors to the area can access various amenities. The public realm plan sets out the principles for pedestrian-friendly places including how buildings interface with the street.

Further refinements to both the public realm plan and the built form standards are being made to reflect the preliminary engineering work that has been prepared for light rail transit and other ongoing initiatives. This work will be presented at a later date to provide further direction on the implementation of the Gateway Corporate Centre Character Area policies of Mississauga Official Plan.

5. On-Site Parking and Reduced Parking Standards

A comment was received that all parking should be provided below grade and that the City should be working towards reduced parking standards.

At the present time, most office buildings in the Gateway Corporate Centre have at-grade parking. The current economics of development does not support underground parking. However, as land values increase and a finer-grained network of streets and blocks is introduced, it is anticipated that parking will have to be accommodated either underground or in above-grade structures based on reduced block sizes.

Once light rail transit is built, greater opportunities to reduce parking standards will exist. People will have more choice in how they get to and from work. Currently, many office developers are providing parking at a higher rate than required by the Mississauga's Zoning By-law. A city-wide review of parking standards with a focus on areas identified for intensification is scheduled to commence in 2015.

6. Existing Uses

The proposed amendments to Mississauga Official Plan will result in a number of uses that will no longer conform to the vision for the area and become legal non-conforming. Several landowners expressed concern that this would be a hardship for uses that are currently operating in the Hurontario Corridor.

The realization of the vision for the Gateway Corporate Centre Character Area will take a considerable amount of time. While existing uses that do not meet this vision should eventually redevelop in accordance with the vision, allowing uses to continue as they exist on the day that the proposed amendments come into effect is a reasonable transition strategy.

It is also reasonable to allow limited expansions to existing uses on a site specific basis depending on the proposed use, its location

along the Hurontario Corridor and proximity to a major transit station.

It is recommended that a new policy be added that recognizes uses that legally exist on the date the proposed amendment comes into effect. These uses would become legal conforming. It is anticipated that over time, these uses will be redeveloped in keeping with the vision for the Gateway Corporate Centre Character Area.

One such existing use is Highland Farms, a 5.6 hectare (13.8 acre) retail commercial property located at the northeast corner of Matheson Boulevard East and Hurontario Street. The use is legally permitted on lands designated Business Employment through an exempt site policy which allows commercial uses.

It was proposed that the lands be redesignated to Office and that the exempt site policy be removed, resulting in the existing Highland Farms use becoming legal non-conforming. While staff continue to recommend that the site be redesignated to Office, retention of the exempt site policy with some modifications is now proposed that will:

- allow existing as well as new commercial uses;
- allow for the limited expansion of the existing use; and,
- recognize the proposed road network when the site redevelops.

This would make the existing use legal conforming and allow for additional development. However, sensitive land uses including residential are not permitted to be developed as the site is within the Airport Operating Area. When the site redevelops, the proposed policies will require development to be in accordance with the vision for the Hurontario Corridor.

7. Delineation Between Office and Business Employment

The property owner at 50 Admiral Boulevard (Flo Components Ltd.) expressed concern with the proposal to redesignate his lands from Business Employment to Office. The property is located on the south side of Admiral Boulevard, east of Hurontario Street. The intent of the proposed policies is to redesignate the frontage lands

along Hurontario Street and lands surrounding the proposed transit station at Derry Road to Office. It is recommended that lands further east along Admiral Boulevard, including the Flo Components Ltd. lands, remain designated Business Employment.

It is also recommended that the proposed road that is intended to bisect this block (north/south) be moved to the western property line of Flo Components in order to be aligned with the rear property line of the lot fronting Hurontario Street.

STRATEGIC PLAN: The proposed amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area support the following Strategic Pillars, goals and actions contained in the City's Strategic Plan:

MOVE: Developing a Transit Oriented City

- Connect our City
 - Action 5: Promote alternatives to the automobile along major corridors
 - Action 9: Improve the transportation network for pedestrians, cyclists and automobiles
 - Action 10: Encourage walking by establishing maximum block sizes
- Build a Reliable and Convenient System
 - Action 13: Establish transit stops within a 10-minute walk
- Direct Growth
 - Action 18: Require development standards for mixed-use development to support transit
 - Action 19: Accelerate the creation of higher-order transit Infrastructure

PROSPER: Cultivating Creative and Innovative Businesses

- Attract Innovative Business
 - Action 4: Develop knowledge-based industries
- Meet Employment Needs
 - Action 6: Cultivate and nurture the business environment

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Establishment of a new land use framework for the Gateway Corporate Centre Character Area in support of the introduction of light rail transit to the Hurontario Corridor, is a significant city building initiative. Rapid transit with the proposed land use designations and policies aligns with the Province's Growth Plan, Metrolinx's Regional Transportation Plan (The Big Move), and Mississauga's Strategic Plan.

ATTACHMENTS:

- Appendix 1: Response to Comments Table
- Appendix 2: Compilation of Proposed Amendments to Mississauga Official Plan (Sections 5.4 Corridors and 15.3 Gateway Corporate)
- Appendix 3: Record of Oral Submissions: Excerpt of Minutes of Planning and Development Committee Meeting, October 15, 2012
- Appendix 4: Record of Written Correspondence

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Karen Crouse, Policy Planner

Response to Comments Table*

Respondent	Section	Issue	Response	Recommendation
Leo Longo on behalf of Orlando Corporation	General comment	Planning horizon of document – staff report speaks to the vision for 50-100 years in line with the transit technology which is beyond the planning horizon in the Official Plan, Growth Plan, PPS and Regional Official Plan	Mississauga Official Plan does provide for development capacity, including capacity for Business Employment lands, beyond the 20 year time frame of the Plan. This was the same case for previous official plans. The Growth Plan and PPS allow for planning beyond the 20 year timeframe for infrastructure. Planning for infrastructure, particularly transit infrastructure, requires a holistic approach to planning that includes consideration for appropriate land uses. Offices will evolve over time and may initially start with three storeys and surface parking. These sites will intensify as light rail transit is built and land values increase.	No action required.
Leo Longo on behalf of Orlando Corporation	General comment	Vision for Hurontario as a University Avenue	Mississauga has always used the example of University Avenue to stress the importance of Hurontario Street and its preeminence. This comparison is to convey the role of Hurontario Street rather than a strict interpretation of its physical attributes.	No action required.
Leo Longo on behalf of Orlando Corporation	General comment	Schedule 10: Land Use Designations Amount of office space being designated is overly optimistic and does not represent historic absorption	The redesignation of the majority of lands in the Gateway Corporate Centre Character Area from Business Employment to Office will fulfill the vision for the Hurontario Corridor as a prime area of high density office in the City. With the introduction of light rail transit to the Corridor, it is important to create an urban environment supportive of the transit infrastructure. High	No action required.

*Amendment Key: Deletions are shown as ~~strikeout~~; additions shown in highlight

Respondent	Section	Issue	Response	Recommendation
		rates, forecasted office employment growth or other planned office areas in GTA	density office uses, particularly around the major transit stations will capitalize on a broader range of amenities in these locations. A vibrant urban office environment is the goal.	
Leo Longo on behalf of Orlando Corporation	Transit Connections to Gateway Corporate Centre	Light rail transit along the Hurontario Corridor within the Gateway Corporate Centre would only be serving employees that live north or south of the area	The proposed light rail transit will connect with service to three GO Stations (Port Credit, Cooksville and Downtown Brampton), the Mississauga Transitway along the Highway 403 corridor, a future 407 Transitway and a number of BRT services in Brampton. In addition, there are a number of bus routes that connect to the Hurontario Corridor. As such, the light rail transit on the Hurontario Corridor will provide service to a broad geographic area.	No action required.
Leo Longo on behalf of Orlando Corporation	Map 15.3-1: Gateway Corporate Centre Character Area Road Network	Additional road network fundamentally overstates what is needed and what is practical and will constrain site planning and structured parking options that can utilize larger development blocks.	There are a number of existing policies in Mississauga Official Plan that speak to the importance of additional road network. These include: "8.2.2.3 Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city. 8.2.2.4 The creation of a finer grain road pattern will be a priority in Intensification Areas. 8.2.2.5 Additional roads may be identified during the review of development applications and the preparation of local area plans. The City may require the completion of road	No action required.

Respondent	Section	Issue	Response	Recommendation
			<p>connections and where appropriate, the creation of a denser road pattern through the construction of new roads.”</p> <p>Additional road network in Gateway Corporate Centre is needed to:</p> <ul style="list-style-type: none"> • Provide a variety of routes for pedestrians and cyclists to improve connection and accessibility; • Create multiple routing and turning options to distribute vehicles • Provide additional access points for properties as limited access will be provided to Hurontario Street • Support the longer term urban vision for the corridor. <p>Other sections of the Hurontario Corridor will have additional road network identified through individual reviews and studies.</p>	
Leo Longo on behalf of Orlando Corporation	15.3.3.3 Site 3	Removal of certain business employment uses is contrary to some pre-existing land use approvals (Mississauga Plan Amendment 40) on lands at the northwest corner of Highway 401 and Hurontario Street.	<p>The focus of Mississauga Plan Amendment 40 was on free-standing restaurants and financial institutions including drive-throughs and was primarily a design exercise to consider appropriate built form on the Upper Hurontario Street Corridor. This work pre-dated the Hurontario/Main Street Corridor Master Plan and the City's new Official Plan.</p> <p>While we recognize settlements on matters before the OMB, as the City evolves and matures, planning regulations change and policies need to be reviewed in the context of</p>	No action required.

Respondent	Section	Issue	Response	Recommendation
			<p>current planning realities. Similarly, developers will ask that settlements be reconsidered as circumstances and economic realities change.</p> <p>The Special Site 1 policies (parcels B&C) reflect the OMB settlement. However, that settlement focused on the urban design of the site and did not address land use.</p> <p>Orlando Corporation has requested an additional transit station on the Hurontario Corridor at World Drive which is immediately adjacent this site. These comments have been submitted as part of the Environmental Assessment for the Hurontario Light Rail Transit project. Retaining a land use designation that would allow for low density employment uses adjacent to a potential higher order transit station is not appropriate.</p>	
Leo Longo on behalf of Orlando Corporation	Urban Design Guidelines	Concerned with introducing transformative urban design guidelines.	Staff are not proposing to advance either the public realm plan or the built form standards at this time. Staff will be reviewing both documents internally and will be meeting with various stakeholders prior to advancing these documents.	No action required.

Respondent	Section	Issue	Response	Recommendation
Paul Lowes on behalf of Highland Farms; Brian Parker on behalf of Flo Components Ltd. – 50 Admiral Boulevard; Laurie McPherson of Bousefields Inc. on behalf of Antorisa Investments Inc. – northwest corner of Derry Road and Hurontario Street; and Victor Labreche	15.3.2 and 15.3.4.1 Site 1	Concerned that legally existing uses will become legal non-conforming and that the Exempt Site 1 policies are proposed to be removed.	As noted in the corporate report, staff are proposing to recognize legally existing uses. Further, for the Highland Farms site it is proposed that the Exempt Site policy be retained with some modifications. The proposed policy would make the site legal conforming, recognize the redesignation to Office, allow for limited expansions to the existing use and allow new commercial uses with some exceptions. New commercial uses would be subject to the urban design and other policies of the plan. Also, new uses and redevelopment of the site should recognize future road requirements.	1 That the following policy be added to Section 15.3.2: Existing uses will be permitted as they existed on the day these policies come into effect. Limited expansions may be permitted on a site specific basis subject to consideration of matters such as urban design and proximity to a major transit station.

Respondent	Section	Issue	Response	Recommendation
of Labreche Patterson & Associates Inc. on behalf of A&W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp., Wendy's Restaurants of Canada Inc. and the Ontario Restaurant Hotel and Motel Association (ORHMA)				<p>2</p> <p>That Exempt Site 1 be revised as follows:</p> <p>15.3.4.1 Site 1</p> <p>15.3.4.1.1 The lands identified as Exempt Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road.</p> <p>15.3.4.1.2 Notwithstanding the policies of this Plan provisions of the Business Employment designation, commercial uses will also be permitted.</p> <p>15.3.4.1.3 Limited expansion of the existing commercial use will be permitted.</p> <p>15.3.4.1.4 New development will provide for a public road connecting Watline Avenue and Matheson Boulevard East.</p>

Respondent	Section	Issue	Response	Recommendation
Jason Cannuel on behalf of Fairfield Inn and Suites, northwest corner of Courteneypark and Hurontario	15.3.2.3 as revised	Looking to build another hotel west of the existing hotel	The Office designation as proposed will allow overnight accommodation and conference centres as additional permitted uses.	No change required.
Brian Parker on behalf of Flo Components Ltd. – 50 Admiral Boulevard	Schedule 10 – Land Use Designations	Want to continue industrial use at this address even though an Office designation is being proposed. Requesting to continue Business Employment as the business is light industrial and looking to expand. Also requesting that the proposed road be moved westerly to the east of the existing hotel on Hurontario Street.	<p>The line between the proposed Office designation and Business Employment falls on the east side of the property. The intent was to capture the frontage lands along Hurontario Street under the Office designation as opposed to lands on the south side of Admiral Boulevard to the east that are light industrial uses. The property does not front onto Hurontario Street and does not surrounding the proposed transit station at Derry Road.</p> <p>It is acceptable that interior lands remain Business Employment and to shift the proposed road to west of the property to align with the rear property of the hotel on Hurontario Street. Shifting the road westerly will still provide the additional road network required and divide lands designated Office from those designated Business Employment.</p>	<p>3 Retain the Business Employment designation for lands known municipally as 50 Admiral Boulevard.</p> <p>4 Show the proposed road as dividing the lands to be designated Office from lands to remain Business Employment.</p>
Laurie McPherson of Bousefields Inc. on behalf of Antorisa Investments Inc.	15.3.3.1 Site 1	Development application for a motor vehicle commercial facility.	The development application has now been dealt with by the Ontario Municipal Board. The decision will permit the motor vehicle commercial use at this location. The implementing documents will be submitted to the OMB for final approval.	No action required.

Respondent	Section	Issue	Response	Recommendation
– northwest corner of Derry Road and Hurontario Street				
Victor Labreche of Labreche Patterson & Associates Inc. on behalf of A&W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp. , Wendy's Restaurants of Canada Inc. and the Ontario Restaurant Hotel and Motel Association (ORHMA)	15.3.2.1	Object to the removal of drive-throughs as a permitted use and the redesignation of lands from Business Employment to Office.	The drive-through issue for lands within the Gateway Corporate Centre Character Area has been resolved as part of the appeals to Mississauga Official Plan.	No action required.
Rico Grella of Richill Construction Limited	Lands at the northeast corner of Admiral Boulevard and Hurontario Street.	Bought lands in 1997 with intent to develop as light industrial/retail units. Would not have purchased if they had been designated Office.	The lands are within the block immediately adjacent the proposed transit station at Derry Road and Hurontario Street. It is critical that lands in the immediate vicinity of the transit station be developed for higher density office uses with a minimum of three storeys. These locations provide the greatest opportunity to provide a mix of uses in a pedestrian-friendly	No action required.

Respondent	Section	Issue	Response	Recommendation
Sharmini Mahadevan of Wood Bull on behalf of Derry-Ten Limited	Three parcels at the southwest corner of Derry Road and Hurontario Street.	<p>Want lands to remain Business Employment.</p> <p>Concerned that a number of permitted uses are being taken away, with the location of any proposed transit infrastructure and disagree with proposed additional road network.</p> <p>Would like approvals withheld on all three parcels.</p>	<p>environment.</p> <p>These lands are subject to outstanding appeals on City Plan (1997), Mississauga Plan (2003), Mississauga Official Plan (2011) and OPA 40 (Upper Hurontario Corridor).</p> <p>The north parcel is in the block immediately adjacent the proposed transit station at Derry Road and Hurontario Street. It is critical that lands in the immediate vicinity of the transit station be developed for higher density office uses with a minimum of three storeys. These locations provide the greatest opportunity to provide a mix of uses in a pedestrian-friendly environment.</p> <p>The two southern blocks although more removed from the transit station, will be critical in achieving the overall character of Hurontario Street particularly along the frontage lands. These two southern parcels are proposed to be sold off and are currently subject to a development application that seeks to rezone the lands with no end user known at this time.</p> <p>The proposed new road network will provide improved connectivity and access to develop parcels and create multiple routing and turning options that will aid in traffic in the area. The new network of roads will support the proposed land uses and urban form.</p>	No action required.

Respondent	Section	Issue	Response	Recommendation
Erinoak Kids	Lands at the northwest corner of Ambassador Drive and Hurontario Street.	Concerned with proposed new road network that would cut through the parcel.	Erinoak Kids had considered developing on lands owned by Derry-Ten Limited (see response above). This application has now been withdrawn and the applicant is locating elsewhere in the city.	No action required.

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Compilation of Proposed Amendments to Mississauga Official Plan

(Section 5.4 Corridors and 15.3 Gateway Corporate)

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5.4 Corridors

Mississauga was planned with a grid of arterials, which have historically served as the chief conduits for moving cars and freight. This grid now forms the basis of a system of **Corridors**.

Corridors connect various elements of the city to each other. Over time, many of these **Corridors** will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses. **Corridors** are

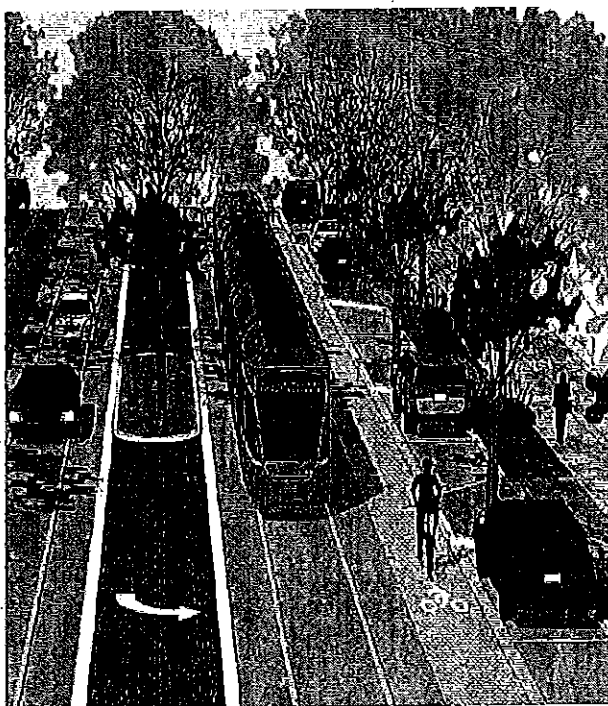


Figure 5-15: **Corridors** connect the city and link communities. They are where people experience the city on a day-to-day basis and over time will accommodate multi-modal transportation facilities. Dundas Street and Hurontario Street have been identified as areas where growth will be directed.

important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis.

Some **Corridors** have been identified as appropriate locations for intensification. Additional policies have been developed for **Intensification Corridors** to recognize their development potential.

5.4.1 A **Corridor** is generally comprised of the road right-of-way as well as the lands on either side of the road. The **Corridors** are shown conceptually on Schedule 1c: Urban System - Corridors.

5.4.2 Where **Corridors** run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence.

5.4.3 **Corridors** that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the **Corridor**.

5.4.4 Development on **Corridors** should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.

5.4.5 Where higher density uses within Neighbourhoods are directed to **Corridors**, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.

5.4.6 Local area plans will review land use and design policies for *Corridors* and may delineate the boundaries of *Corridors*.

5.4.7 Land uses and building entrances will be oriented to the *Corridor* where possible and surrounding land use development patterns permit.

5.4.8 *Corridors* will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along *Intensification Corridors* and within *Major Transit Station Areas*, the minimum building height requirement will not apply to Employment Areas.

5.4.9 Transit services infrastructure will utilize *Corridors* to connect Intensification Areas.

5.4.10 Local area plans will consider the appropriateness of transit supportive uses at the intersection of two *Corridors*. Local area plans may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.

5.4.11 Hurontario Street and Dundas Street have been identified as *Intensification Corridors*. These are Intensification Areas. Additional *Intensification Corridors* may be identified in the future.

5.4.12 Not all segments of *Intensification Corridors* are appropriate for intensification. Planning studies for *Intensification Corridors* will identify appropriate locations for intensification and the appropriate densities, land uses and building heights.

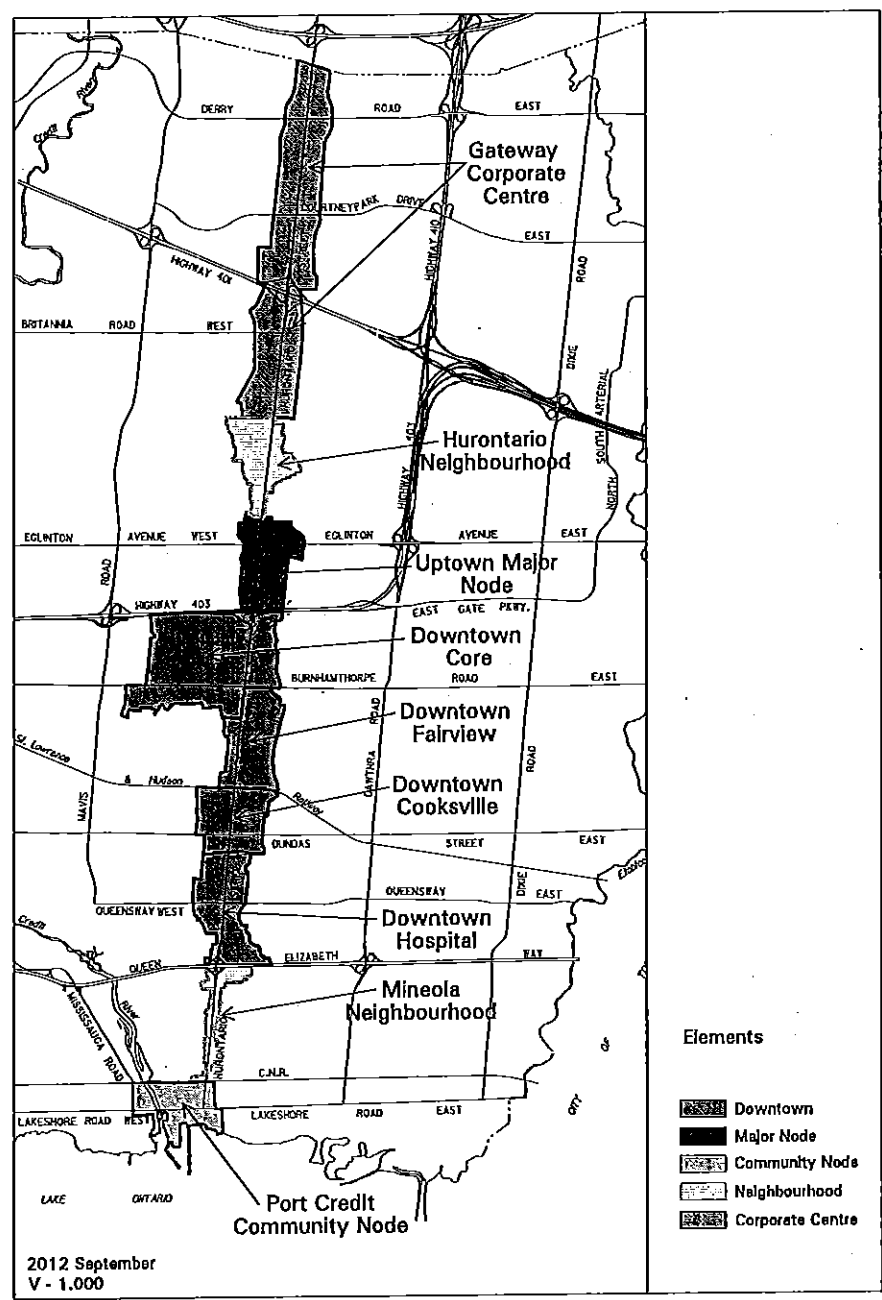
5.4.13 Low density residential development will be discouraged from locating within *Intensification Corridors*.

5.4.14 The Hurontario Street Intensification Corridor is comprised of the lands along Hurontario Street from Lake Ontario in Port Credit to the city's northern boundary as shown on Map 5-1 Hurontario Street Intensification Corridor.

5.4.15 A number of *Major Transit Station Areas* will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system. These *Major Transit Station Areas* are identified on Schedule 2 Intensification Areas and Schedule 6 Long Term Transit Network.

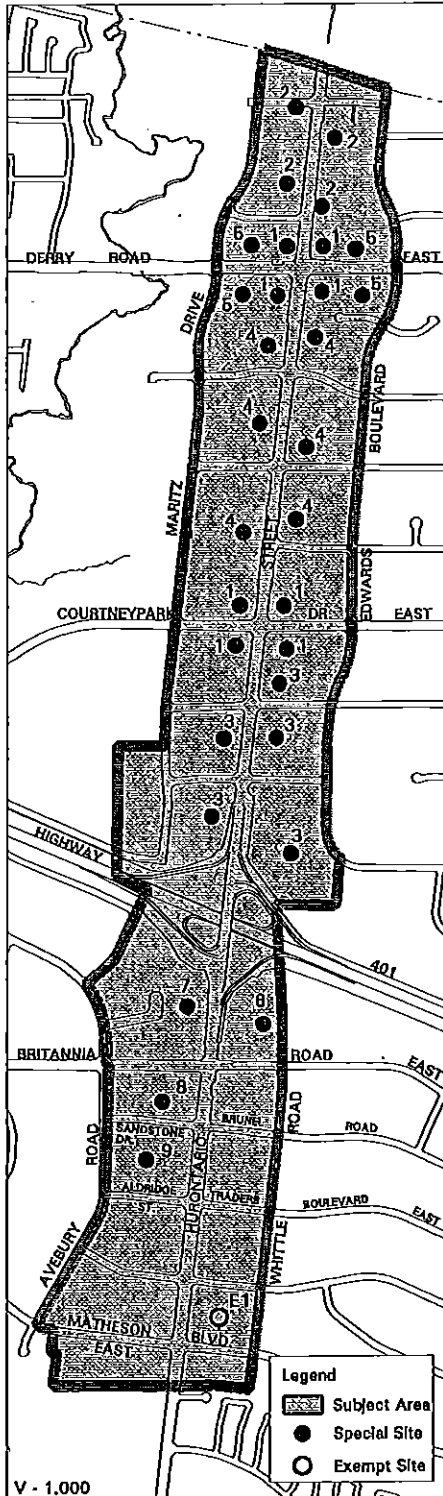
5.4.16 A network of new roads and *Active Transportation* routes within the Hurontario Street Corridor will be identified through local area reviews. This finer grained grid network will support the urban form vision along the *Corridor* and will provide pedestrians and cyclists a greater variety of routes including improved connection and accessibility within the area and the surrounding communities as well as to the proposed light rail transit system. The finer grained grid network will also create the multiple routing and turning options to distribute vehicles, servicing, and goods movement traffic through the parallel road network. The location of these roads is intended to be conceptual and may be refined through the review of development applications and development master plans.

New Map 5-1



Map 5-1 Hurontario Street Intensification Corridor

15.3 Gateway Corporate



Map 15-3: Gateway Corporate Centre Character Area

15.3.1 Urban Design Policies

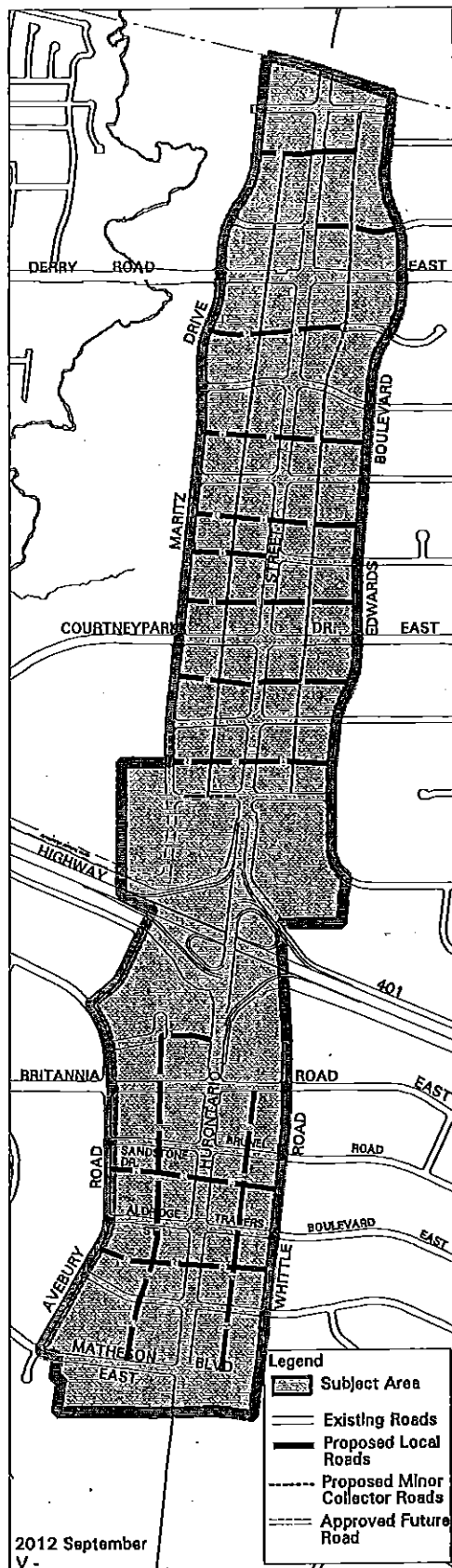
15.3.1.1 The focus of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main north-south **Corridor** through the city.

Hurontario Street Corridor Development Policies

15.3.1.2 The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:

- encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal city thoroughfare **and higher order transit corridor**;
- encourage a high standard of public and private realm **streetscape** design that is coordinated and comprehensive, **particularly at Major Transit Station Areas** which includes street furniture, public art, building forecourts, open space, **transit shelters**, **bicycle parking**, tree planting, and the sensitive location of utilities;
- ensure buildings **will be** are street related with **main building** pedestrian entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk. **Active building features should be oriented to major street frontages and the light rail transit system**;
- encourage the development of a unique Hurontario Street character, and enhance its image through the creation of **streetscape** design, prominent intersections, built form features, an integrated public and private realm and gateway features;
- orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the **streetscape**;

- f. locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street. ~~Increasingly, parking should be structured, and preferably underground. Transportation demand management measures will be encouraged.~~
- g. design buildings with sufficient height, mass and width of street frontage to define and frame the street;
- h. complete the road system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels;
- i. integrate the principal and the accessory uses, within individual buildings;
- j. encourage the continued development of varied and innovative prestige buildings;
- k. encourage development that provides a safe and convenient pedestrian environment that ~~reinforces~~ promotes the use of Hurontario Street as a major transit corridor;
- l. minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk;
- m. encourage the appropriate transition of built form between buildings;
- n. provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s);
- o. discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels;
- p. priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles;
- q. encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street;
- r. create a sense of prominence at the intersections of Hurontario Street, ~~and Major Transit Station Areas in~~ addition to those subject to Special Site Policies, by integrating features such as, tall, more distinctive buildings located close to the street, unique landscape and **streetscape** treatment, ~~transit amenities~~ elevated and distinguishing rooflines;
- s. internalize, screen and minimize visual impacts of the service and loading facilities from the **streetscape**, public view, pedestrian walkways, and abutting uses;
- t. the submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented; and
- u. development applications will also have regard for the urban design guidelines in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence; and
- v. ~~development should provide the ease of movement between the built form and transit facilities and active transportation. The design of buildings will improve connections and accessibility for transit users and active transportation and reinforce Hurontario Street as a major transit corridor.~~



Map 15.3-1: Gateway Corporate Centre Character Area Road Network

15.3.2 Land Use

15.3.2.1 Notwithstanding the Business Employment Policies of this Plan, single storey financial institutions and freestanding restaurants of all types which are not substantially screened from Hurontario Street by a building in place at the time of development will not be permitted on land adjacent to Hurontario Street.

15.3.2.2 Existing uses will be permitted as they existed on the day these policies come into effect. Limited expansions may be permitted on a site specific basis subject to consideration of matters such as urban design and proximity to a major transit station.

15.3.2.2.3 Notwithstanding the above policy, existing buildings that do not meet the built form policies including single storey financial institutions, and freestanding restaurants, which are not substantially screened from Hurontario Street by a building, will be permitted as they exist on the day these policies come into effect provided, however, that the reconstruction or alteration of these uses may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway Corporate Centre Character Area Policies. Will be encouraged to redevelop in keeping with the vision for the Hurontario Corridor.

15.3.2.3 Lands designated Motor Vehicle Commercial may be developed for the permitted uses of the abutting Business Employment designations without further amendment to this Plan.

- a. overnight accommodation and conference centres may be permitted;
- b. at **Major Transit Stations Areas**, buildings will be a minimum of three storeys but will be encouraged to be higher;
- c. buildings will have a maximum building setback of 5 metres however greater setbacks may be required based on the final design of the light rail transit system;
- d. accessory retail commercial uses incorporating transparent windows will be encouraged at grade in **Major Transit Station Areas** for buildings directly fronting Hurontario Street; and
- e. in order to achieve a continuous street wall, new development will have a minimum of 95 percent of any lot frontage along Hurontario Street within **Major Transit Stations Areas** and 70 percent in areas beyond, occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections.

- a. motor vehicle body repair facilities;
- b. transportation facilities;
- c. trucking terminals;
- d. waste processing or transfer stations and composting facilities.

existing gas bar at the southeast corner of Derry Road East and Hurontario Street; a car wash will also be permitted.

The reconstruction or alteration of the existing car wash at the southeast corner of Hurontario Street and Derry Road East may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway District Policies;

- e. ~~§~~ accessory commercial uses will generally be limited to a maximum of 30% of the total Gross Floor Area. Freestanding accessory commercial uses will not be permitted. Accessory commercial uses must be contained within the same building as the principal use;
- d. ~~§~~ assembly of lands at the Hurontario Street/Derry Road intersection is encouraged
- e. ~~§~~ prior to development of the lands at the Hurontario Street/Derry Road intersection, an internal access concept will be prepared to the satisfaction of the Transportation and Works Department;
- f. ~~§~~ these lands represent the principal intersections along the Hurontario Corridors north of Provincial Highway 401 (Derry Road East/Derry Road West and Courtneypark Drive East/Courtneypark Drive West). Development abutting the intersections should highlight these locations as focal points within the *streetscape*, given their high profile and visibility.

In addition to the Urban Design Policies in Section 15.3.1.2, these lands will be subject to the following:

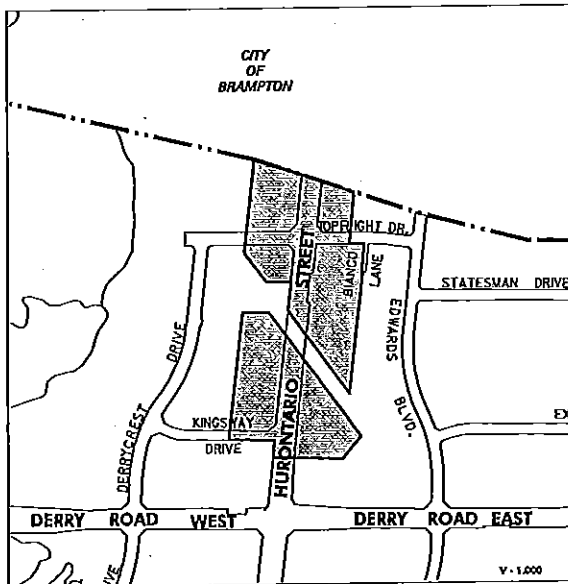
- built form at the corners of the intersections should have prominence, ~~and~~ occupy a majority of the streetline. and be a minimum of three storeys. The reconstruction of the service

~~stations at the southeast and southwest corners of Hurontario Street and Derry Road East West for motor vehicle commercial purposes may be permitted if it results in an improvement of the site by meeting the spirit and intent of this Plan by providing, for example, the massing, height and built form of a two-storey mezzanine building; and~~

- buildings with minimal frontal setbacks with active street oriented elevations, main front doors and fenestration integrated with the *streetscape*; and
- g. ~~§~~ regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.

15.3.3.2

Site 2



15.3.3.2.1 The lands identified as Special Site 2, also known as the City Wide Gateway, are located on both sides of Hurontario Street, south of the northerly municipal boundary.

15.3.3.2.2 Notwithstanding the ~~policies of the Plan~~ Business-Employment designation and the Urban Design Policies in Section 15.3.1.2 for these lands, the following additional policies will apply:

- a. ~~expansion of the existing gas bar site on the east side of Hurontario Street, north of the electric transmission lines will not be permitted;~~
- b. ~~a motor vehicle service centre will be permitted on the east side of Hurontario Street south of the electric transmission lines;~~
- e. ~~d.~~ prior to a development proposal, the applicant will provide a concept plan demonstrating internal traffic and pedestrian circulation to the satisfaction of the City;
- d. ~~b.~~ Special Site 2 should function as the primary "gateway" into Mississauga from Brampton and areas to the north. A "gateway" should promote distinctive built form, landscaping

and street furniture elements as visual landmarks to identify the City entre and reinforce a quality image.

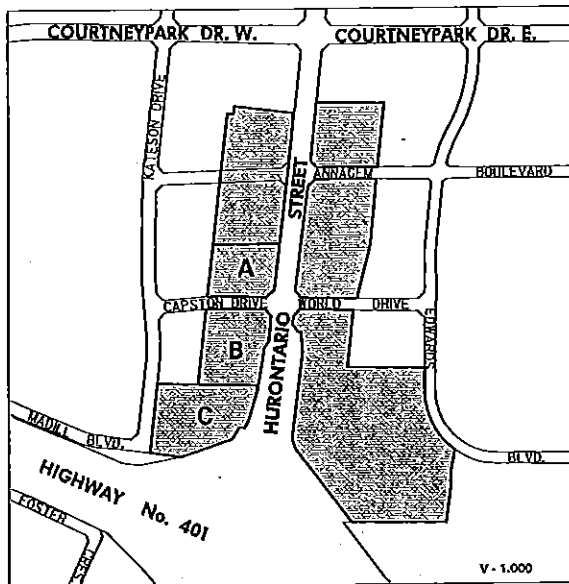
This location is the prime opportunity to initiate a "gateway" into a civic boulevard of this calibre over the longer term. The achievement of this goal will rely on distinctive elements in both the public boulevard (i.e. feature planting, signage and decorative elements) as well as abutting development.

Built form in this location should not be seen as "background" development but should create distinctive landmarks by creative use of building massing, architectural features, higher buildings and integrated built form as a "signature" for Mississauga. Further, a transition should be provided between the highway scale of Provincial Highway 407 and the more urban scale of the street corridor through graduated change in setback, character and attention to design detail; and

- e. ~~b.~~ regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.

15.3.3.3

Site 3



15.3.3.3.1 The lands identified as Special Site 3, also known as the District Gateway, are located on both sides of Hurontario Street, north of Provincial Highway 401.

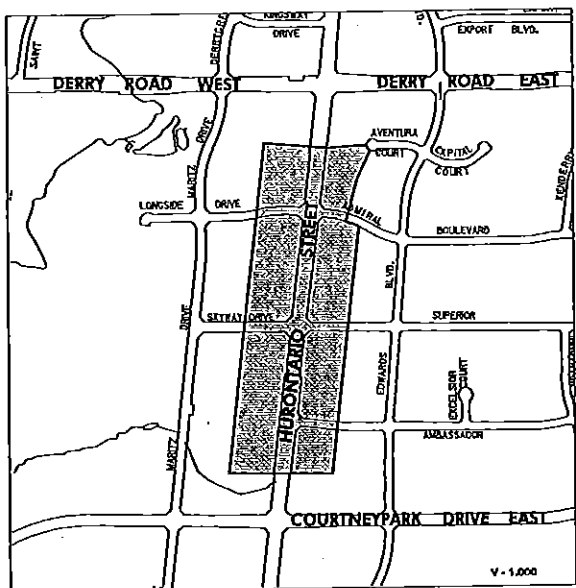
15.3.3.3.2 Notwithstanding the ~~polices of this Plan~~ Business Employment designation on these lands, the following additional policies will apply:

- a. the District Gateway should provide the principal entry feature into the abutting Business Employment areas from Provincial Highway 401 and areas to the south. Development in this area should promote a quality image for this business community and reinforce its upscale image as a corporate address and destination. Opportunities for secondary landmark buildings should be promoted in order to highlight the entry point and provide orientation points. Built form should provide for a transition in scale from the broad expanses of Provincial Highway 401 to the more contained urban corridor appropriate to Hurontario Street;
- b. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor – A design

mandate for excellence during the processing of development applications;

- c. for the lands identified as 3A, Section 15.3.1.2 (e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
 - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and
- d. for the lands identified as 3B and 3C, Sections 15.3.1.2 (e), (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following:
 - an access aisle between the building(s) and Hurontario Street, will be permitted;
 - a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas; and
 - for lands identified as 3B:
 - one row of parking between the building(s) and Hurontario Street for all permitted uses except office will be permitted;
 - the building(s) be located close to the Hurontario Street frontage on lands identified as 3B;
 - the building(s) be designed with a pedestrian street entrance facing Hurontario Street on lands identified as 3B; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to

15.3.3.4 Site 4



15.3.3.4.2 Notwithstanding the ~~policies of this Plan~~
Employment designation on these lands, the
following additional policies will apply:

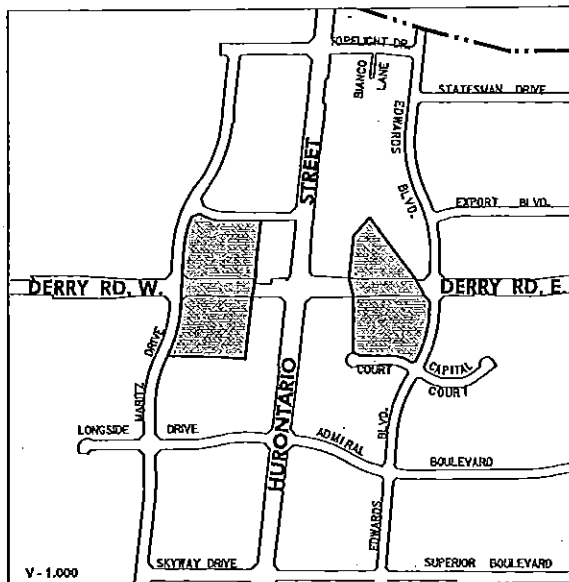
- a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

The urban corridor of Hurontario Street should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage. These same elements of consistency should also provide a defined scale for the street and a

b. the following general principles should apply to the urban corridor of Hurontario Street:

- broader streetline setback range on development with substantial landscape area;
 - substantial building coverage oriented to streetline;
 - active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
 - encourage consolidation of vehicular entrances;
 - "background" architecture to create a unified street frame; and
 - signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401); and
- c. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.

15.3.3.5 Site 5



15.3.3.5.1 The lands identified as Special Site 5, also known as the urban corridor of Derry Road East/Derry Road West, are located on both sides of Derry Road East/Derry Road West, east and west of Hurontario Street.

15.3.3.5.2 Notwithstanding the ~~polices of the Plan~~ ~~Employment designation on these lands~~, the following additional policies will apply:

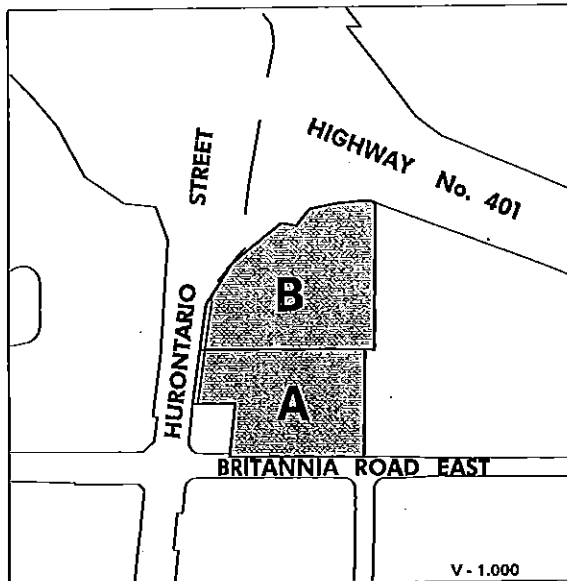
- a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

The urban corridor of Derry Road East/Derry Road West should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage;

- b. the following general principles should apply to the urban corridor of Derry Road East/Derry Road West:

- broader streetline setback range on development with substantial landscape area;
 - substantial building coverage oriented to streetline;
 - active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
 - encourage consolidation of vehicular entrances;
 - "background" architecture to create a unified street frame; and
 - signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401); and
- c. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during processing of the development applications.

15.3.3.6 Site 6



15.3.3.6.1 The lands identified as Special Site 6 are located on the east side of Hurontario Street, south of Provincial Highway 401.

a. for the lands identified as 6A, Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:

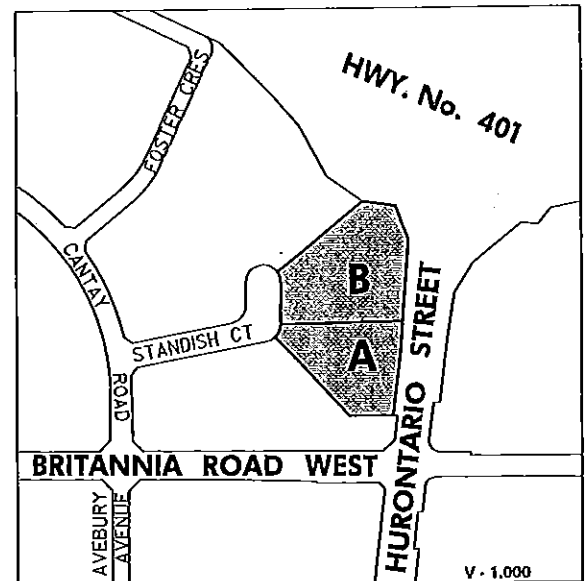
- the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
- a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and

b. for the lands identified as 6B, Section 15.3.1.2(e), (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following: .

- two rows of parking between the buildings(s) and Hurontario Street, will be permitted;
- an access aisle between the building(s) and Hurontario Street, will be permitted; and

- a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas.

15.3.3.7 Site 7



15.3.3.7.1 The lands identified as Special Site 7 are located on the west side of Hurontario Street, south of Provincial Highway 401.

a. For the lands identified as 7A, Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:

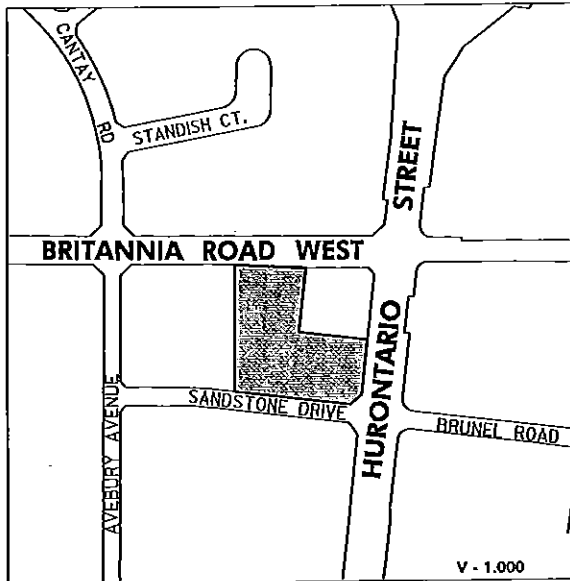
- the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
- a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and

b. For the lands identified as 7B, Section 15.3.1.2(e), (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following:

- an access aisle between the building(s) and Hurontario Street, will be permitted; and

- a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas.

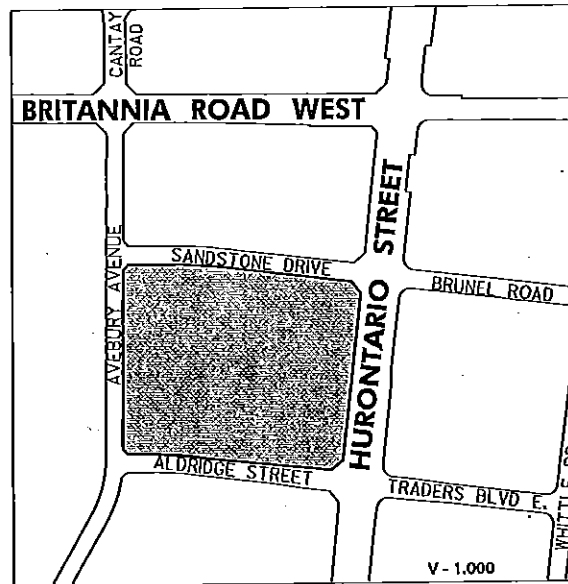
15.3.3.8 Site 8



15.3.3.8.1 The lands identified as Special Site 8 are located at the northwest corner of Sandstone Drive and Hurontario Street.

- Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
 - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage.

15.3.3.9 Site 9

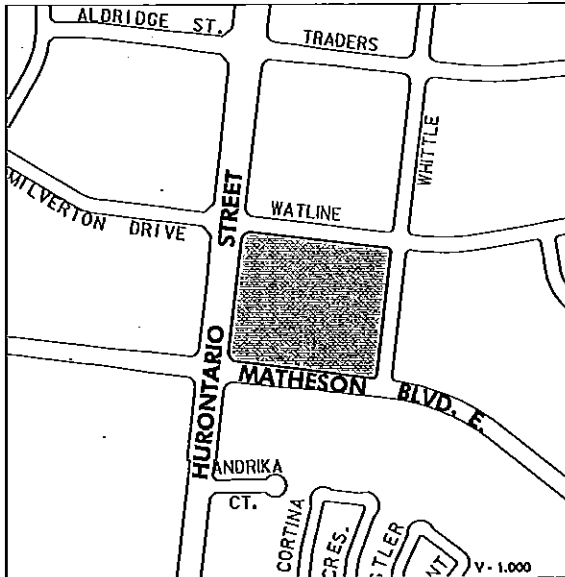


15.3.3.9.1 The lands identified as Special Site 9 are located at the southwest corner of Sandstone Drive and Hurontario Street.

- Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
 - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and
- Section 15.3.1.2(f) and (l), Hurontario Street Corridor Development Policies shall not apply if the existing building is expanded.

15.3.4 Exempt Sites

15.3.4.1 Site 1



15.3.4.1.1 The lands identified as Exempt Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road.

15.3.4.1.2 Notwithstanding the policies of this Plan, provisions of the Business-Employment designation, commercial uses will also be permitted.

15.3.4.1.3 Limited expansion of the existing commercial use will be permitted.

15.3.4.1.4 New development will provide for a public road connecting Watline Avenue and Matheson Boulevard East.

These policies are under appeal:

5.4.8

15.3.1.2 (i)

Proposed Schedule Changes:

Schedule 1: Urban System

Schedule 1c: Urban System - Corridors

Schedule 2: Intensification Areas

Schedule 5: Long Term Road Network

Schedule 6: Long Term Transit Network

Schedule 10: Land Use Designations

APPENDIX 3

RECORD OF ORAL SUBMISSIONS EXCERPT OF MINUTES OF PLANNING AND DEVELOPMENT COMMITTEE MEETING OCTOBER 15, 2012

- (i) A fourth (4th) ground sign fronting Courtneypark Drive East.
- (c) Sign Variance Application 12-01933
Ward 11
DeWalt Factory Service
6275 Millcreek Drive
- To permit the following:
- (i) One (1) fascia sign located on the north elevation of the building which does not face a street or where the main entrance to the building is located.

CARRIED – (J. Tovey)
File: BL.03-SIG (2011)

2. PUBLIC MEETING

Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area (Ward 5)
File: CD.03.GAT

Councillor Dale, Chair, called this public meeting to order at 7:05 p.m.

Karen Crouse, Development Planner addressed the committee with respect to the proposed amendments to the Mississauga Official Plan. She outlined the area context, the rational behind the establishment of the policies, the proposed zoning changes, the amended land use designations and the proposed fine grain grid road network. She noted the office development trends in the City of Mississauga from 2007 – 2011 and spoke to the potential for office development. Ms. Crouse outlined the next steps for the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area noting that a report on comments would be brought back to the Planning and Development Committee.

The following persons were in the audience and spoke to the item:

Leo Longo, Arid and Berlis LLP
Paul Lowes, Sorensen Gravely Lowes Planning Associates Inc.
Jason Cannuel (sp)
Abe Fisher
Brian Parker, Gowlings

Leo Longo, representing the Orlando Corporation addressed the committee and outlined his client's concerns with the proposal. He noted that the planning horizon for the proposal did not conform with the Provincial Policy Statement 2005, the Peel Official Plan or the Mississauga Official Plan, and suggested that the office space gross floor area (GFA) specified in the plan would not be attainable or sustainable. Mr. Longo further suggested that due to intrinsic differences, the Gateway Corridor could not be compared to University Avenue. He also outlined the limitations of the proposed Light Rail Transit (LRT) because it would only service employees that live north or south of the area. Mr. Longo raised concerns with the fine grid road network that was intended to enhance pedestrian movement noting that mixed uses in the area would ensure that pedestrians would have destination areas to walk to. He suggested that the fine grain road network would prevent the intensification of office space and constrain development and raised a concern with respect to the proposed underground parking suggesting that structured parking be permitted. He also raised a concern with un-stated urban design guidelines and spoke against architectural constraints. Mr. Longo sought clarification as to whether or not the amendments would affect the Ontario Municipal Board settlements that had been made regarding Orlando Corporation land.

Councillor Mullin noted that the City of Mississauga had to establish a vision for the area and noted that the City's goal was for people to live and work within the City which was why office development was important. She addressed the issue of underground parking and stipulated that the goal was not to have parking in front of buildings and instead, the vision was to have buildings come up to the street to create a specific street scape. Councillor Mullin requested that staff respond to the affect the proposed Official Plan amendments would have on the settlements made regarding Orlando Corporation land. Ms. Crouse noted that the Orlando Corporation and the City had approached the Ontario Municipal Board with settlements regarding a number of blocks of land and that setbacks, parking areas and building placements had been negotiated.

Paul Lowes, representing Coppa Properties addressed the committee and noted that Coppa Properties owned 50 Matheson Boulevard and operated Hyland Farms on the property. He noted his client's concern with redesignating the lands from business employment to office. Mr. Lowes indicated that the property owners had a vision for a pedestrian friendly site which would not be possible if only office development was permitted. He requested that site specific permission be maintained to allow the Hyland Farms grocery store to remain.

Councillor Saito inquired as to whether or not Coppa Properties had looked at the feasibility of mixed uses along the front of their property. Mr. Lowes indicated that the property owner had looked at the possibility but there was an issue with maintaining an appropriate amount of parking. Councillor Saito suggested that with the amount of parking available on the site, office and retail development could likely be achieved and Mr. Lowes noted that single storey retail or office space may be possible. Madam Mayor noted that the store and warehouse was larger than most grocery stores and suggested that this space could be utilized further noting that due to the size of the building there was much potential. Councillor Iannicca made comments with respect to the history of the site.

Jason Cannuel (sp) representing the owners of the Fairfield Inn and Suites at 35 Courtney Park Drive West addressed the committee noting that the owners had planned to develop the land adjacent to their property with a new hotel and wanted to ensure that any re-designation of land would not negatively impact this development. Ms. Crouse noted hotels, banquet halls and convention centres would be permitted.

Abe Fisher (sp) responded to a comment made by Mr. Longo with respect to the limitations of the LRT. He noted that as Mississauga Transit services areas east and west of the Gateway Corporate Centre, the LRT could be utilized by all residents working in the Gateway Corporate Centre area. He noted his support for the use of underground parking and suggested that parking standards be reduced to avoid gridlock. He suggested that development should be a minimum of three (3) storeys and include mixed uses so that residents can live, work and play in the same area. He also suggested that buildings be brought to the street's edge and noted that he disagreed with reducing block sizes as larger blocks would benefit development. He also suggested that a design review panel be established and that more transit stops be installed in the Gateway Corporate Centre area.

Brian Parker, representing the owner of 50 Admiral Boulevard addressed the committee and noted that the property was two blocks east of Hurontario Street and housed Flow Components Inc. which was a light industrial operation. He further stipulated that the lands were to be re-designated as business office. He noted concern that Flow Components would not be able to expand under the proposed amendments and expressed concern that the company would be restricted to a legal non-conforming status. He noted his support for a higher density and the LRT. Ms. Crouse noted that the property was located in a transition area and indicated that staff would be willing to discuss where the dividing line between land designations should be. The committee suggested that Mr. Parker and his clients meet with staff to further discuss the issue.

Mayor McCallion moved the following motion which was voted on and carried:

PDC-0059-2012

1. That the report titled *"Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area"*, dated September 25, 2012 from the Commissioner of Planning and Building, be received.
2. That the submissions made at the public meeting be received.
3. That staff report back to Planning and Development Committee on the submissions.
4. That the following correspondences be received:
 - (a) Email dated October 12, 2012 from David Riley, Planner, Sorensen Gravely Lowes Planning Associates Inc., including a letter and attachments dated October 11, 2012 from Paul Lowes, Principal, Sorensen Gravely Lowes Planning Associates.

- (b) Email dated October 12, 2012 from Yvonne Choi, Land Use Planner, Wood Bull LLP, Barristers and Solicitors and attached letter dated October 12, 2012 from Sharmini Mahadevan, Wood Bull LLP, Barristers and Solicitors.
- (c) Email and attached letter dated October 15, 2012 from Lori McPherson, Bousfields Inc.
- (d) Email dated October 15, 2012 from Rico Grella, Richill Construction Ltd.

File: CD.03.GAT

APPROVED – (Mayor McCallion)

This public meeting closed at 7:59 p.m.

3. ~~Information Status Report – Removal of "H" Holding Symbol Application to permit Phase 2 of the Amacon Parkside Village Subdivision, Part of Lot 19, Concession 2, N.D.S, west side of Confederation Parkway, north of Burnhamthorpe Road West. Owner/ Applicant: Amacon Development (City Centre) Corp., Bill 51 (Ward 4) File: H-OZ 12/001 W4~~

~~Councillor Iannicca outlined the differences between item number three (3) on the agenda and item number four (4), which both dealt with Amacon Parkside Village.~~

~~Councillor Iannicca moved the following motion which was voted on and carried:~~

~~PDC-0060-2012~~

~~That the Report dated September 25, 2012, from the Commissioner of Planning and Building outlining the details of the proposed development concerning the application for removal of the "H" holding symbol in the downtown, to permit Phase 2 of the Amacon Parkside Village Subdivision under file H-OZ 12/001 W4, Amacon Development (City Centre) Corp., Part of Lot 19, Concession 2, N.D.S., be received for information.~~

~~CARRIED – (Councillor Iannicca)~~

~~FILE: H-OZ 12/001 W4~~

APPENDIX 4

RECORD OF WRITTEN CORRESPONDENCE

1. Leo Longo on behalf of Orlando Corporation – presentation notes
2. Paul Lowes on behalf of Highland Farms
3. Brian Parker on behalf of Flo Components – 50 Admiral Boulevard
4. Laurie McPherson of Bousefields Inc. on behalf of Antorisa Investments Inc.
5. Victor Labreche on behalf of A&W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp., Wendy's Restaurants of Canada Inc. and the Ontario Restaurant Hotel and Motel Association (ORHMA)
6. Rico Grella of Richill Construction
7. Sharmini Mahadevan of Wood Bull on behalf of Derry-Ten Limited (two letters)
8. Erinoak Kids

Deputation Points – October 15 P&D Meeting

- Speaking on behalf of Orlando Corporation
- Purpose is to highlight some of client's concerns with the Staff Report and the proposed OPA
- Can advise we have already met with staff on 2 occasions to discuss these concerns. We expect to continue that dialogue in the hopes of finding common ground while this OPA works its way through the public process.
- In no particular order, Orlando's concerns include the following 6 matters:
 1. Staff have advised that the planning horizon contemplated by the Hurontario vision discussed in the Staff Report as being 50-100 years.

While we understand the need to look beyond the current planning horizon when considering long-term transit plans, we cannot ignore the fact that this 50-100 year timeframe greatly exceeds the permitted planning horizons of the PPS 2005, Growth Plan, Peel OP and Mississauga OP and is inconsistent with and fails to conform to these planning documents.

2. Staff have not yet been able to advise how much office space GFA would likely result from the introduction of this Hurontario vision and these proposed OP policies.

We believe the proposed OP designations and the office space GFA depicted on the conceptual "Public Realm Plan" does not take into consideration:

- the city's historic absorptions rates for office space;
- the planned and forecasted office employment growth for the City as expressed in the Growth Plan, Peel OP and Mississauga OP;
- that other municipalities also make provision for office development...and this supply exceeds demand;

As a result, the amount of office space is neither attainable nor sustainable.

3. City Council and staff have referred to the vision of Hurontario in the Gateway Corporate Area as being Mississauga's opportunity for a "University Avenue".

That analogy fundamentally overstates the true practical potential of Hurontario for a number of reasons.

Discuss graphic.

- Drastically different lengths.
- True mixed use [office, residential, institutional, commercial] vs. primarily the single proposed employment use of office.
- Density/intensity served by a regional transportation system [Union Station Hub, Go Trains; subway lines N/S and E/W] vs. much more limited proposed N/S rapid transitway along Hurontario.
- Hurontario development is affected by the inherent building height and land use restrictions within the Airport Operation Area and the current composite noise contours.

This makes Hurontario intrinsically different than University Avenue. As a result, realistic long-term goals should be sought.

4. Staff has advised that the proposed "finer grain" road pattern is not based on any traffic analysis but is meant to enhance pedestrian movement and certain urban design considerations.

This proposed road pattern again fundamentally overstates what is needed and what is practical:

- With the predominant proposed land use being solely that of office space employment...itself a destination use...there will not be any demand or reason why employees would be utilizing the proposed road pattern for pedestrian purposes...no other uses to walk to...no retail...no residential...
 - The most important factor is that the road pattern will prevent the very intensification of office space that the Staff Report contemplates. The finer grade road pattern will constrain site planning and structured parking options that can utilize the larger development blocks that currently exist along the Hurontario corridor.
 - Staff have advised us that they are not suggesting that all parking be underground but the development concept is only contemplating underground parking based upon the depicted built form. This is entirely unrealistic and unmarketable and needs further consideration.
5. The removal of certain business employment uses, especially on the Orlando lands north of Hwy 401, is not appropriate and is contrary to planning approvals for those lands which

have either been recently approved by City Council and/or settled before the OMB.

OPA 40 & its implementing zoning by-law – May 5, 2010 – settlement approved by OMB

Madill Rezoning – By-Law 0178-2012 – approved by Council on September 12, 2012

These approvals were secured:

- under the current planning regime which included the Hurontario Rapid Transitway; and
 - in good faith with the City and the belief that a settlement is a settlement.
6. Orlando has concerns respecting proposed OP language which speaks of establishing transformative urban design guidelines. The City ought to be very careful when considering such architectural controls on the private realm and finalize same after full consultation with the private sector.
- Orlando has developed office space south of Hwy 401 over the last 25 years and has sufficient land south of the 401 for such exclusive office usage for the next 25-40 years as intensification occurs.

- To be clear ... we support the LRT plan and support the intensification over time of Hurontario Street south of the 401.
- We remain willing to explore and discuss with council and staff alternative approaches and policies that reflect market considerations while still achieving many of the concepts contained in the Staff Report respecting the City's desired vision for the Gateway Corporate Area.
- Thank you for your attention.

13291875.1

UNIVERSITY AVENUE





ATTENDIX 4
ITEM #2
**Sorensen Gravely Lowes
Planning Associates Inc.**

1547 Bloor Street West
Toronto, Ontario M6P 1A5
Telephone (416) 923-6630

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

October 11, 2012

Project: HF.MS

Mississauga City Council
c/o Diana Haas, Office of the City Clerk
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Members of Council:

**Re: Proposed Amendments to Mississauga Official Plan (2011) for the Gateway
Corporate Centre Character Area**

We represent CCIL Ltd. and LCIL Ltd., carrying on business as Coppa Properties, who are the owners of 50 Matheson Boulevard East and who operate a Highland Farms supermarket at that location. We have reviewed the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area, and wish to provide you with our comments.

The amendment proposes to redesignate the lands fronting on Hurontario Street from **Business Employment** to **Offices**, permitting offices as a primary use and accessory retail and service uses at grade. Office buildings adjacent to the future transit station planned for the Hurontario and Matheson intersection would have a minimum height of 3 storeys.

The amendment also proposes to delete the site-specific policy that applies to the Highland Farms property. Currently, the property is subject to the following provisions under the new Official Plan:

15.3.4.1.1 The lands identified as Exempt Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road

15.3.4.1.2 Notwithstanding the provisions of the Business Employment designation, all forms of general commercial uses will also be permitted, except motor vehicle uses and drive-throughs.

The amendment proposes to delete these provisions, stating in the corporate report that *"These lands are being redesignated Office and free-standing retail is not permitted on the corridor. The current use is not in keeping with the vision for the corridor."*



On April 30th 2010, prior to the City's adoption of the Mississauga Official Plan, we expressed in a letter to the City our concern about the proposed policy applying to the Highland Farms site (see *Attachment 1*). In this letter, we requested that the City carry forward the permissions for "Special Site 1" from the Mississauga Plan to the new Mississauga Official Plan, specifically permitting *"all forms of retail commercial uses, including free-standing restaurants and financial institutions, except motor vehicle commercial uses and drive-throughs"*. We noted in this letter that the site has long been designated for a range of commercial uses and that it has been our client's interest to intensify the site with additional commercial uses.

On June 8th 2010, the City released a Report on Comments, attempting to address all comments received by staff on the Draft Official Plan, including our letter dated April 30th 2010 as described above. This report claimed that our comments had been addressed through recommendation #3, which states that exempt sites "may be developed in accordance with their land use designation and/or the uses permitted by the individual exempt site" (see *Attachment 2*). This recommendation did not address our concern, as it did not say that existing development rights in the Mississauga Plan would be carried over to the new Official Plan.

On June 28th 2010, we submitted a letter to the City explaining that our concerns had not been addressed, and requested that they be addressed (see *Attachment 3*). Later that day, we received an e-mail from Ron Miller, Senior Planner with the City, stating that the response to our comments in the Report on Comments should have made reference to recommendation #132 rather than #3, and that this was an error. Recommendation #132 states that the exempt sites in the new Official Plan will permit development rights currently permitted by the Mississauga Plan. This message was re-iterated on page 7 of the September 7 2010 Corporate Report (see *Attachment 4*).

Planning the Hurontario corridor for office development is laudable, but this is a very long term prospect and existing long established uses should be recognized as the City has previously agreed to. As such, we do not support the removal of the site specific policies applying to our client's lands. Further, we are of the opinion that the intensification of this site with retail uses brought up to Hurontario Street would an appropriate and desirable interim form of development for this site until the site is redeveloped for office use.

The City is also proposing to change existing policy 1.5.3.2.2, which has implications for our client's lands. The change is shown with ~~strikeout~~ (to be deleted) and **bolded** text (to be added) as follows:

~~Notwithstanding the above policy, Existing buildings that do not meet the built form policies including single storey financial institutions, free-standing restaurants, free-standing retail commercial uses and drive-throughs, which are not substantially screened from Hurontario Street by a building, will be permitted as they exist on the day these policies come into effect. provided, however, that the reconstruction or alteration of these uses may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway Corporate Centre Character Area Policies. will not be legally recognized as these uses do not further~~



~~the vision for the Corridor.~~ will be encouraged to redevelop in keeping with the vision for the Hurontario Corridor.

According to the corporate report, the rationale for this change is as follows: "Clearly states that existing buildings that do not meet the built form for the Corridor will not become legal non-conforming and are encouraged to redevelop in keeping with the vision for the Hurontario Corridor. This statement is confusing, as it is our opinion that the proposed policy change would result in the existing uses becoming legal non-conforming.

We welcome the opportunity to discuss our comments further with staff. Please consider this letter as our formal comments on the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area.

Yours very truly,

SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.

Paul Lowes, MCIP, RPP
Principal

Copy Ms. Karen Crouse, Policy Planning Division, City of Mississauga
Ms. Marilyn Ball, Director, Development & Design Division, City of Mississauga
Mr. John Calvert, Director, Policy Planning Division, City of Mississauga
Mr. Ed Sajecki, Commissioner, City of Mississauga Planning and Building Department
Mr. Charles Coppa, Highland Farms Inc.

ATTACHMENT 1



Sorensen Gravely Lowes Planning Associates Inc.

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

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

April 30, 2010

Project: HF.MS

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

Dear Marianne:

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

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

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

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

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

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



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

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

Yours very truly,

SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.

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

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

ATTACHMENT 2

Appendix 3

Response to Comments Table

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

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

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

ATTACHMENT 3



Sorensen Gravely Lowes Planning Associates Inc.

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

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

June 28, 2010

Project: HF.MS

Planning and Development Committee
Policy & Planning Division
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Chair and Members of the Planning and Development Committee:

**Re: Report on Comments – Draft Mississauga Official Plan
Highland Farms Property**

Thank you for your response to our letter dated April 30, 2010, where we expressed concern with the Draft Mississauga Official Plan and the proposed permitted uses on Exempt Site 1 in Gateway Corporate Centre, the Highland Farms property.

In the "Report on Comments – Draft Mississauga Official Plan" report dated June 8, 2010, Appendix 3 summarizes all comments received on the Draft OP and associated recommendations to each comment. Recommendation # 133 addresses our letter, stating that "No action [is] required" as our concern is dealt with by recommendation #3. While we support the changes in this recommendation, the changes do not address the concerns we raised relating to the existing permission of retail uses on the Highland Farms property.

It was our understanding that staff would carry forward all existing permitted uses in the Mississauga Plan for "Special Site 1", which permit "all forms of retail commercial uses, including free-standing restaurants and financial institutions, except motor vehicle commercial uses and drive-throughs".

We request that the permitted uses for "Exempt Site 1" in the Gateway Corporate Centre District, the Highland Farms property, reflect the existing permissions.

Yours very truly,

SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.

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



*Copy Mr. Charles Coppa, Highland Farms Inc.
Mr. John Calvert, Director, City of Mississauga Planning and Building Department
Ms. Marianne Cassin, City of Mississauga Planning and Building Department
Mr. Ron Miller, City of Mississauga Planning and Building Department
Ms. Angela Dietrich, City of Mississauga Planning and Building Department
Mr. Ed Sajecki, Commissioner, City of Mississauga Planning and Building Department*

ATTACHMENT 4

"Mississauga requests the Ministry of Environment to take into account existing regulatory standards, the cumulative effects of emissions, and background pollutant concentrations prior to approving applications for Certificates of Approval."

Staff have reviewed the Report of the Air Quality Task Force on the Oakville Clarkson Airshed, dated June 24, 2010, and concluded that it contains no further recommendations appropriate for the draft Plan. However, the above-noted recommendation should be revised to encourage the Ministry of Environment to establish higher regulatory standards than currently used by the Ministry.

Retroactive Application of Official Plan Policies

Issue: Andrew Gassman, on behalf of MIRANET, suggested, with reference to the Cliffway Plaza Site, that the draft Plan be applied to current development applications.

Response: Ontario Municipal Board decisions have established the principle that the Official Plan which is in force and effect at the time a development application is the plan which forms the basis for evaluating the application.

Port Credit Local Area Plan

Dr. Geoff Edwards raised some concerns regarding the policies in the Port Credit Local Area Plan as they apply to the development capacity of his site. The Port Credit Local Area Plan contains the existing policies of the Port Credit District Policies in Mississauga Plan. As these policies are under review, it is inappropriate to amend them through this process. Dr. Edwards' concerns have been referred to staff responsible for the review of the Port Credit Local Area Plan.

Written Submissions at June 28, 2010 Planning and Development Committee Meeting

Matters Dealt with by the Report on Comments

The following letters are dealt with in the report titled "Report on Comments – Draft Mississauga Official Plan", dated June 8, 2010:

- letter dated June 24, 2010 from Glenn Broll, Glen Schnarr and Associates Inc., on behalf of Chartwell, RioCan and Rockport; and
- letter dated June 28, 2010 from Paul Lowes , Sorensen, Gravely, Lowes Planning Associates Inc. on behalf of Highland Farms.

These matters are dealt with by recommendations 1 and 132, respectively, in Appendix 3 of the June 8, 2010 report and no further action is required. Recommendation 1 states that the Plan be revised to incorporate all amendments adopted by City Council, which will include the Chartwell, RioCan and Rockport amendment.

Recommendation 132 states that the policies of Exempt Sites (e.g. Highland Farms) be revised to permit all development rights currently permitted by Mississauga Plan.

Matters to be Dealt with by Development Applications

The following comments seek to amend the draft Plan or the Port Credit Local Area Plan to facilitate development applications by seeking land use redesignations, the adjustment of character area boundaries, and/or site specific policies. Consequently, they should be dealt with through the development approval process. In the case of the letter from Robert Jarvis requesting a site specific deferral of the Plan pending a hearing by the Ontario Municipal Board, the draft Plan will be revised, if required, in accordance with the decision by the Ontario Municipal Board.

- letter dated June 28, 2010, from Glenn Wellings, Wellings Planning Consultants Inc.;
- letter dated June 28, 2010 from Michael Gagnon, Gagnon and Law, on behalf of White Elm Investments Ltd.;
- letter dated June 28, 2010 from Michael Gagnon, Gagnon and Law, on behalf of Latiq Qureshi;
- letter dated June 28, 2010 from Michael Gagnon, Gagnon and Law, on behalf of Azuria Group; and
- letter dated June 28, 2010 from Robert Jarvis.

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

APPENDIX 4
ITEM #3



montreal • ottawa • toronto • hamilton • waterloo region • calgary • vancouver • beijing • moscow • london

October 31, 2012

VIA EMAIL

Brian T. Parker
Direct 416-369-7248
brian.parker@gowlings.com
File No. K0548549

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

Attention: Ms. Laura Wilson

Dear Ms. Wilson:

**Re: Proposed Amendments to Mississauga Official Plan - Gateway Corporate Centre
Character Area - 50 Admiral Road (the "Property")**

We are the solicitors on behalf of Norannmar Inc., the owner of the Property. The Property is the home of Flo Components Ltd ("Flo"). On behalf of both Norannmar Inc., and Flo, we addressed your Planning Committee in this matter at its regular meeting of October 15, 2012. Specifically, we expressed our client's concerns respecting the proposed Official Plan Amendment and the serious hardship that the Amendment would pose to Flo's business operations if it is approved in its current form.

Briefly, Flo is an automatic greasing systems specialist and the leading supplier of sophisticated lubrication solutions to major manufacturers in the mining and steel industries across Canada. Originally established in 1977, Flo has been conducting its business at the 50 Admiral location since the year 2000 when it purposely built its existing premises:

Flo's premises comprise approximately 10,000 sq. ft. consisting of approximately 3,000 sq. ft. of business office function (fronting Admiral Road) and approximately 7,000 sq. ft. of product development space located in the rear of the premises which is dedicated to its specialty design, fabricating and assembly operations. Flo currently employs approximately 40 persons.

Flo conducts its business in accordance with the approved zoning of the Property which is Business Employment (E2) zoning. Based upon current sales and its fiscal position in the market, Flo anticipates the need for a building expansion of 10,000+ sq. ft. in the next 3-5 years. This expansion would be an as-of-right expansion based on the current zoning permission.

This expansion would not be permitted if the proposed Gateway Corporate Amendments (the "Amendments") are approved in their current form. The Amendments contemplate a re-designation of the Property from Business Employment to a pure Office designation which would eliminate the right for fabricating, processing and assembly type uses, thereby rendering the property legally non-conforming.

I-3(a)
gowlings

The Amendments would force Flo into having to seek its approval to expand through the Committee of Adjustment, with no certainty of success. In short, from Flo's perspective, the proposed Amendments constitute an invitation to seek an alternative location.

We question the intent of the Amendment in proposing an Office designation for the Property when clearly the Property does not directly front on the corridor where value uplift with the introduction of light rail is targeted. Of equal concern is the proposed location of the intended collector road which will be routed immediately abutting Flo's easterly lot line further diminishing any prospects of future building expansion. Both issues would likely have a significant negative impact on the Flo property and business but which can be reduced by the proposal noted below.

The Planning Committee invited Flo to meet further with the planning staff to discuss whether a resolution may be possible. We recently met on site with your planning staff and from that meeting we believe that a compromise may be possible. Based on the existing land use pattern in the immediate vicinity of the Property, a case can be made for shifting the location of the collector road from the east, to the west side of the Property.

An alternative routing aligned along the westerly, rather than the easterly property line, would not conflict to the same extent with the existing built form. An alternative routing would allow the Property to remain under a Business Employment designation while still providing the finer grain urban block design for office development that the Amendments seek to achieve, in support of the integration and intensification of the LRT system along the Hurontario corridor.

In summary, it remains Flo's intention to expand its business in conformity with the approved planning instruments that currently govern the Property. In our view the endorsement of a relocation of the collector road to the west side of the Property would not undermine the objective of a finer grained urban block structure, and it would facilitate Flo's near-term expansion plans by allowing the existing Business Employment designation to remain on the Property.

We would ask that Committee consider our client's position and ultimately, to direct a modification to the proposed Amendment by shifting the collector road westerly, and maintaining the Business Employment designation of the Property.

Sincerely,

GOWLING LAFLEUR HENDERSON LLP


Brian T. Parker MCIP

cc. Flo Components Ltd. (Chris Deckert) (via email)
Karen Crouse (via email)

TOR_LAW\80250571\

Project No. 1025

October 12, 2012

**Mississauga City Council c/o Diana Haas
Office of the City Clerk
300 City Centre Drive
Mississauga ON
L5B 3C1**

Dear Mayor and Members of Council,

***Re: Gateway Corporate Centre Character Area – File OZ 11/018 W5
North-West corner of Derry Road West and Hurontario Street***

We are the planning consultants for Antorisa Investments Inc. owners of a site located on the north-west corner of Derry Road West and Hurontario Street, legally known as Part of Lot 11, Concession 1 ("the Site"). In December 6, 2011, we submitted applications for Official Plan Amendment and rezoning applications on behalf of our client to permit a motor vehicle repair facility.

At the time of our application, the proposed use was a permitted use and the purpose of the application was to permit the building to be two (2) storeys while having the appearance of a three (3) storey building to recognize the importance of the corner.

We have reviewed to proposed amendments to the Official Plan with respect to the Site. The proposed amendment would redesignate the Site from "Business Employment" to "Office". Given that the Site is extremely limited in size by the requirements of the Region for the future transit, it is not feasible to develop it for Office uses.

We understand that the proposed designations, policies and uses are in anticipation of future rapid transit. Given that this is a long-term scenario, we would respectfully request that our proposed amendment to permit a two (2) storey motor vehicle repair facility (with the appearance of three (3) storeys) be provided for in the Plan.

Thank you for your consideration. If you require any further information, please do not hesitate to contact the undersigned. Please include our firm on all notifications pertaining to the Study and any Council decisions on this matter.

Yours very truly,

Bousfields Inc.



Laurie J. McPherson, B.E.S., MCIP, RPP

LMP/nh

cc: Ralph Chiodo, Antorisa Investments Ltd.
Denise Baker, Townsend and Associates



Labreche Patterson & Associates Inc.

Professional Planners, Development Consultants, Project Managers

APPENDIX 4

ITEM #5

VIA MAIL AND E-MAIL (karen.crouse@mississauga.ca)

Our File: P-375-09 Q

October 11, 2012

Ms. Karen Crouse
Policy Planner
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Dear Ms. Crouse:

**Re: Proposed Amendments to Mississauga Official Plan (2011) for the Gateway
Corporate Centre Character Area
City of Mississauga**

We represent A & W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp. (operators and licensors of Tim Hortons Restaurants), and Wendy's Restaurants of Canada Inc. as well as their industry association, the Ontario Restaurant Hotel and Motel Association (ORHMA). We are providing this written submission to you on behalf of our clients after having reviewed the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area to determine if the proposed amendments would apply to our clients' current and future operating interests. Please accept this as our written submission on the subject matter

ORHMA is Canada's largest provincial hospitality industry association. Representing over 11,000 business establishments throughout Ontario, its members cover the full spectrum of food service and accommodation establishments and they work closely with its members in the quick service restaurant industry on matters related to drive-through review, regulations, and guidelines.

Our clients have requested that we review the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area to determine if any policies would apply to their current and future operating interests. This letter is consistent with our previous submissions on the Mississauga Official Plan adopted by Council that is currently under appeal. Please accept this as our written submission on the subject matter.

Based on our review of the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area and more specifically Sections 15.3.2.1 and 15.3.2.2, the existing designation of "Business Employment" is to be replaced with the "Office" designation. Section 15.3.2.1 is to be deleted in its entirety as the existing permitted uses under the "Business Employment" designation will no longer be permitted as per the "Office"

designation, we object to this change. It is imperative to note that designating the majority of the "Business Employment" lands to "Office", as per the rationale for the amendment to Section 15.3.2.1, the permitted uses available to locate along the Corridor are severely limited, and as such there is great potential for development to be restricted or hindered in this area due to the lack of variety of permitted uses.

Further, Section 15.3.2.2 is to be amended to no longer allow uses to remain if said uses do not conform to the built form policies for the Corridor and encourage uses be redeveloped in accordance with the "vision" of the Corridor. We do not necessarily agree with the overall vision in this portion of the Hurontario Street Corridor, therefore we object to this policy as currently drafted.

For your reference, the member brand locations in this subject area are as follows:

- 25 Aventura Boulevard (Wendy's)
- 39 Aventura Boulevard (Tim Hortons)
- 44 Britannia Road East (Tim Hortons and Wendy's)
- 30 Courtneypark Road (McDonald's)

It is our understanding that none of these locations would then comply with the "vision" of the Corridor.

We have reviewed the material available regarding the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area and there are no related studies or even detailed planning justification as to why this specific prohibition of DTF within this Gateway Corporate Centre Character Area are justified.

It should be noted that we have filed appeals on behalf of the above noted clients on the City of Mississauga's New Official Plan. Included in that appeal, we identified concerns regarding multiple sections contained within the Gateway Corporate Centre Character Area as part of the New Official Plan:

- s. 15.3.2.1
- s. 15.3.2.2
- s. 15.3.4.1.2

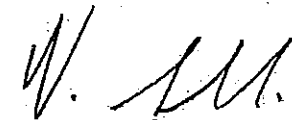
All of the above noted sections pertain to drive-through regulations within the Gateway Corporate Centre Character Area. We recognize that through the Gateway Corporate Centre Character Area as part of the New Official Plan for the City of Mississauga, DTF-specific regulations are applicable along the Corridor, however, the proposed amendments to the Mississauga Official Plan for the Gateway Corporate Centre Character Area no longer recognize free-standing restaurants or DTF as permitted uses. Therefore, the drive-through regulations are significantly worse with the draft amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area when compared to the Gateway Corporate Centre Character Area as part of the New Official Plan. We also note that fundamentally, we object to the proposed amendments to the Gateway Corporate Centre going forward ahead of the final consideration of the overall Mississauga Official Plan until it is completely dealt with by the OMB.

Based on the foregoing, we request an opportunity to meet with you to discuss our concerns with the proposed amendments to the Mississauga Official Plan (2011) for the Gateway

Corporate Centre Character Area as detailed above and provide you with copies of the noted material above upon request. Thank you for your consideration of our comments herein and we look forward to working with you to mutually resolve our concerns.

Please also consider this letter our formal request to be provided with copies of all future notices, reports, and resolutions relating to the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area.

Yours truly,
Labreche Patterson & Associates Inc.



Victor Labreche, MCIP, RPP
Senior Principal

Copy: Crystal Greer, Director of Legislative Services and City Clerk, City of Mississauga
(via e-mail: crystal.greer@mississauga.ca)

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

Susan Tanabe, Manager, Community Planning, City of Mississauga
(via e-mail: susan.tanabe@mississauga.ca)

Marco Monaco, ORHMA
(via e-mail: mmonaco@orhma.com)

Leo Palozzi, The TDL Group Corp.
(via e-mail: palozzi_leo@timhortons.com)

Leslie Smejkal, The TDL Group Corp
(via e-mail: smejkal_leslie@timhortons.com)

Paul Hewer, McDonald's Restaurants of Canada Limited
(via e-mail: paul.hewer@ca.mcd.com)

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

Darren Slin, A&W Food Services of Canada Inc.
(via e-mail: dslin@aw.com)

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

Karen Crouse

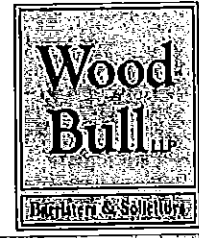
From: Rico Grella <richillconstruction@bellnet.ca>
Sent: 2012/10/15 10:44 AM
To: Diana Haas
Cc: Karen Crouse
Subject: Meeting October 15/12 - Gateway Corporate Centre

I am unable to attend the meeting this evening, however I would like to forward my views. My company has purchased lands on the Hurontario Corridor in 1997 with the intention of building industrial/retail units but have not been able to. Had the lands been zoned for office use only, we would not have purchased them. Based on our experience the demand for office space in the City of Mississauga is in low demand. We would like the lands to remain as "Business Employment".

Regards,

Richill Construction Limited
Rico Grella
10-5035 Timberlea Blvd.
Mississauga, ON
L4W 2W9

APPENDIX 4
ITEM #7



MUNICIPAL, PLANNING & DEVELOPMENT LAW

12 October 2012

Sent via E-mail (diana.hass@mississauga.ca)

Planning and Development Committee
c/o Office of the City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

City Council
c/o Office of the City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Ms. Diana Haas
Office of the City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Sirs and Mesdames:

**Re: Proposed Amendments to the Mississauga Plan
Gateway Corporate Centre Character Area Policies
Derry-Ten Limited - North Parcel (north of Longside Drive)**

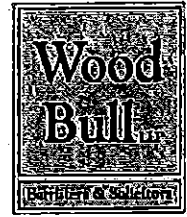
We are the solicitors for Derry-Ten Limited ("Derry-Ten"), the registered owner of three parcels of land located in the southwest quadrant of Derry Road West and Hurontario Street, within the proposed Gateway Corporate Centre Character Area.

Derry-Ten is concerned with the Proposed Amendments to the Mississauga Official Plan relating to the proposed Gateway Corporate Centre Character Area (the "Draft Gateway Corporate Centre OPA") as it relates to its north parcel of approximately 26.9 acres, bounded by Hurontario Street, Derry Road West, Maritz Drive and Longside Drive (the "North Parcel"). A corresponding submission is being provided to the City under separate cover relating to Derry-Ten's two southerly parcels of land.

Background

Derry-Ten has outstanding site-specific appeals before the Ontario Municipal Board with respect to the 2003 Mississauga Plan and the 2011 Mississauga Official Plan. Derry-Ten also has outstanding site-specific appeals before the Ontario Municipal Board with respect to Official Plan Amendment No. 40 to the Mississauga Plan and Zoning By-law 191-2009, the City initiated amendments to the Upper Hurontario Street corridor area. The site-specific appeals before the Ontario Municipal Board relate to the North Parcel.

12 October 2012



The North Parcel is also the subject of development applications, which were originally submitted in 2003 and modified in December 2006. A modified development concept for the North Parcel was provided to the City in January 2011, further to discussions with the City.

Concerns Relating to the Draft Gateway Corporate Centre OPA

Derry-Ten's concerns with the Draft Gateway Corporate Centre OPA, as it relates to the North Parcel, include the following:

1. Any reduction in the number, scope and/or location of permitted uses in the Draft Gateway Corporate Centre OPA.
2. The location of any public transit or other infrastructure on or in the vicinity of the North Parcel.
3. The location of any proposed roads that traverse the North Parcel.

Derry-Ten requests the opportunity to meet with City staff to discuss its concerns regarding the Draft Gateway Corporate Centre OPA.

In the meantime, in light of Derry-Ten's concerns relating to the Draft Gateway Corporate Centre OPA, its current appeals before the Ontario Municipal Board, and the development application for the North Parcel, Derry-Ten requests that the City not approve any amendments in the Draft Gateway Corporate Centre OPA relating to the North Parcel. As indicated above, a corresponding submission is being provided to the City under separate cover relating to Derry-Ten's two southerly parcels of land.

Request for Notice

We kindly request notification of any further Committee and Council meetings, materials and decisions regarding the Draft Gateway Corporate Centre OPA.

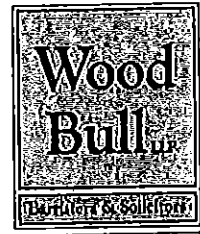
Yours very truly,

Wood Bull LLP

A handwritten signature in black ink, appearing to read "S. Mahadevan".

Sharmini Mahadevan

- c. Ms. Karen Crouse, Policy Planner, City of Mississauga
Client



MUNICIPAL, PLANNING & DEVELOPMENT LAW

12 October 2012

Sent via E-mail (diana.hass@mississauga.ca)

Planning and Development Committee
c/o Office of the City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

City Council
c/o Office of the City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Ms. Diana Haas
Office of the City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Sirs and Mesdames:

**Re: Proposed Amendments to the Mississauga Plan
Gateway Corporate Centre Character Area Policies
Derry-Ten Limited - Two Southerly Parcels (south of Longside Drive)**

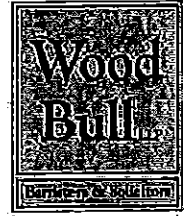
We are the solicitors for Derry-Ten Limited ("Derry-Ten"), the registered owner of three parcels of land located in the southwest quadrant of Derry Road West and Hurontario Street, within the proposed Gateway Corporate Centre Character Area.

Derry-Ten is concerned with the Proposed Amendments to the Mississauga Official Plan relating to the proposed Gateway Corporate Centre Character Area (the "Draft Gateway Corporate Centre OPA") as it relates to its southern two parcels of approximately 40.5 acres, bounded by Hurontario Street, Longside Drive, Maritz Drive and the westerly extension of Ambassador Drive (the "South Parcels"). A corresponding submission is being provided to the City under separate cover relating to Derry-Ten's northerly parcel of land.

Background

Derry-Ten's lands have been the subject of development applications since 2003 and subsequent appeals of applicable planning documents to the Ontario Municipal Board. In January 2011, a modified development concept for mixed use retail-office development was submitted for the northern parcel, which is located north of Longside Drive. Derry-Ten's appeals to the Ontario Municipal Board have also been scoped to relate only to the northern parcel.

12 October 2012



With respect to the South Parcels, Derry-Ten is in the process of preparing a rezoning application for submission to the City in order to implement the designation and policies of the Mississauga Plan in an appropriate zone for the South Parcels. Derry-Ten has had several discussions with the City and also met with the Development Application Review Committee on 22 August 2012 regarding this rezoning application.

Concerns Relating to the Draft Gateway Corporate Centre OPA

Our client's concerns with the Draft Gateway Corporate Centre OPA, as it relates to the South Parcels, include the following:

1. Any reduction in the number, scope and/or location of permitted uses in the Draft Gateway Corporate Centre OPA.
2. The location of any public transit or other infrastructure on or in the vicinity of the South Parcels.
3. The location of any proposed roads that traverse the South Parcels.

Derry-Ten requests the opportunity to meet with City staff to discuss its concerns regarding the Draft Gateway Corporate Centre OPA.

In the meantime, in light of Derry-Ten's pending rezoning application for the South Parcels and its concerns relating to the Draft Gateway Corporate Centre OPA, Derry-Ten requests that the City not approve any amendments in the Draft Gateway Corporate Centre OPA relating to the South Parcels. As indicated above, a corresponding submission is being provided to the City under separate cover relating to Derry-Ten's northerly parcel of land.

Request for Notice

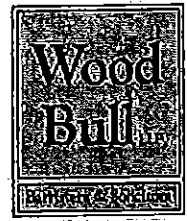
We kindly request notification of any further Committee and Council meetings, materials and decisions regarding the Draft Gateway Corporate Centre OPA.

Yours very truly,

Wood Bull LLP

A handwritten signature in black ink, appearing to read "S. Mahadevan".

Sharmini Mahadevan



12 October 2012

- c. Ms. Karen Crouse, Policy Planner, City of Mississauga
Client

November 21, 2012

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

YOUR FILE NO: CD.03.GAT

VIA EMAIL: john.calvert@mississauga.ca

Dear Mr. Calvert:

**RE: DRAFT GATEWAY CORPORATE CENTRE CHARACTER AREA POLICIES –
LETTER OF OBJECTION**

ErinoakKids Centre for Treatment and Development (ErinoakKids) would like to take this opportunity to provide our comments with respect to the above noted matter.

ErinoakKids is a transfer payment agency of the Ministry of Children and Youth Services (MCYS) and provides a broad range of therapy, assessment and support services to children from 0-19 with physical and developmental disabilities, autism, communication disorders, and children who are deaf or blind. The provincial government announced approval in 2011 for the construction of three (3) new consolidated ErinoakKids facilities, one of which is planned for Mississauga. We are working closely with Infrastructure Ontario (IO) on the project, which will be developed and constructed under the provincial Alternative Finance and Procurement (AFP) model.

After an extensive realty search and site selection process in conjunction with IO Realty Services and CBRE, ErinoakKids was pleased to have recently entered into a conditional purchase and sale agreement with SmartCentres (Derry-Ten Limited) to acquire an approximate 6 acre parcel of land on the northwest corner of Hurontario Street and the future extension of Ambassador Drive (see Figure 1 - Context Map), for the planned new Mississauga facility.

During our due diligence and planning process, we were made aware of the new Draft Gateway Corporate Centre Character Area, which depicts a new road running north-south parallel to Hurontario Street and through the lands we are in the process of acquiring. We are strongly opposed to this new north-south minor collector road as it would cut through our acquisition parcel and significantly compromise our ability to develop the property to address our complex facility and program needs. The current configuration of the acquisition parcel was a result of extensive negotiations with SmartCentres and accounted for other development constraints, and is based on our projected long-term program needs. Therefore reconfiguring the acquisition parcel is problematic.

We therefore respectfully but strongly urge the City to reconsider the need and proposed location for the subject new north-south minor collector road.

Centralized Telephone Line
905-855-2890

Intake and
Scheduling Services
1-877-374-6625

North Sheridan Site
Executive Office
2695 North Sheridan Way
Suite 120
Mississauga, ON L5K 2N6
FAX: 905-855-9404

Brampton Site
8177 Torbram Road
Brampton, ON L6T 5C5
FAX: 905-790-9589

Bristol Circle Site
2381 Bristol Circle, Suite 100
Oakville, ON L6H 5S9
FAX: 905-829-5064

BurlOak Site
1122 International Boulevard
5th Floor
Burlington, ON L7L 6Z8
FAX: 905-332-3224

Guelph Site
340 Woodland Rd. West
Guelph, ON N1H 7A6
FAX: 905-823-5454

Milton Site
410 Bronte Street South
Milton, ON L9T 0H9
FAX: 905-876-1273

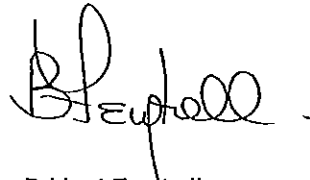
Orangeville Site
60 Century Drive
Orangeville, ON L9W 3K4
FAX: 519-307-5008

South Millway Site
2277 South Millway
Mississauga, ON L5L 2M5
FAX: 905-820-1333

We look forward to working the City on the ErinoakKids project, and would be pleased to discuss our concerns further with City Staff at the earliest opportunity.

We would request to be circulated on all future meeting or approval notices with respect to this matter.

Regards,



Bridget Fewtrell
President & CEO
ErinoakKids Centre for Treatment and Development
Serving Peel, Halton and Dufferin County

cc: E. Sajecki, Commissioner of Planning and Building (ed.sajecki@mississauga.ca)
D. Haas, Office of the City Clerk (diana.haas@mississauga.ca)
M. Ball, Director, Development and Design, Planning and Building
(marilyn.ball@mississauga.ca)
W. Alexander, Director of Infrastructure Planning, Transportation and Works
(wendy.alexander@mississauga.ca)
G. Woods, IO (geoff.woods@infrastructureontario.ca)
D. Macey, IO (david.macey@infrastructureontario.ca)
G. Broll, GSAI (glenb@gsai.ca)
O. Richichi, SmartCentres (orichichi@smartcentres.com)

FIGURE 1 – CONTEXT MAP

