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## General Committee

### Date

November 4, 2015

### Time

9:00 AM

### Location

Council Chamber, 2<sup>nd</sup> Floor, Civic Centre,  
300 City Centre Drive, Mississauga, ON L5B3C1

### Members

Mayor Bonnie Crombie

Councillor Jim Tovey	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Matt Mahoney	Ward 8 (Chair)
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

### Contact

Sacha Smith, Legislative Coordinator, Legislative Services

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### Find it online

<http://www.mississauga.ca/portal/cityhall/generalcommittee>

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- B. Aryan Hussain, Executive Director, Mississauga International Fashion Affair and Mississauga Fashion Week with respect to the launch of Mississauga Fashion Week on November 14, 2015.
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COUNCILLORS' ENQUIRIES

OTHER BUSINESS/ANNOUNCEMENTS

CLOSED SESSION

(Pursuant to Subsection 239 (3.1) of the *Municipal Act, 2001*)

Education Session - Overview of Transit Initiatives in Mississauga

ADJOURNMENT

CALL TO ORDERAPPROVAL OF THE AGENDADECLARATIONS OF CONFLICT OF INTERESTPRESENTATIONSDEPUTATIONS

- A. Jeanne McRight, Resident, Liz Primeau, founding President, Applewood Garden Club and Manuela Neto, Vice-President, Cloverleaf Garden Club with respect to the Encroachment By-law 0057-2004.
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MATTERS TO BE CONSIDERED

1. Adjustment to Bus Service at Huron Park (Wards 6, 7 and 8)

Committee report dated October 20, 2015 from the Commissioner of Transportation and Works with respect to the adjustment to bus service at Huron Park.

(1.)

RECOMMENDATION

That MiWay implement the following changes to Routes 38, 44 & 4 and that it be effective for the May 9, 2016 board period, as outlined in the Corporate Report dated October 20, 2015 from the Commissioner of Transportation and Works entitled "Adjustment to Bus Service at Huron Park":

- (a) Route 38 service terminating and the necessary layover/recovery times to take place at Glengarry and Cedarglen Gate.
- (b) Route 44 service to be truncated at the University of Toronto at Mississauga (UTM).
- (c) Route 4 service to be maintained at Huron Park 7 days a week but no earlier than 7 AM and no later than 9 PM.

2. All-Way Stop – Helene Street South and Port Street East (Ward 1)

Corporate report dated October 22, 2015 from the Commissioner of Transportation and Works with respect to a request for an all-way stop at Helene Street South and Port Street East.

RECOMMENDATION

That an all-way stop control not be implemented at the intersection of Helene Street South and Port Street East as the warrants have not been met.

3. Downtown Growth Area Park Provision Strategy and Implementation Plan

Corporate report dated October 19, 2015 from the Commissioner of Community Services with respect to the Downtown Growth Area Park Provision Strategy and Implementation Plan.

RECOMMENDATION

- 1. That the Downtown Growth Area Park Provision Strategy, provided under separate cover to the Corporate Report dated October 19, 2015, from the Commissioner of Community Services, be endorsed in principle.
- 2. That the Implementation Plan for the Downtown Growth Area Park Provision Strategy be received, and implemented subject to the Corporate Annual Business Plan and Budget process.
- 3. That the recommendations of the Downtown Park Provision Strategy be integrated into the Downtown21 Update.

4. Mississauga – Peel Capital Coordination Committee

Corporate Report dated October 21, 2015 from the Commissioner of Transportation and Works with respect to the Mississauga-Peel Capital Coordination Committee.

RECOMMENDATION

1. That the report dated October 21, 2015 from the Commissioner of Transportation and Works titled "Mississauga-Peel Capital Coordination Committee" be received for information.
2. That the Mississauga-Peel Capital Coordination Committee and associated working groups made up of members of both the City of Mississauga and Region of Peel staff, continue to regularly meet to monitor coordination of Capital works initiatives.

5. 2015/2016 Winter Maintenance Operations Overview

Corporate Report dated October 20, 2015 from the Commissioner of Transportation and Works with respect to an overview of the 2015/2016 Winter Maintenance Operations.

RECOMMENDATION

That the report dated October 20, 2015 entitled, "2015/2016 Winter Maintenance Operations Overview" from the Commissioner of Transportation and Works be received for information.

6. Port Credit and Clarkson On-Street Parking Fees – Request for Fee Holiday (Wards 1 & 2)

Corporate Report dated October 8, 2015 from the Commissioner of Transportation and Works with respect to requests to waive on-street parking charges within the Port Credit and Clarkson Business Areas for December 2015.

RECOMMENDATION

1. That General Committee provide direction regarding the Port Credit Business Improvement Area's request to waive on-street parking charges within the Port Credit Business Improvement Area for the month of December 2015.
2. That General Committee provide direction regarding the Clarkson Business Improvement Area's request to waive on-street parking charges within the Clarkson Business Improvement Area for the month of December 2015.

7. Designated On-street Parking for the Disabled – Benson Avenue (Ward 1)

Corporate Report dated October 9, 2015 from the Commissioner of Transportation and Works with respect to designated on-street parking for the disabled on Benson Avenue.

RECOMMENDATION

That a by-law be enacted to amend The Traffic By-law No. 555-00, as amended, to implement disabled on-street parking, at anytime, on the west side of Benson Avenue from a point 45 metres (148 feet) north of Lakeshore Road West to a point 7 metres (23 feet) northerly thereof.

8. Parking Prohibition Removal West Side – Finfar Court (Ward 2)

Corporate Report dated October 23, 2015 from the Commissioner of Transportation and Works with respect to a parking prohibition removal on the west side of Finfar Court.

RECOMMENDATION

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to remove a parking prohibition on Fridays between 12:00 p.m. and 3:00 p.m. on the west side of Finfar Court.

9. 15-Hour Parking Anytime – William Street (Ward 11)

Corporate Report dated October 13, 2015 from the Commissioner of Transportation and Works with respect to 15-hour parking anytime on William Street.

RECOMMENDATION

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement 15-hour parking any time on the west side of William Street between a point 5 metres (16 feet) south of James Street and a point 90 metres (295 feet) southerly thereof.

10. Parking for Restricted Periods – Maiden Lane (Ward 11)

Corporate Report dated October 13, 2015 from the Commissioner of Transportation and Works with respect to parking for restricted periods on Maiden Lane.

(10.)

RECOMMENDATION

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement two-hour parking for three (3) parking spaces between the north and south curb at the east limit of Maiden Lane from a point 42 metres (138 feet) east of Queen Street South to a point 48 metres (158 feet) easterly thereof from 7:00 a.m. to 9:00 p.m. No parking will be permitted outside of these hours.

11. Road Establishing By-law for Creditview Road (Ward 6)

Corporate Report dated October 9, 2015 from the Commissioner of Transportation and Works with respect to a Road Establishing By-law for Creditview Road.

RECOMMENDATION

1. That a by-law be enacted authorizing the establishment of a public highway to be known as Creditview Road on those lands described as: In the City of Mississauga, Municipality of Peel, (Geographic Township of Toronto, County of Peel), Province of Ontario and being composed of Part of Lot 6, Range 5, North of Dundas Street of the said Township, designated as Part 1, Plan 43R-16919 and Part 18, Plan 43R-17654;
2. That City staff be authorized to register the by-law on title against the subject lands in the appropriate Land Registry Office.

12. Changes to the Public Vehicle Licensing By-law 420-04, as amended, Lease Agreements for Accessible Taxicabs

Corporate Report dated October 16, 2015 from the Commissioner of Transportation and Works with respect to changes to the Public Vehicle Licensing By-law 420-04, as amended for lease agreements for accessible taxicabs.

RECOMMENDATION

That a by-law be enacted to amend the Public Vehicle Licensing By-law 420-04, as amended, to incorporate lease agreement requirements for brokerages of accessible taxi cabs as outlined in the report from the Commissioner of Transportation and Works, dated October 16, 2015 entitled "Changes to the Public Vehicle Licensing By-law 420-04, as amended, Lease Agreements for Accessible Taxicabs".

13. Platform Surface Replacement – City Centre Transit Terminal Project – Pre-approval of 2016 Capital Budget and Funding

Corporate Report dated October 22, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to platform surface replacement for the City Centre Transit Terminal Project.

RECOMMENDATION

That the 2016 Capital Budget request for \$920,000 (PN 16723), consisting of \$867,900 from the Federal Gas Tax Reserve Fund (Account #35183) and \$52,100 from the Capital Reserve Fund (Account #33121), for Platform Surface Replacement - City Centre Transit Terminal be approved prior to the final approval of 2016 capital funding to allow the project to be tendered in 2015, as outlined in the report to General Committee dated October 14, 2015 from the Commissioner of Corporate Services and Chief Financial Officer.

14. Recommendations for Revisions to the Community Group Support Program and Community Consultation

Corporate Report dated October 13, 2015 from the Commissioner of Community Services with respect to recommendations for revisions to the Community Group Support Program and Community Consultation.

RECOMMENDATION

That the report entitled Recommendations for Revisions to the Community Group Support Program and Community Consultation dated October 13, 2015 from the Commissioner of Community Services be received for information and referred to Community Groups for input and review.

15. Strike-Off of Taxes Deemed Uncollectable

Corporate Report dated October 14, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to the strike-off of taxes deemed uncollectable.

RECOMMENDATION

That unpaid taxes, penalties and interest totalling \$116,231.08 as outlined in the corporate report dated October 14, 2015 from the Commissioner of Corporate Services and Chief Financial Officer entitled "Strike-Off of Taxes Deemed Uncollectable" be written off as uncollectable and removed from the tax roll.



**16. 2016 Interim Tax Levy for Properties Enrolled in the Pre-Authorized Tax Payment Plan**

Corporate Report dated October 9, 2015 from the Commissioner of Corporate Services and Chief Financial Officer with respect to the 2016 Interim Tax Levy for properties enrolled in the pre-authorized tax payment plan.

**RECOMMENDATION**

1. That a by-law be enacted to provide for a 2016 interim tax levy based on 50 per cent of the previous year's annualized taxes on those properties subject to an agreement under the City of Mississauga Pre-authorized Tax Payment Plan.
2. That the 2016 interim levy for residential properties enrolled in the due date plan be payable in three instalments on March 3, April 7, and May 5, 2016.
3. That the 2016 interim levy for properties in the commercial, industrial and multi-residential property classes enrolled in the due date plan be payable in one instalment on March 3, 2016.
4. That the 2016 interim levy for properties enrolled in the monthly plan be payable in six instalments based on the taxpayer's selected withdrawal day of either the 1<sup>st</sup>, 8<sup>th</sup>, 15<sup>th</sup> or 22<sup>nd</sup> of the months of January, February, March, April, May and June, 2016.

**ADVISORY COMMITTEE REPORTS****Traffic Safety Council Report 7-2015 October 28, 2015****RECOMMENDATIONS**

TSC-0131-2015

That the Principal of Dolphin Senior Public School be requested to remind the students to only enter the crosswalk when the white walk signal is present and to walk their bikes while crossing the crosswalk.

(Ward 11)

(TSC-0131-2015)

TSC-0132-2015

1. That the request for a crossing guard at the intersection of Chada Avenue and Ellengale Drive for the students attending Ellengale Public School be denied as the warrants are not met.
2. That Transportation and Works be requested to:
  - a. Remove the school bus loading zone signs on Ellengale Drive.
  - b. Review the signage in front of Ellengale Public School.

(Ward 6)

(TSC-0132-2015)

## TSC-0133-2015

1. That the request for a third crossing guard at the intersection of Mississauga Valley Boulevard and Central Parkway, for students attending Thornwood Public School, be denied as the warrants are not met.
2. That the request from Councillor John Kovac to conduct a further site inspection in the spring 2016 at the intersection of Mississauga Valley Boulevard and Central Parkway, for students attending Thornwood Public School be referred to the Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 4)

(TSC-0133-2015)

## TSC-0134-2015

1. That the request for a crossing guard in front of St. Clare Catholic School be denied as the warrants are not met.
2. That Transportation and Works be requested to review the signage on Glen Erin Drive and Rolling Valley Drive.
3. That Parking Enforcement be requested to enforce "No Stopping" prohibitions on Glen Erin Drive and Rolling Valley Drive from 8:15 a.m. to 8:30 a.m. and at from 2:50 p.m. to 3:14 p.m. once correct signs have been installed.
4. That the Principal of St. Clare Catholic School be requested to advise all parents to use either the Kiss and Ride to drop off students or cross Glen Erin Drive at the underpass.
5. That Peel Regional Police be requested to enforce speeding violations from 8:00 a.m. to 8:30 a.m. and from 3:00 p.m. to 3:30 p.m., on Glen Erin Drive.

(Ward 8)

(TSC-0134-2015)

## TSC-0135-2015

That the email dated September 29, 2015 from Margaret Fleese, requesting a site inspection at the intersection of Paisley Boulevard and Pollard Drive for the students attending St. Jerome Catholic School be and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 7)

(TSC-0135-2015)

TSC-0136-2015

That the email dated September 17, 2015 from Councillor Pat Saito on behalf of a resident regarding traffic safety concerns in front of Meadowvale Secondary School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 9)

(TSC-0136-2015)

TSC-0137-2015

That the final report from the Manager of Parking Enforcement with respect to parking enforcement in school zones for the month of September 2015 be received for information

(TSC-0137-2015)

TSC-0138-2015

That the Action Items List from the Transportation and Works Department for the months of September 2015 be received for information.

(TSC-0138-2015)

TSC-0139-2015

That the Memorandum dated October 22, 2015 from Angie Melo, Legislative Coordinator with the 2016 Traffic Safety Council meeting dates be received for information.

(TSC-0139-2015)

TSC-0140-2015

That the Traffic Safety Council Site Inspection Subcommittee conduct a further site inspection at 7425 Netherwood Road at the Kiss & Ride entrance of Lancaster Public School, in November 2015.

(Ward 5)

(TSC-0140-2015)

TSC-0141-2015

That the request for a crossing guard at the intersection of Glen Erin Drive and Thomas Street, for the students attending Castlebridge Public School and Thomas Street Middle School be denied as the warrants are not met.

(Ward 9)

(TSC-0141-2015)

## TSC-0142-2015

1. That Transportation and Works be requested to consider the following:
  - a. Replace the faded No Stopping signs on Perennial Drive.
  - b. Add No U-Turn signage on Perennial Drive and Tenth Line to define No U-Turn zones.
2. That Parking Enforcement be requested to enforce parking prohibitions on Tenth Line, Perennial Drive and Destination Drive from 8:40 a.m. to 9:10 a.m. and 3:10 p.m. to 3:40 p.m.
3. That Peel Regional Police be requested to enforce the U-Turn zone at Tenth Line and Perennial Drive.

(Ward 10)

(TSC-0142-2015)

## TSC-0143-2015

1. That Transportation and Works be requested to consider the following:
  - a. Installing addition 40KM (7:30 a.m. – 5:00 p.m. Monday to Friday, September to June) signage in front of Queen Elizabeth Senior Public School.
  - b. Installing signage for vehicles to warn them of pedestrians crossing the road to and from the tunnel and pedestrian signs at the roadway north and south – at the tunnel access/egress warding pedestrians to yield right of way to vehicles on South Service Road.
2. That Peel Regional Police be requested to enforce the 40 KM speed zone in front of Queen Elizabeth Senior Public School from 8:00 a.m. to 8:30 a.m. and 2:30 p.m. to 3:00 p.m.
3. That the Principal of Queen Elizabeth Senior Public School be requested to have the overgrown weeds cut back on the west side of the property adjacent to the school entrance driveway to allow students to access the school on the marked walkway.

(Ward 1)

(TSC-0143-2015)

## TSC-0144-2015

1. That the warrants for the retention of a crossing guard at the intersection of Second Line and Lamplight Way for the students attending St. Julia Catholic School have been met.
2. That the warrants for the retention of a crossing guard at the intersection of Second Line and Lamplight Way for students attending Meadowvale Village Public School have not been met.

(Ward 11)

(TSC-0144-2015)

## TSC-0145-2015

1. That the Crossing Guard at Second Line and Sombrero Way, for students attending Meadowvale Village Public School, will be removed as warrants are not met, as there are no students from 8:45 a.m. to 9:10 a.m. and from 3:45 a.m. and 4:10 p.m.

2. That the Crossing Guard at Second Line and Sombrero Way for students attending St. Julia Catholic School, will remain from 8:15 a.m. to 8:45 a.m. and from 3:15 p.m. to 3:45 p.m.
3. That Traffic Safety Council conduct a further site inspection in spring 2016, at the intersection of Second Line and Sombrero Way for students attending St. Julia Catholic School and Meadowvale Village Public School.

(Ward 11)

(TSC-0145-2015)

TSC-0146-2015

That the email dated October 23, 2015 from Sheelagh Duffin, Supervisor, Crossing Guard, on behalf of Mr. Royalpad, requesting the placement of a crossing guard at Hush Lane and Second Line West, for students attending Meadowvale Village Public School.

(Ward 11)

(TSC-0146-2015)

TSC-0147-2015

That the amount of up to \$3,200.00 be approved to fund the 2015 Crossing Guards Appreciation Banquet/Christmas Dinner and Long Service Award Event, as outlined in the email dated October 27, 2015 from Sheelagh Duffin, Supervisor, Crossing Guards.

(TSC-0147-2015)

TSC-0148-2015

That the amount of up to \$2,500.00 be approved for the purchase of all-weather jackets for the Citizen Members of Traffic Safety Council.

(TSC-0148-2015)

TSC-0149-2015

That the amount of up to \$1,000.00 be approved to fund the 2015 Traffic Safety Council Appreciation Dinner in December 2015.

(TSC-0149-2015)

#### COUNCILLORS' ENQUIRIES

#### OTHER BUSINESS/ANNOUNCEMENTS

**CLOSED SESSION**

(Pursuant to Subsection 239 (3.1) of the *Municipal Act, 2001*)

Education Session - Overview of Transit Initiatives in Mississauga

**ADJOURNMENT**

# City of Mississauga Corporate Report



<div data-bbox="631 359 1016 489" data-label="Text"><p>General Committee NOV 04 2015</p></div> <p>Date: October 20, 2015</p>	<p>Originator's files:</p>
<p>To: Chair and Members of General Committee</p> <p>From: Martin Powell, P.Eng. Commissioner of Transportation and Works</p>	<p>Meeting date: November 4, 2015</p>

## Subject

Adjustment to Bus Service at Huron Park (Wards 6, 7 and 8)

## Recommendation

That MiWay implement the following changes to Routes 38, 44 & 4 and that it be effective for the May 9, 2016 board period, as outlined in the Corporate Report dated October 20, 2015 from the Commissioner of Transportation and Works entitled "Adjustment to Bus Service at Huron Park":

- (a) Route 38 service terminating and the necessary layover/recovery times to take place at Glengarry and Cedarglen Gate.
- (b) Route 44 service to be truncated at the University of Toronto at Mississauga (UTM).
- (c) Route 4 service to be maintained at Huron Park 7 days a week but no earlier than 7 AM and no later than 9 PM.

## Background

Before April 27, 2015 there were 45 inbound and 45 outbound trips of Route 4 at Huron Park between 7:00 am and 9:30 pm totalling 534 weekly trips. On April 27, 2015 Route 4 frequencies were improved and Sunday service was added. Additionally, Route 38 - Creditview began to enter Huron Park due to the truncation of its previous routing to Trillium Health Centre via Paisley Boulevard. The change was made to improve the reliability of Route 38 by decreasing the total route length and providing residents along Paisley Boulevard with more meaningful destinations. Thus Huron Park is the terminus of Route 38 where buses turn around and head back north using the bus loop. This is also a layover/recovery area which allows bus operators to take a washroom break and provides flexibility in the service schedule through built-in recovery time to compensate for delays due to changes in traffic conditions. As a result of these changes there are more trips travelling in and out of Huron Park using Paisley Boulevard totalling 1,143 weekly trips as of September 8, 2015.

A resident's petition against the changes to Route 4 and 38 at Huron Park was presented at Council on September 30, 2015 and was referred to the Transportation and Works Department for a report to General Committee. The residents' concerns are higher bus volumes since April 27, 2015 causing an increase in noise and potential safety risks within Huron Park.

## Comments

Although Huron Park is a community centre and recreational area, it is currently the optimal terminus location for Route 38 as it has the space to accommodate recovery and layover with a washroom facility and a dedicated bus loop. Paisley Boulevard is the optimal roadway for the bus access/egress to the park as it offers direct routing with no residential home frontages. Due to the resident's concerns, MiWay staff plan to remove Route 38 from Huron Park by terminating it at Glengarry Rd and Cedarglen Gate consistent with the route restructuring foreseen in the MiWay 5, Five Year Service Plan. This will result in 676 less weekly bus trips in Huron Park. However, the existing Westdale Mall stops near Glengarry and Cedarglen Gate are at their operating capacities with no additional spaces to accommodate more buses. In order to enable this change, the Route 44 - Mississauga Rd will need to be truncated at the University of Toronto at Mississauga (UTM) to free up spaces at Glengarry Rd and Cedarglen Gate.

As the change to Route 44 will impact both commuters working in the Meadowvale Business Park (more transfers) and University students (fewer route options), the timing of the change is recommended for spring 2016 (the May 9 board period) when classes and final exams are finished. MiWay could make the change earlier in the year (February 29, 2016); however, it will create confusion for the Meadowvale Business Park commuters when their travel options change during the winter and for the UTM students when a significant travel change is made mid-term.

In the meantime, as acknowledged at the petitioner's presentation, MiWay has made service changes to accommodate the residents' concerns at Huron Park:

- Effective September 8, 2015 – 5 early morning trips and 2 late night trips were removed
- Effective October 26, 2015 – 4 evening trips were removed

In the fall and winter residents tend to keep the windows of their homes closed and there is generally less activity in the Park. The above actions MiWay is taking will mitigate the concerns over the fall and winter months with lower bus volumes during noise sensitive times. Effective October 26, there should be no buses using the Huron Park bus loop and Paisley Blvd before 6:30 AM or after 10:33 PM on weekdays and 10 PM on weekends.

In order to get the number of bus trips in/out of the Park to prior April 27, 2015 levels, Route 4 service would need to be pulled from the Park on weekends. Based on 2015 ridership counts there are approximately 60 passenger activities (28 boarding and 28 alighting) during weekends. If the Route 4 weekend service was removed from Huron Park, residents and/or community centre visitors would have to walk out to Mavis Road to access Route 4.



From a route efficiency point of view, by-passing Huron Park at all times is desirable however, the community centre features a therapy pool and extensive programs for seniors as well as youth programs and therefore, it is not recommended that the weekend service of Route 4 be removed from Huron Park.

## Financial Impact

The recommended changes have no financial impact.

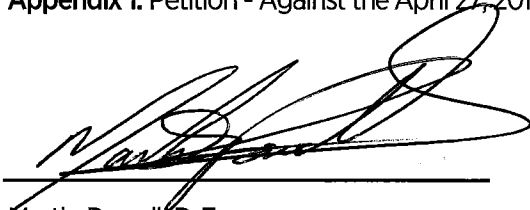
## Conclusion

MiWay fully understands the concerns the Huron Park residents have with the increase in bus volumes at the Park. At the same time, MiWay has a responsibility to provide service to the customers of Routes 4 and 38, and to minimize the impact and implications to the customers of Route 44 as well as the residents near Glengarry and Cedarglen Gate. As such, MiWay will implement the following changes:

- Route 38 service terminating and the necessary layover/recovery times to take place at Glengarry and Cedarglen Gate.
- Route 44 service to be truncated at the University of Toronto at Mississauga (UTM).
- Route 4 service to be maintained at Huron Park 7 days a week but no earlier than 7 AM and no later than 9 PM.
- Changes to be effective in the May 9, 2016 board period.

## Attachments

Appendix 1: Petition - Against the April 27, 2015 Changes to MiWay Route 4 and 38 at Huron Park



Martin Powell, P. Eng.  
Commissioner of Transportation and Works

Prepared by: Ji-Yeon Lee, P. Eng., MiWay Manager of Service Development

## Background to a Petition Against the April 27, 2015 Changes to MiWay Routes 4 and 38 at Huron Park.

COUNCIL AGENDA

SEP 30 2015

Over seventy area residents signed a petition against round the clock use of Huron Park as a Bus Layover Terminal for Routes 4 and 38 due to:

**1) Increased Traffic Volume:** Route 38 which served Trillium Hospital has been relocated to Huron Park. Starting at 5:00 am, it runs 20 hours a day, seven days a week. To allow Trillium visitors to transfer to Route 4 from Route 38, Route 4 now has increased frequency and a new Sunday service. Both Routes turnaround in Huron Park using Paisley Boulevard West to enter and exit. Combined "in and out" bus transits at Huron Park are 17 per hour at rush hour, 8 per hour in the evening. **On average a bus now enters or exits Huron Park every 5 minutes at a rate of 12 per hour, more than double the previous Route 4 rate plus an additional 4 hours each day and all day on Sundays.**

**2) Safety and Greenspace Degradation:** Bus traffic through Huron Park arrives and departs through the Saint Jerome School 40kph zone. Inside Huron Park the route passes close to a children's splash pad, a family picnic area, busy parking lot and a children's play area. The narrow road has sharp turns, no posted speed limit, two bicycle lanes, limited access to sidewalks and no crosswalks. Bus traffic is forced to use the bicycle lanes when negotiating turns putting passengers and drivers at risk and compromising the safety of other park users, particularly children and cyclists. **Using Huron Park as a high volume bus turnaround and layover terminal seriously degrades the integrity and safe enjoyment of this valuable public green space.**

**3) Increased Noise:** Buses on layover in Huron Park with engines idling have been identified by MiWay as problematic even when in compliance with Mississauga Noise Bylaws. Bus acceleration and deceleration is significantly noisier than idling and also very upsetting to area residents particularly at night and in the early morning hours.

### Requested Remedies:

a) Remove Route 38 from Huron Park.

b) Remove either 4E or 4W buses from Huron Park

c) Eliminate idling buses in Huron Park and on Paisley Blvd. west of Mavis Road.

17/08/15

<input checked="" type="checkbox"/> Receive	<input type="checkbox"/> Resolution
<input type="checkbox"/> Direction Required	<input type="checkbox"/> Resolution / By-Law
<input type="checkbox"/> Community Services <input type="checkbox"/> Corporate Services	For <input type="checkbox"/> Appropriate Action <input type="checkbox"/> Information
<input type="checkbox"/> Planning & Building <input checked="" type="checkbox"/> Transportation & Works	<input type="checkbox"/> Reply <input checked="" type="checkbox"/> Report

Petition Organizer Name:

Adam Ninos

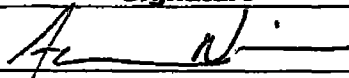
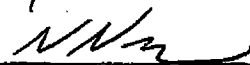

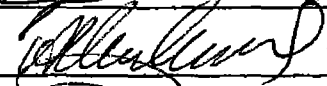

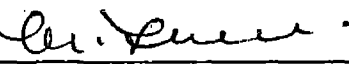
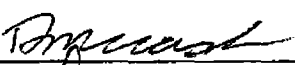


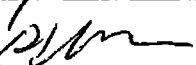
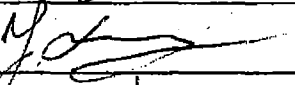
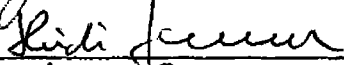
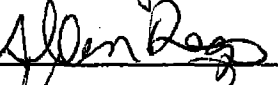
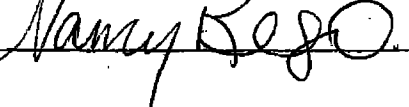
To: The Mayor and Members of Council

Subject of Petition:

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Printed Name	Printed Address	Ward	Signature
Adam Ninos	2466 Pollard Drive	7	
Nadejda Ninos	2466 Pollard Drive	7	
MARCIN GODEK	2472 POLLARD DR	7	
Agneszka Kondrak	2472 Pollard Dr	7	
ARMELINDO FERREIRA	2486 POLLARD DR.	7	
MATILDE FERREIRA	2486 POLLARD DR.	7	
David McCash	2482 POLLARD	7	
Liam McEach	2482 Pollard Dr	7	
YIMHWAN CHOI	2492 pollard Rd.	7	
Byung Soon Choi	2492 Pollard Dr	7	
John Laslavic	2502 Pollard Dr.	7	
Heidi Frischkorn	2506 Pollard Dr.	7	
Allan Rego	2495 Pollard Dr	7.	
Nancy Rego	2495 Pollard Dr.	7.	

Petition Organizer Name:

Adam Ninos

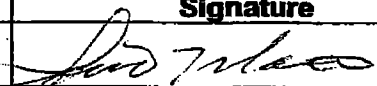
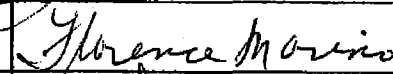
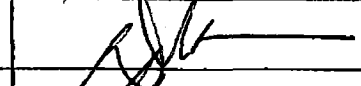

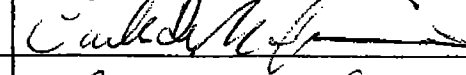
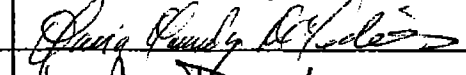
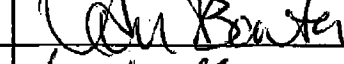


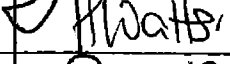
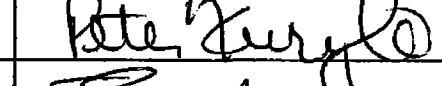
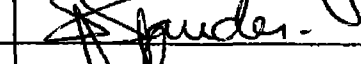

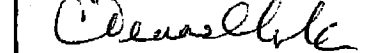
To: The Mayor and Members of Council

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To mitigate the excessive and unnecessary Mi-Way city bus traffic in Huron Park and along Paisley Boulevard west of Morris Road.

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Printed Name	Printed Address	Ward	Signature
LOU MARINO	2512 POLLARD DR.	7	
FLORENCE MARINO	2512 POLLARD DR.	7	
DAN MCGRAW	2496 POLLARD DR	7	
FINA STAVENSTAD	" " "	7	
Carlos DeMedeiros	785 HURONDALE DR.	7	
MARIA M. DEMEDEIRO	" " "	7	
ANN BARTA	2469 POLLARD DR	7	
Jenn Barta	2469 Pollard Dr	7	
JOHN WATTS	2450 HURON PARK PLACE	7	
HILARY WATTS	2450 HURON PARK PLACE	7	
Peter Kurylo	2469 Pollard Dr	7	
Sheryl Sauder	2499 Pollard Dr.	7	
Jan Sauder	2455 POLLARD DR.	7	
Christina Tenaschuk	2471 Morrison Ave	7	

Petition Organizer Name: Adam Ninos


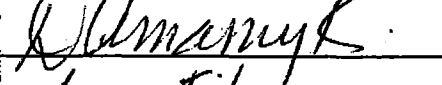
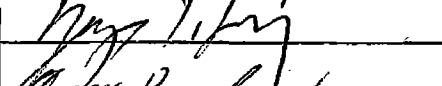
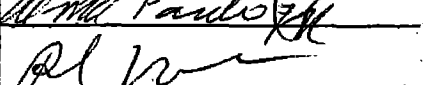
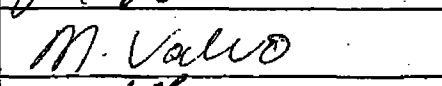
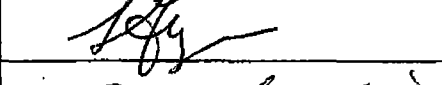
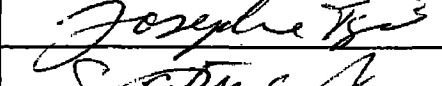
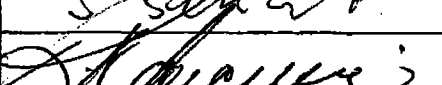
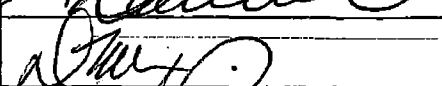

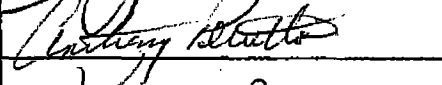
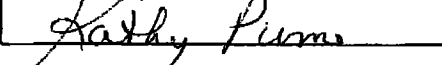

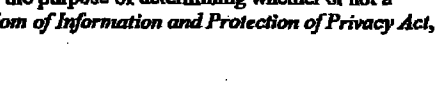
To: The Mayor and Members of Council

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Printed Name	Printed Address	Ward	Signature
IVAN DUMANICIC	780 HURONDALE DR.	7	
D. A. MASNYK	2377 NIKANNA RD.	7	
G. TIBERSKY	2367 NIKANNA RD.	7	
Anna Paulovich	2387 NIKANNA RD.	7	
PAUL VALVO	2351 NIKANNA RD.	7	
Michelle Valvo	2351 NIKANNA RD.	7	
LUCIO FAZIO	2347 NIKANNA RD.	7	
JOSEPHINE FAZIO	2347 NIKANNA RD.	7	
STCLAIR, STEWART	2341 NIKANNA RD.	7	
Robert Maricucci	2337 NIKANNA RD.	7	
Debbie Maricucci	2337 NIKANNA RD.	7	
STEVE PERAZA	2323 NIKANNA RD.	7	
Anthony Perretta	2327 NIKANNA RD.	7	
KATLYN PUMA	714 HURONDALE DR.	7	

Petition Organizer Name:

Adam Ninos

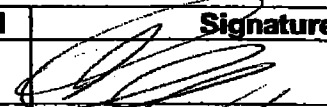


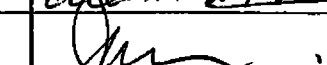
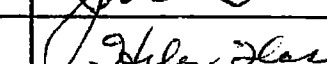
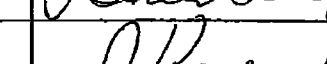
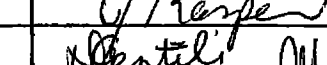
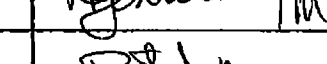


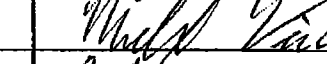
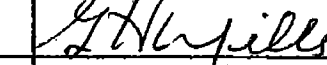


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Printed Name	Printed Address	Ward	Signature
Jim Chouzeouris	2358 NIKANNA RD	7	
Nelia Mannella	2451 Huron Park Pl.	7	
Alexander Mannella	2451 Huron Park Pl.	7	
JENNIFER KASPER	2476 Pollard Dr	7	
John Kasper	2476 POLLARD DR		
JEROMIE KASPER	2476 POLLARD DR		
Nilla Gentili & Mirko Crnjac	2331 Nikanna Rd	7	
DAVID J ROBINSON	770 Huron Park Dr	7	
Sean D. Robinson	770 Huron Park Dr	7	
Michael Veibl	750 Huron Park Dr	7	
Grant Mills	746 " "	7	
Bru Giblin	740 " "	7	
Margaret Fleese	736 Huron Park Dr.	7	
Shirley Paug	776 Huron Park Dr.	7	

Petition Organizer Name:

Adam Ninos

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Printed Name	Printed Address	Ward	Signature
AMMAR SOG-HAIER	2465 Morrison Av.	7	
Nivin Fouad	2465 Morrison Av.	7	
Patricia Raymond	2462 Olinda Ct	7	
Greg Beaudry	2396 Logwood crt	7	
Heather Macpherson	2346 Log wood crt	7	
Mary K Gichocki Beaudry	2346 Log Wood Crt	7	
R Sadlowski	2340 Log Wood Crt	7	
JOSEPH PHILIP	2329 LOG WOOD CRT	7	
ANNE DUMANCIU	780 HURONDALE DR.	7	
Adam Szymura	771 Huron Dale	7	
Fiona Gagliardi	740 Hurondale Dr	7	
E. Stolarczyk	2447 Huron Park Pl	7	
Alicja Pienkowski	2441 Huron Park Place	7	
Marek Pienkowski	2441 Huron Park Pl.	7	

# City of Mississauga Corporate Report



2.

<b>General Committee</b> <b>NOV 04 2015</b>		Originator's files:  MG.23.REP RT.10.Z-8
Date:	October 22, 2015	Meeting date:  November 4, 2015
To:	Chair and Members of General Committee	
From:	Martin Powell, P.Eng. Commissioner of Transportation and Works	

## Subject

All-Way Stop – Helene Street South and Port Street East (Ward 1)

## Recommendation

That an all-way stop control not be implemented at the intersection of Helene Street South and Port Street East as the warrants have not been met.

## Background

Concerns have been identified by the area residents, through the submission of a petition to the Ward 1 Councillor regarding the need for operational improvements at the intersection of Helene Street South and Port Street East. Furthermore, the residents requested to install additional street lighting on the north side of Port Street East between Helene Street South and Stavebank Road South.

Councillor Tovey has requested that the Transportation and Works Department submit a report to General Committee regarding the implementation of an all-way stop at the intersection of Helene Street South and Port Street East.

## Present Status

Currently, the intersection of Helene Street South and Port Street East operates as a four-leg intersection with a two-way stop control, for southbound motorists on Helene Street South and northbound motorists at a parking lot driveway which forms the fourth leg of the intersection.

## Comments

A.M./P.M. manual turning movement counts were completed on Saturday, October 3, 2015 and on Tuesday, October 6, 2015 at this intersection to determine if an all-way stop is warranted. The results are as follows:



2a

Helene Street South and Port Street East:

Saturday October 3, 2015

Part A: Volume for All Approaches: 98%

Part B: Volume Splits: 29%

Tuesday October 6, 2015

Part A: Volume for All Approaches: 92%

Part B: Volume Splits: 31%

In order for an all-way stop to be warranted, both Part A and Part B must equal 100 percent. Based on the results, an all-way stop is not warranted at the intersection of Helene Street South and Port Street East. A review of the collision history at this intersection revealed one reported collision within the past 3 years that is the type considered correctable by the use of an all-way stop. An all-way stop is therefore not warranted based on the collision history.

Street lighting staff investigated the illumination levels along Port Street East between Helene Street South and Stavebank Road South and propose the use of higher wattage luminaires along the south side of Port Street East to improve the illumination along the north sidewalk. The existing luminaires can be swapped out as part of the LED Streetlight Conversion project with no financial impact as the existing luminaires can be used elsewhere in the City.

## Financial Impact

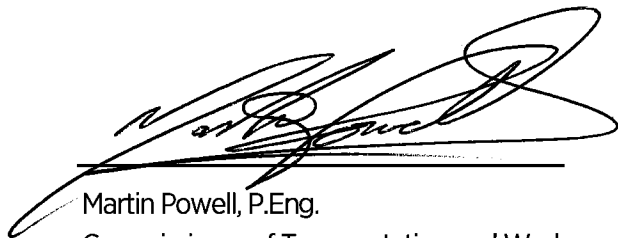
Not Applicable.

## Conclusion

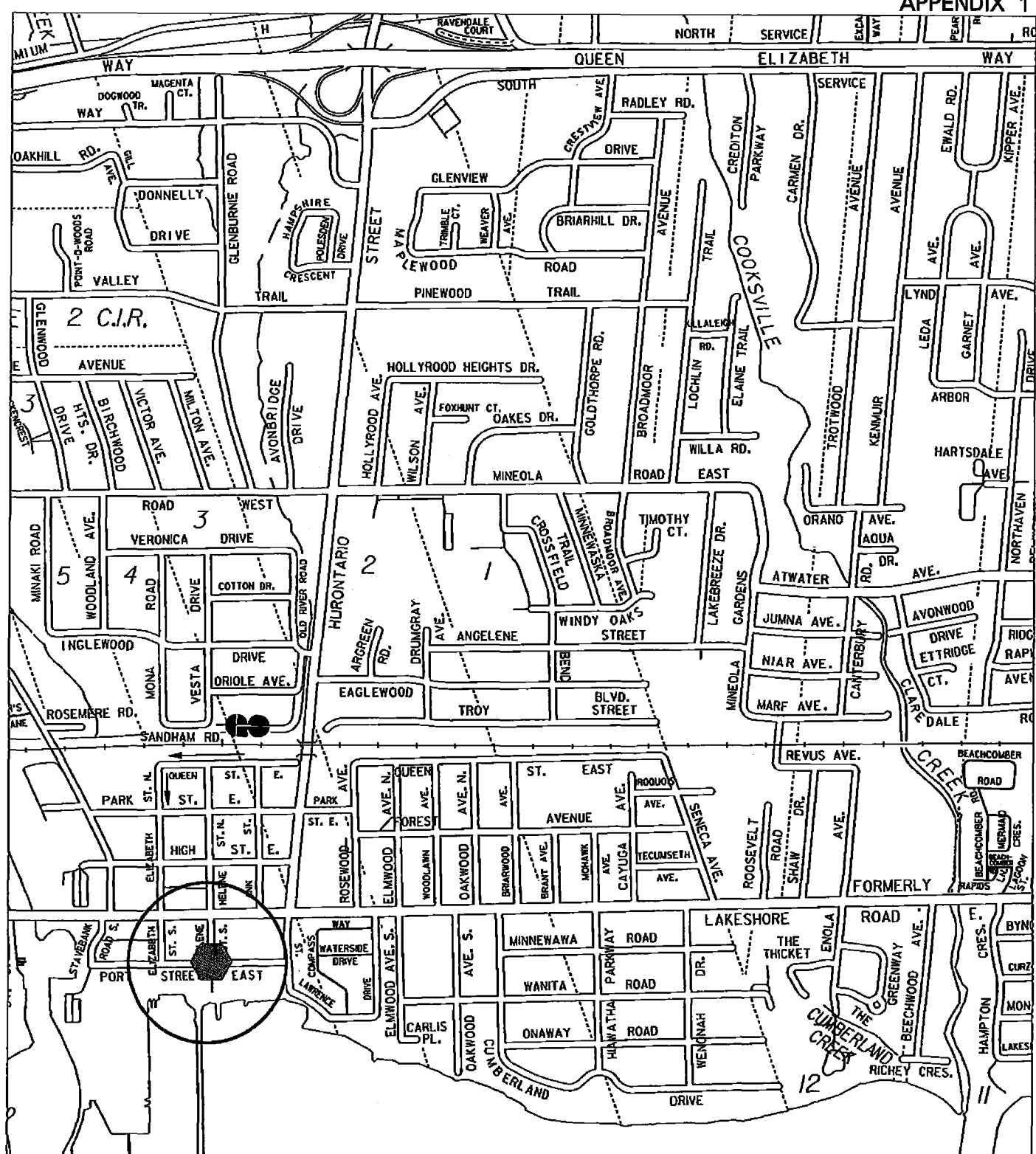
Based on the two recent manual turning movement count warrant values and collision history, the Transportation and Works Department does not recommend the installation of an all-way stop at the intersection of Helene Street South and Port Street East.

## Attachments

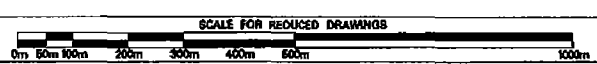
**Appendix 1:** Location Map - All-Way Stop - Helene Street South and Port Street East (Ward 1)



Martin Powell, P.Eng.  
Commissioner of Transportation and Works



**Transportation and Works**  
**Works Operations & Maintenance**  
**All-Way Stop**  
**Helene Street South and Port Street East (Ward 1)**



# City of Mississauga Corporate Report



3.

<div>General Committee</div> <div>NOV 04 2015</div>		Originator's files: CD.12.303
Date:	October 19, 2015	
To:	Chair and Members of General Committee	
From:	Paul A. Mitcham P. Eng, MBA Commissioner of Community Services	Meeting date: November 4, 2015

## Subject

Downtown Growth Area Park Provision Strategy and Implementation Plan

## Recommendation

1. That the Downtown Growth Area Park Provision Strategy, provided under separate cover to the Corporate Report dated October 19, 2015, from the Commissioner of Community Services, be endorsed in principle.
2. That the Implementation Plan for the Downtown Growth Area Park Provision Strategy be received, and implemented subject to the Corporate Annual Business Plan and Budget process.
3. That the recommendations of the Downtown Park Provision Strategy be integrated into the Downtown21 Update.

## Report Highlights

- The public Urban Park System is a critical component of quality of life for downtown residents.
- The Downtown Growth Area includes: the Downtown Core, Downtown Fairview, Downtown Cooksville and Downtown Hospital Character Areas as defined by the Official Plan (Appendix 1).
- The Downtown Growth Area Park Provision Strategy guides the planning and implementation of an urban approach to long term parkland provision to meet the needs for intensified areas and the anticipated population growth by 2041.
- The Strategy addresses: demographic change, cultural diversity, competing priorities for limited space in the downtown, an urban versus a suburban approach to provision of parkland, design, the declining urban tree canopy and public versus private open space.
- The Strategy identified that the current parkland percentage for Mississauga's Downtown Growth Area is approximately 3% compared to a 9.6% combined average within the urban core areas of 15 municipalities studied.

- The current parkland provision level in the Downtown Growth Area is 0.24 ha/1000 people compared to the City wide provision level of 1.2 ha / 1000 people.
- The minimum target for parkland in the Growth Area is 5.5 % of the total land area equating to a minimum of 13.7 ha (33.8 ac) of new parkland by 2041 to maintain the current provision level of 0.24ha/1000 people.
- An upper target of 51.5 ha (127 ac) of urban parkland (12.3% of total land area) would increase the parkland provision level to 0.54 ha/1000 people and is not achievable so leveraging the development of publicly accessible private open space will help compensate.
- The majority of the new parkland required is in the Downtown Core, based on the anticipated new residential growth.
- Acquisition is opportunity driven; challenges include available land, land values, competing development pressures and property owners desire to sell.

## Background

Mississauga has been very successful in achieving an admirable system of attractive and well managed public parks and natural areas which continue to be ranked at the top of City of Mississauga, customer satisfaction polls. Mississauga is now moving into a new phase of growth, changing from its suburban roots to a highly urbanized city with intensification and redevelopment concentrated in the Downtown Growth Area. The public open space system is a critical component of the urban fabric and a key element in building the identity of the Downtown Growth Area.

The Mississauga Official Plan (OP) conforms to Provincial planning initiatives such as the Provincial Policy Statement (PPS), the Greenbelt Plan (2005) and the Growth Plan for the Greater Golden Horseshoe. The PPS supports the provincial goal to enhance the quality of life for all Ontarians. The Growth Plan for the Greater Golden Horseshoe (2006) compliments the Greenbelt Plan and introduced a variety of mechanisms for managing growth in the GGH region. The Growth Plan sets out a vision for the GGH to be a great place to live and will function as Canada's principal international gateway where residents have a high standard of living and exceptional quality of life in a clean and healthy environment with a strong economy and social equity.

The Mississauga Official Plan (OP) identifies intensification areas where urban growth will be directed including the Downtown Growth Area. The OP provides a new policy framework "to create successful places where people, business and the natural environment will collectively thrive" with a greater recognition of the importance of "soft" infrastructure which includes opportunities for social interaction, leisure and spiritual fulfillment. The OP also recognizes the importance of creating an attractive public realm.

## Present Status

### Downtown Growth Area Park Provision Strategy

The Downtown Growth Area Park Provision Strategy outlines the importance of the public realm network and the park components in establishing a high quality of place and quality of life. The Strategy provides a more in-depth review of future parkland needs on a precinct basis, establishes a hierarchy of public (primary) park spaces and supplementary (secondary) public/private open spaces and identifies the appropriate quantity and quality of public open space required to meet the parkland and recreational needs in the Downtown Growth Area.

### Implementation Plan

The Implementation Plan (Appendix 2) includes 12 Actions based on the 41 Recommendations identified in the Downtown Growth Area Park Provision Strategy document and will be used to inform annual planning exercises including Corporate Business and Budget Review processes.

## Comments

Mississauga's Vision for the Future is that "Mississauga will inspire the world as a dynamic and beautiful global city....A place where people choose to be".

Mississauga is becoming a highly urbanized City, which includes a defined Downtown Growth Area that is to become the City's focus for high density and mixed use development. The Public Urban Park System is a critical component to the success and quality of life in an urban area and a fundamental component of the broader Public Realm Network. Open spaces are opportunities for cities to consider the common good and to take a long term view. Cities are about people, where they live, where they work and where they socialize. People meet and socialize in public spaces and therefore public space is one of the most important reasons why people choose to stay in a city. Lively, enjoyable, public spaces are the key to planning a great city".

### Parks and the Urban Forest

Investment in parks, trees and the public realm contribute to the health of a community particularly in intensification areas and have measurable economic benefits that typically exceed the initial investments. Parks are a driver of economic growth in a city and have been shown to increase property values and create additional economic impacts through major events, special assets and tourism.

It is also important to recognize the environmental and economic value of large scale trees as a key component of urban parks and the public realm. According to EcoHealth Ontario, there is growing evidence and awareness that improving the quality, quantity and connectivity of green spaces and mature trees improves air quality, promotes pedestrian comfort and enhances property values. Also, it has been found that urban green space can provide cooler, cleaner air at the site, neighbourhood and city level.

Trees need 50 -100 years to achieve full growth potential and benefits to the community. It is therefore important that the City commits to a tree planting program within the Urban Parks, Urban Squares and the Public Realm. The program should outline what tree species to plant, in what locations and how the trees should be planted.

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### **Defining an Appropriate Amount of Parkland**

In order to determine the appropriate quantity of parkland in the Downtown Growth Area, two approaches were reviewed, a percentage of gross land area and a parkland provision level per 1000 people.

A study of existing and planned urban core areas was undertaken to determine an average of parkland area percentage.

#### **Existing Urban Core Areas included:**

- Lower Manhattan (excludes Central Park)
- Savannah, Georgia
- Portland, Oregon
- Philadelphia, Pennsylvania
- Minneapolis, Minnesota
- Washington, D.C.
- Ottawa (excludes National Capital Greenbelt)
- Vancouver (excludes Stanley Park)
- San Francisco, California
- Montreal (excludes Mt. Royal)
- Toronto

#### **Planned Urban Centres included:**

- Vaughan Corporate Centre
- Langstaff Gateway, Markham
- La Defence, Paris France
- Canary Warf, London, England

The Existing Urban Core Areas studied have an average parkland area of 7.4%. Planned Urban Areas include an average parkland area of 11.8%. The combined average of Existing and Planned Urban Core Areas is 9.6 %. The Mississauga Downtown Growth Area is well below the average amount of park space in either the Existing Urban Core Areas or the Planned Urban Centres studied. The Mississauga Downtown Growth Area has approximately 3% of the gross land area currently identified as parkland.

The current residential parkland dedication provision rate for the City of Mississauga is 1.2 ha/1,000 people. The existing Downtown Growth Area park supply is currently at 0.24 ha/1000 people.

To maintain the current provision level of 0.24 ha/1000 people through 2041, an additional 13.7 ha (33.85 ac) of parkland (5.5% of total land area) is required To increase the parkland provision level to 0.54 ha/1000 people through 2041, a factor of 1.2 ha per 1000 population would have to be applied on all new

development in the Downtown Growth Area. This equates to an additional 51.5 ha (127.25) of urban parkland (12.3% of the total land area). Therefore the Downtown Growth Area Park Provision Strategy is recommending that the City identify a goal of achieving a minimum of 13.7 hectares up to 51.5 hectares of new parkland by the year 2041. The majority of the new parkland required is in the Downtown Core, based on the anticipated new residential growth.

### **Public Urban Parkland Hierarchy**

The public realm network, and the park system that is a part of that network, will need to evolve to meet the needs of a growing population and business community. The proposed Public Urban Parkland Hierarchy, or Primary park spaces, will constitute Urban Parks and Urban Squares.

- Urban Parks are greater than 0.8 ha (2.0 ac) in size and can be substantially larger. They include substantial programmable space and are primarily soft surfaced and green with approximately 40% tree canopy;
- Urban Squares are generally between 0.1 ha (0.25 ac) and 0.8 ha (2.0 ac) in size. They are primarily hard surface, but include soft surface elements and provide 40% tree canopy.

Studies show that urban parks within easy walking distance of residences and businesses improve physical and psychological health, and make communities more attractive places to live and work. An analysis of the Downtown Growth Area identified potential future park locations to ensure that all future residents are within 400 - 800 metres of a public urban park or urban square.

### **Supplementary Components of the Public Realm Network**

Supplementary or secondary park spaces are typically smaller than primary park spaces. They are important connectors within the public realm network and provide diversity and interest within an urban centre. They will include the following:

- Pocket Parks which are generally less than 0.4 ha (1 acre) in size and primarily hard surface, with limited soft surface elements;
- Sliver Open Spaces which are small scale pop up parks which can accommodate spill out from retail, cafes and restaurants;
- Courtyards which are primarily hard surfaced with limited soft surface elements;
- Connecting Links, provided in high pedestrian volume areas for ease of movement between destinations;
- Streetscapes which comprise the largest percentage of community open space and should be inviting, safe and planted. Streetscapes provide pedestrians opportunities for furnishing, shade and the enjoyment of public art.

### **Implementation Plan**

The Downtown Growth Area is not a green field development area nor is it a typically historic downtown. It is an area that is evolving and intensifying from a planned suburban context. This unique context requires a

multi-faceted approach to ensure that appropriate park spaces are achieved as the Downtown Growth Area matures and intensifies. This can be accomplished by maximizing the use of planning and financial tools such as the Official Plan, Parkland Dedication/Cash-in-lieu of land, Development Agreements, Development Charges, Height and Density Bonusing, Site Plan Control and Public/Private Partnerships.

The Implementation Plan identifies a cross Departmental/Division/Section team approach. The first priorities for the team will be to propose general policy amendments to the Official Plan and to pursue land acquisitions through direct purchase or through parkland dedication. Potential land acquisitions will be coordinated with all departments and specifically the LRT to ensure all matters are considered.

Each of the four character areas Downtown Core, Downtown Fairview, Downtown Cooksville and Downtown Hospital have been separately described and evaluated. Mapping for each of the four character areas conceptually identifies the general locations where parkland could be acquired through purchase or through parkland dedication as allowed under the Planning Act. The Parkland Acquisition Plans for each of the four Character Areas (Core, Fairview, Cooksville and Hospital) will indicate the type of park being proposed for each identified site. Detailed Acquisition Plans and Official Plan Amendment reviews will be undertaken for those desired sites subject to future development or redevelopment.

It is the goal, through this planned approach, that all Primary park spaces (Urban Parks and Urban Squares) established in the Downtown Growth Area will be in public ownership and unencumbered by easements or physical constraints in order to achieve a mature tree canopy.

The establishment of a substantial portion of the public realm network is based on opportunities presented through the development approval process. Through this process, the supplementary or secondary park spaces (Pocket Parks, Sliver Parks, Courtyards and Connecting Links) will be secured on a case-by-case basis. For example, it is recommended that all significant development proposals on a site greater than 1,000 square metres (0.25 ac) shall include an at-grade land contribution to the public realm network. Also, a minimum of 7% and not more than 25% of the net site area shall be set aside for a park component.

An upper target of 51.5 ha (127 ac) of urban parkland (12.3% of total land area) would increase the parkland provision level to 0.54 ha/1000 people and is not achievable so leveraging the development of publicly accessible private open space will help compensate.

The challenges of meeting the recommended minimum of 13.7 hectares (33.85 acres) of new parkland by 2041 include:

- Availability of land for purchase by the City
- Land value
- Competing development pressures for the lands
- Desire of property owners to sell

## Strategic Plan

The Downtown Growth Area Park Provision Strategy supports the Strategic Plan Green Pillar and the Connect Pillar: Completing our Neighbourhoods, and will inform the 2014 Future Directions Report.



## Financial Impact

The Downtown Growth Area Park Provision Strategy provides a long term framework and has no direct financial impact. Implementation of the Strategy will entail future expenditures. The price per acre of land in the downtown growth area is estimated at \$4M in today's dollars. It is estimated that the Cash in lieu revenues and the Development Charge revenues within the growth area will exceed those costs. With respect to park maintenance requirements, it is estimated that the revenue from taxes using present criteria will also exceed the expected costs.

Implementation of the initiatives contained within the report will be approved individually through future business planning and budget processes.

## Conclusion

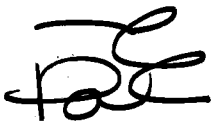
Mississauga is now moving into a new phase of growth changing from its suburban roots to a highly urbanized city with intensification and redevelopment concentrated in the Downtown Growth Area. The public open space system is a critical component of the urban fabric and a key element in building the identity of the Growth Area.

The majority of the new parkland required is in the Downtown Core, based on the anticipated new residential growth. The recommendations of the Downtown Pak Provision Strategy will be integrated into the Downtown21 Update.

## Attachments

Appendix 1: Downtown Growth Study Area Map

Appendix 2: Implementation Plan



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Paul A. Mitcham, P. Eng, MBA  
Commissioner of Community Services

Prepared by: *Anne Farrell, Planner, Long Term Park Planning*

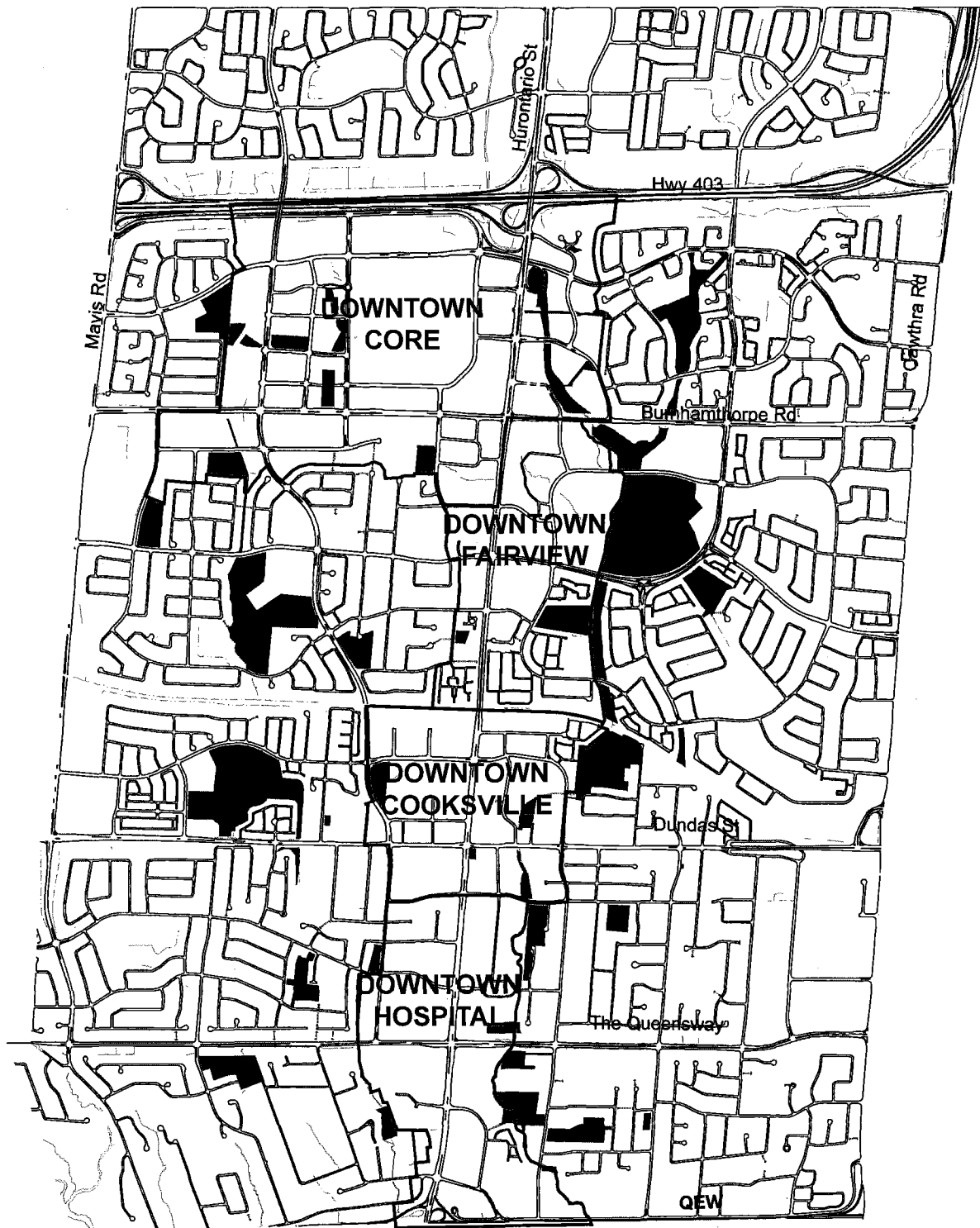
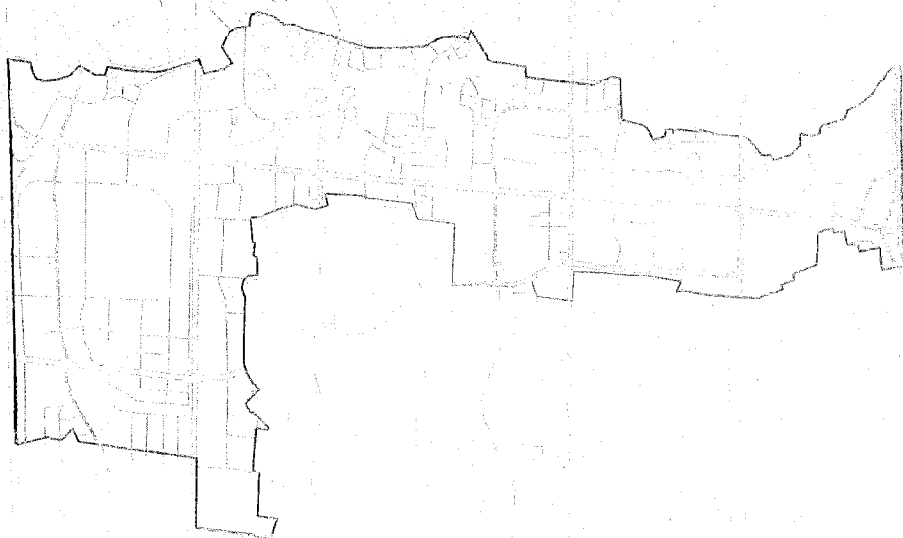
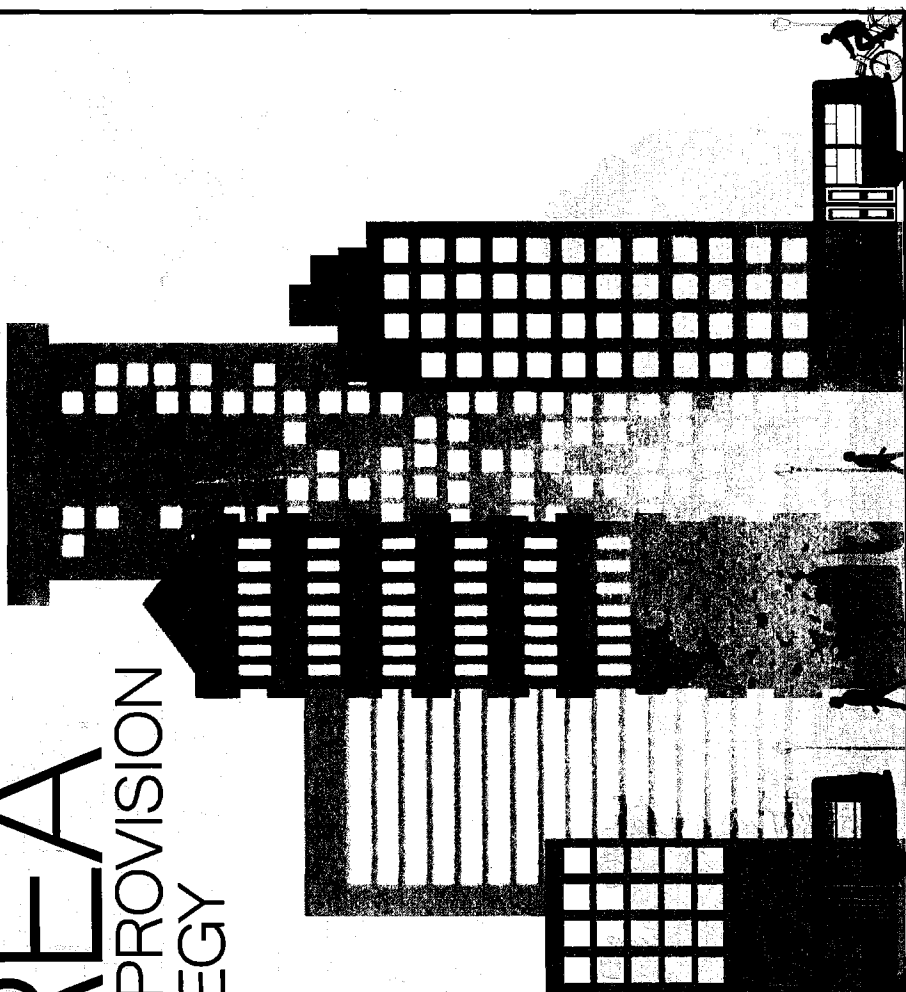


Figure 1: Study Area

# CITY OF MISSISSAUGA DOWNTOWN GROWTH AREA PARK PROVISION STRATEGY



IMPLEMENTATION PLAN



# **2015 Mississauga Downtown Growth Area Park Provision Implementation Guide**

## **1.0 INTRODUCTION**

This Implementation Guide includes **12 Actions** based on the **41 Recommendations** identified in the 2014 Mississauga Downtown Growth Area Park Provision Strategy document. The Implementation Guide is a planning tool to be used in conjunction with the 2014 Mississauga Downtown Growth Area Park Provision Strategy document, and will be used by staff to inform annual planning exercises including Corporate Business Planning and Budget Review processes.

Implementation is projected over a 25 year planning horizon till the year 2041

It is recognized that the rate of implementation of the Downtown Growth Area Park Provision Strategy will be dependent upon the rate of development and the degree and rate of funding allocated through the City capital programs and external funding sources.

## 2.0 Implementation Plan

	<b>Actions</b>	<b>PMR Division/Section</b>	<b>Suggested Start Time</b>
<b>1</b>	<p>Establish a working team to determine appropriate the site for a Community Centre recognizing criteria as identified in s7.0, recommendations <b>1 &amp; 2</b>.</p> <p><b>Note:</b> Review all large-scale development proposals within the Cooksville planning district for partnership opportunities to include a community centre.</p>	<b>Park Planning</b> Recreation Realty Legal Park Development Culture Library D&D / SCI T&W - TIM Partnership groups	Short Term
<b>2</b>	<p>Establish a working team to consider operating &amp; capital funding and programming, following the determination of an appropriate site, as identified in s7.0, recommendations <b>3, 4 &amp; 5</b></p>	<b>Recreation</b> Park Planning Realty Legal Park Development Culture Library D&D / SCI Partnership groups	Medium Term
<b>3</b>	<p>Amend the Parkland Acquisition Strategy and the Official Plan to:</p> <ul style="list-style-type: none"> <li>a) Identify a goal of achieving a minimum of 13.7 hectares, with a goal of 51.5 hectares of new park space (Urban Parks, Urban Squares and/or Pocket Parks) by the year 2041. This translates into the Growth Area accommodating between 5.5 and 12.3 percent of its total area in public parkland.</li> <li>b) Provide a public park within a 5 - 10 minute walk (400 -800 metres) for every resident within the Growth Area.</li> </ul> <p>As identified in s7.0 , recommendations <b>7, 9</b></p>	<b>Park Planning</b> Policy Planning Park Development D&D/SCI	Short Term

3K

## 2.0 Implementation Plan

	<b>Actions</b>	<b>PMR Division/Section</b>	<b>Suggested Start Time</b>
4	Undertake an Official Plan Amendment to provide definitions for Primary and Secondary Park Spaces, protection of the existing and proposed park inventory and character; including policies for a “complete application” as identified in s7.0, recommendations, <b>6, 10, 11, 12, 13, 14, 17, &amp; 24-34.</b>	<b>Park Planning</b> Policy Planning D&D/SCI	Short Term
5	Prepare an Official Plan Amendment and a Growth Area Park Acquisition Plan that includes mapping for the Growth Area that conceptually identifies the general locations for Primary Park Spaces (Urban Parks and Urban Squares) as identified in s7.0, recommendations <b>18, 19, 21, 22, &amp; 23.</b>	<b>Park Planning</b> Policy Planning Park Development D&D / SCI T&W – TIM	Short Term
6	Complete a review and provide recommendations for use of funds (or a portion thereof) accrued within Development Charges and cash-in-lieu of Parkland provided within the Growth Area boundary.  The review shall include any applicable Official Plan and Bylaw Amendments, and/or policy revisions, as identified in s7.0, recommendations, <b>15, 16 &amp; 20.</b>	<b>Park Planning</b> Policy Planning Finance Recreation	Short Term
7	Pursue the acquisition of parkland to meet the objectives of the Strategy.	<b>Park Planning</b> Realty Legal Park Development D&D/SCI ( as required) T&W - TIM (as required)	Ongoing



## 2.0 Implementation Plan

	<b>Actions</b>	<b>PMR Division/Section</b>	<b>Suggested Start Time</b>
8	Consult the applicable Sections at the design and development stage to ensure that parks and the public realm are designed with low maintenance considerations, in accordance with best practices as identified in s7.0, recommendations <b>35, 36 &amp; 39</b> .	<b>Park Development</b> Park Planning Park Operations Forestry D&D	Ongoing
9	Consult the applicable sections at the design and development stage to ensure: a) Optimum tree planting in all new Urban Parks, Urban Squares and Pocket Parks; b) Sustainable tree planting within the streetscape; and, c) Greening techniques where minimum tree planting standards cannot be provided As identified on <b>page 16</b> , and in s7.0, recommendations <b>37 &amp; 38</b> .	<b>Park Development</b> Park Planning Park Operations Forestry D&D T&W –TIM	Ongoing
10	Establish public realm maintenance programs with the Business Improvement Areas, Neighbourhood Associations and building owners/ condominium corporations as identified in s7.0, recommendation <b>40</b> .	<b>Park Planning</b> Park Operations Policy Planning D&D T&W –TIM	Ongoing
11	Explore the implementation of Park Maintenance Trust Funds and Adopt-a-Park Programs to assist the City with enhanced maintenance protocols and funding as identified in s7.0, recommendation <b>41</b> .	<b>Park Operations</b> Park Planning Park Development Forestry Recreation	Medium
12	Regularly report to Council on the success and status of the implementation plan.	<b>Park Planning</b>	Ongoing

**REVISED NOVEMBER 2, 2015**

**City of Mississauga  
Downtown Growth Area  
Park Provision Strategy**

**IMPLEMENTATION GUIDELINES**

(Drafted by the Planning Partnership)

**Recommendation 1**

It is recommended that in planning for a new Cooksville Community Centre facility, the following for the evaluation of the appropriate site should include:

1. Availability of the site in the public domain
2. Critical mass of population within easy walking distance of site
3. Ease of access to the site by vehicle
4. Ease of access to the site by public transit
5. Visibility of the site
6. Proximity to complementary uses
7. Potential for project to act as a catalyst to development in the surrounding area
8. Absence of any issues with site demolition, remediation, etc.
9. Potential for future expansion
10. Absence of competing demands for other uses on the site (opportunity costs).

**Recommendation 2**

It is recommended that in planning for a new Cooksville Community Centre facility, the following opportunities and considerations be taken into account regarding its physical development:

- The potential for co-location with a library branch
- The potential for partnership with other community organizations and agencies to be part of the facility, as co-owners and managers, or as anchor tenants
- The potential for the community centre to be a component or catalyst for a larger-scale development that may include private sector elements (possibly through P3 development)
- Development at LEED standard: silver at minimum
- Incorporation of public art into the development of the facility as a means of bringing public interest and attention to the site and facility



**Recommendation 3**

It is recommended that in the planning for a new Cooksville Community Centre facility, the following opportunities and considerations be taken regarding its operation:

- Consider operating agreements with other partners with experience in running community facilities
- Consider operating agreements with community associations
- Plan to offer arts and culture opportunities, as well as recreational activities, through the centre
- Consider incorporation of wellness activities, possibly incorporating private sector operations into the facility (e.g. massage therapists, homeopaths, etc.)
- Consider social services that might be in demand in the area and whether it might be appropriate to offer some of these through the community centre.

**Recommendation 4**

It is recommended that in planning for a new Cooksville Community Centre facility, the following opportunities and considerations be taken regarding the capital and operating funding:

- P3 (public private partnership) developments, and ways and means to incent participation of the private sector in the development
- Sale of naming rights
- Consider appropriate commercial activities that could lease space to offset costs as well as complement cultural and recreational activities
- Consider sale of memberships to offset operating costs (as well as encourage use).

**Recommendation 5**

It is recommended that in planning for a new Cooksville Community Centre facility, a community working group be developed involving representatives from the local area who are particularly active in arts, culture and recreational activities. This group can advise the City throughout the planning process and might also form the seed for an operating agency of some type to eventually work with the City on the provision of programming (as is the case in community centres elsewhere as the benchmarking analysis has shown).

**Recommendation 6**

It is recommended that the City adopt a new hierarchy of urban park spaces that includes Primary Park Spaces (Urban Parks and Urban Squares) and Secondary Park Spaces (Pocket Parks, Sliver Open Spaces, Courtyards and/or Connecting Links) as the basis for park space planning in the Growth Area.

**Recommendation 7**

It is recommended that the City identify a goal of achieving a minimum of 13.7 hectares, with a goal of 51.5 hectares of new park space (Urban Parks, Urban Squares and/or Pocket Parks) by the year 2041. This translates into the Growth Area accommodating between 5.5 and 12.3 percent of its total area in public parkland. The City should also update this objective, as population and employment projections are adjusted over time.

**Recommendation 8**

It is recommended that the City continue to apply its current residential parkland dedication rate of 1.2 hectares per 1,000 people on all new residential developments within the Growth Area with the objective of achieving new public Urban Parks, Urban Squares and Pocket Parks throughout the Growth Area.

**Recommendation 9**

It is recommended that every resident be located within a 5-10 minute walk (400-800 metres) from a public park outside of the Growth Area, or an Urban Park within the Growth Area.

**Recommendation 10**

It is recommended that the City include in the Official Plan clear and strengthened policy wording that protects the park space inventory, both existing and proposed, within the Growth Area, including the minimum requirements for new park spaces identified in this report.

**Recommendation 11**

It is recommended that the City include in the Official Plan policies that articulate the character, scale and function of the Primary and Secondary Park Spaces, as identified in this report.

**Recommendation 12**

It is recommended that the City include in the Official Plan policies that require a Parkland Dedication Conformity Study to be carried out as part of a "complete application".

**Recommendation 13**

It is recommended that the City include in the Official Plan policies that ensure that private or semi-private amenity space for the sole enjoyment of residents of a building, or building complex shall not be considered, under any circumstance, as fulfilling any component of the required parkland dedication under the Planning Act.

**Recommendation 14**

It is recommended that the City incorporate into its Official Plan an appropriate definition of Pedestrian Friendly.

**Recommendation 15 NOT SUPPORTED****Recommendation 16 NOT SUPPORTED****Park Space Acquisition Approaches****Recommendation 17**

It is recommended that the City incorporate into its Official Plan a two-type approach to park space acquisition/securement within the Growth Area:

- The “Planned Approach”; and,
- The “Opportunity Approach”.

**The “Planned Approach”****Recommendation 18**

It is recommended that to implement the “Planned Approach”, the City prepare a policy framework in the Official Plan that includes mapping for the Growth Area that identifies, conceptually, general locations for the establishment of the Primary Park Spaces (Urban Parks and Urban Squares). These areas are to be identified as “Future Park Acquisition Areas”, as identified in this report.

**Recommendation 19**

It is recommended that the Official Plan be amended to include policies that identify the requirement for the City to prepare a Growth Area Park Space Acquisition Strategy, with the objective that all of the Primary Park Spaces (Urban Parks and Urban Squares) be publicly owned, designed and maintained.

**Recommendation 20 NOT SUPPORTED****Recommendation 21 NOT SUPPORTED****The “Opportunity Approach”****Recommendation 22**

It is recommended that the City incorporate into its Official Plan the “Opportunity Approach” to park space acquisition. Given the nature of the “Opportunity Approach”, it is not possible to map the locations of these park spaces in the advance of actual development.

**Recommendation 23**

It is recommended that an "Opportunity Approach" policy be included in the Official Plan, indicating that all significant development proposals on a site that is greater than 1,000 square metres in size within the Growth Area shall include an at-grade park space contribution.

**Recommendation 24**

It is recommended that an "Opportunity Approach" policy be included in the Official Plan, indicating that for all primarily residential developments in the Growth Area that are on a site that is greater than 1,000 square metres in size, not less than 7.0% and not more than 25.0%, of the net site area shall be set aside for an appropriate park space contribution.

**Recommendation 25**

It is recommended that an "Opportunity Approach" policy be included in the Official Plan that identifies, for all other developments that do not include a residential component, unless the park space contribution is greater than 70 square metres, Cash-in-Lieu of park space shall be required by the City.

**Recommendation 26**

It is recommended that the Official Plan include policies that ensure that each park space contribution achieved through the "Opportunity Approach" have minimum frontage abutting the public sidewalk system consisting of approximately 65.0% of the depth of the land area set aside for the proposed park space.

**Recommendation 27**

It is recommended that the Official Plan include policies that ensure that each park space contribution achieved through the "Opportunity Approach" have clear and open access to the abutting public sidewalk.

**Recommendation 28**

It is recommended that the Official include policies that ensure that each park space contribution achieved through the "Opportunity Approach" not be encumbered by driveways, loading facilities, garbage storage facilities, or any public or private utilities.

**Recommendation 29**

It is recommended that the Official Plan include policies for the "Opportunity Approach" that ensure that within every development proposal, consideration shall be given to including connections, secured through public easements, to enhance community connectivity.

**Recommendation 30**

It is recommended that the Official Plan include policies for the “Opportunity Approach” that ensure that where the park space contribution does not fulfill all of the required parkland dedication, cash-in-lieu of the balance may be accepted by the City.

**Recommendation 31**

It is recommended that the City recognize the contribution of Secondary Park Spaces (Pocket Parks, Sliver Open Spaces, Courtyards and/or Connecting Links) in the Official Plan, or other City policy documents to ensure that the Secondary Park Spaces that are proposed in conjunction with a development application shall be acceptable as fulfilling all or part of the required parkland dedication of the site specific development, only where all of the design maintenance and public accessibility criteria are fulfilled and secured to the satisfaction of the City.

**Recommendation 32**

It is recommended that the City, in the Official Plan, or other City policy documents recognize that where a Secondary Park Space (Pocket Parks, Sliver Open Spaces, Courtyards and/or Connecting Links) does not fulfill all of the required parkland dedication, Cash-in-Lieu of the balance may be accepted by the City.

**Recommendation 33**

Notwithstanding that it is the preference of the City that all of the Primary and Secondary Park Spaces be in the public ownership, designed and maintained by the City, the City may also consider alternative ownership arrangements, through easements or other legal instruments that allow the Secondary Park Spaces to remain in private ownership.

**Recommendation 34**

For a Secondary Park Space (Pocket Parks, Sliver Open Spaces, Courtyards and/or Connecting Links) to remain in private ownership, and to count toward the required parkland dedication of the City, it must be open and accessible to the public at all times, or in accordance with applicable City By-laws; be designed and maintained to City standards; and, have legal agreements in place to adequately secure and ensure the city’s requirements over the long-term.

**Recommendation 35**

It is recommended that any decision to proceed with a complex park space design, requiring enhanced maintenance, must include an agreement among the design group, the development group and parks maintenance group a City that ensures that the park space and all its component parts can and will be maintained in accordance with required best practices.

**Recommendation 36**

It is recommended that the City promote a more sustainable public realm network, including the park space system that requires less maintenance over time. Park Spaces can be designed with

relatively low maintenance paving materials, furniture and plans material, while recognizing that all components of the public realm network will still need to be well maintained simply because of their high use characteristics.

**Recommendation 37**

It is recommended that the City commit to a successful tree planting program within park spaces and throughout the public realm network within the Growth Area, in recognition that success will require careful planning based on the local climate, the characteristics of tree species, soil conditions and an understanding of local urban conditions to determine exactly what species of tree to plant, and in what locations.

**Recommendation 38**

It is recommended that locations where the minimum tree planting standards cannot be provided that trees not be planted in those locations, and that other sustainable greening techniques be employed.

**Recommendation 39**

It is recommended that the City ensure that there is a full understanding and ultimately a clear commitment to establishing the required enhanced maintenance protocols for all park spaces within the Growth Area. Any special equipment or maintenance expertise should be identified before the park space design is built.

**Recommendation 40**

It is recommended that the City establish relationships for public realm maintenance programs with the Business Improvement Areas, Neighbourhood Associations and building owners/condo corporations.

**Recommendation 41**

It is recommended that the City explore the implementation of Park Maintenance Trust Funds and Adopt-a-Park Programs to assist the City with enhanced maintenance protocols and fun



# City of Mississauga Downtown Growth Area Park Provision Strategy

Image: Svetlana Grechkina

November, 2015

The Planning Partnership

In cooperation with

TCI Management Consultants





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- Figure 23: Downtown Core - Future Park Acquisition Areas - Detailed**
- Figure 24: Downtown Fairview - Future Park Acquisition Areas - Detailed**
- Figure 25: Downtown Cooksville - Future Park Acquisition Areas - Detailed**
- Figure 26: Downtown Hospital - Future Park Acquisition Areas - Detailed**



# Executive Summary

## Intent + Goal of this Report

*It is the intent of this report to assist the City in resolving issues related to existing deficiencies in the delivery of a community centre and additional park space for the high density neighbourhoods of the Mississauga Growth Area. The focus of this report is on the Growth Area, as it is defined in the Mississauga Official Plan - an area that straddles Hurontario Street, between Highway 403 and the QEW. The Growth Area is expected to be one of the preeminent Urban Centres in the Greater Golden Horseshoe. It is the primary goal of this report to identify:*

- Best practices and locational criteria for the establishment of a new community centre;*
- How much new park space is required to the year 2041;*
- How those park spaces will be acquired;*
- Where the City should focus their attention for acquisition of land for park spaces; and,*
- What types of park spaces can be realistically anticipated within the Growth Area.*

## A new Community Centre should be Established in the Growth Area

*Significant residential growth in the Growth Area may warrant the development of a new Community Centre. Several sites within the Downtown Cooksville Character Area have been evaluated, and on a preliminary basis, a site in Thomas L. Kennedy Secondary School is preferred. The report also identifies best practices related to physical development, facility operations, capital and operating funding opportunities, and the process for further evaluation of the opportunity.*

## The Mississauga Growth Area is Significantly Deficient in Park Space

*Today, the Mississauga Growth Area is significantly deficient in park space, which hampers the long-term achievement of a diverse and robust public realm network that is characteristic of successful urban centres. This deficiency in park space will be*

*exacerbated if no new land for park space is acquired, in the face of the substantial new growth projected for the Growth Area.*

## Parks Contribute to Healthy and Complete Communities, and have Economic Value

*Parks contribute to healthy and complete communities, and an attractive quality of place for residents, businesses and visitors alike. For residents in particular, the social and health benefits of park spaces have been well documented, and are associated with the role parks play in community development, reducing the incidence of crime, promoting physical activity, supporting psychological development, and improving environmental indicators. In addition, case study research indicates that investment in parks achieves real, and measurable economic benefits.*

## Mississauga's Growth Area is Unique

*Mississauga's Growth Area is unique in that it is not a greenfield development area, nor is it a typically historic downtown. It is an urban centre that is evolving and intensifying from its planned suburban context. This unique context requires a multi-faceted approach to the acquisition of new park spaces and the achievement of the public realm network, including all components of the network – all scales and types of spaces. It is recommended that the City:*

- Identify a goal of achieving a minimum of 13.7 hectares, with a goal of 51.5 hectares of new park space (Urban Parks, Urban Squares and/or Pocket Parks) by the year 2041. This translates into the Growth Area accommodating between 5.5% and 12.3% of its total area in parkland. The City should update this objective, as population and employment projections are adjusted over time.*
- Continue to apply its current residential parkland dedication rate of 1.2 hectares per 1,000 people for all new residential developments within the Growth Area, with the objective of achieving new Urban Parks, Urban Squares and Pocket Parks throughout the Growth Area.*





- *Require that every resident be located not farther than 400 metres (5 minute walk) from a public park outside of the Growth Area, or an Urban Park or Urban Square within the Growth Area.*

### **Parks are a Key Component of the Growth Area's Public Realm**

*Urban park spaces are fundamental and integral components of the urban form and structure of the City's Growth Area. The Park Space Hierarchy appropriate for the Growth Area includes parks spaces of different scales and with different functions. It is recommended that the City:*

- *Adopt a new Park Space Hierarchy that includes Primary Park Spaces (Urban Parks and Urban Squares) and Secondary Park Spaces (Pocket Parks, Sliver Open Spaces, Courtyards and/or Connecting Links) as the basis for park space planning in the Growth Area.*

### **The Mississauga Official Plan is the Primary Empowering Document**

*The Mississauga Official Plan is the primary statutory document that empowers the City to plan for, and achieve its development related objectives, including the acquisition, location and design of public park spaces and other public realm network components. As such, it is recommended that the City incorporate into its Official Plan:*

- *Both the Planned Approach to park space acquisition, as well as the Opportunity Approach to park space acquisition. It is the intent, that through the Planned Approach, all of the Primary Park Spaces (Urban Parks and Urban Squares) that will eventually be established within the Growth Area will be in public ownership. Similarly, it is the objective that all of the Secondary Park Spaces be secured in public ownership, with the understanding that this may not always be possible.*

- *Clear and strengthened policy wording that protects the park space inventory from the pressure for urban development, both existing and proposed, within the Growth Area, including the minimum requirements for new park spaces identified in this report.*
- *Policy wording that ensures that private or semi-private amenity space for the sole enjoyment of residents of a building or building complex shall not be considered, under any circumstance, as fulfilling any component of the required parkland conveyance under the Planning Act.*
- *Policy direction for funds accrued through Cash-in-Lieu of parkland from development within the Growth Area be used to, whenever possible, enhance the supply of Primary Park Spaces within the Growth Area.*

### **Urban Park Spaces are Expensive to Maintain**

*Park spaces in a highly urban context, due to their design complexity and use patterns, are much more expensive to maintain than a more suburban park system. Ongoing and enhanced maintenance protocols are essential to the long-term quality of these park spaces. Ongoing maintenance will have a tremendous impact on the appearance, and ultimately the property values in proximity. It is recommended that the City:*

- *Promote a more sustainable parks space system that requires less maintenance over time, including a commitment to a successful tree planting program within parks and throughout the public realm network.*
- *Establish relationships for park space maintenance programs with the Business Improvement Areas, Neighbourhood Associations and Building Owners/Condo Corporations. The City should also explore the value of Park Maintenance Trust Funds and Adopt-a-Park Programs.*



# 1.0 Introduction

## 1.1 Purpose

Mississauga is at an exciting point in its evolution. It is rapidly moving from its suburban roots to a highly urbanized City, that includes a defined Downtown Growth Area (the Growth Area) that is to become the City's focus for high density and mixed use development – including residential apartments and major office facilities. The Growth Area is to become the centre for cultural, administrative, health care and educational facilities, and is an important retail centre in the City. In addition, the Growth Area is transforming into a hub for an integrated light rail and bus rapid transit system that links it with the rest of the City and to Brampton, Oakville, the Airport Corporate Centre and the City of Toronto.

Along with all of this growth and development, the Growth Area's public realm network, and the park spaces that are a key part of that network, will also need to evolve to meet the needs of a growing population and business community with an ever evolving demographic profile. It is the City's responsibility to plan for, and ensure that an appropriate public realm network is achieved, and that there is a correspondingly appropriate park space system - the right amount, types and distribution of park spaces, and the right mix of programming opportunities.

The Growth Area is unique in that it is not a greenfield development area, nor is it a typically historic urban centre/downtown. This context requires a multi-faceted approach to the achievement of a complete public realm network, including all of its components – all scales and types of park spaces, streetscapes and connecting components of a system that serves a highly urban population and business community. As a result, it is the purpose of this report to provide clear guidance to the City that:

- Articulates the importance of the public realm network and its constituent park space components in terms of establishing a high quality of place/quality of life, and in more quantitative economic terms (Chapter 2.0);

- Assists the City in their understanding of the impacts of anticipated intensification levels on the park spaces within the Growth Area (Chapter 3.0);
- Discusses the need and opportunity for a new Urban Model Community Centre that will serve the growing resident population in the Growth Centre (Chapter 4.0);
- Establishes a hierarchy of Primary and Secondary Park Spaces and Streetscapes inherent to the creation of a fully functional public realm network within the Growth Area (Chapter 5.0); and,
- Identifies the amount and conceptual locations for the future park spaces required in the Growth Area (Chapter 6.0);

In addition, this report discusses the need for varying opportunities for programming the park space system in responding to substantial population and employment growth, and to changing demographic profiles over time. The conclusion to this report promotes an approach to planning and development approvals that will ensure that a robust and diverse park space system will be achieved, over time within the Growth Area.



## 1.2 Goal of this Report

It is the intent of this report to assist the City in resolving issues related to existing deficiencies in the delivery of various park spaces within the Growth Area. It is understood that:

- The Growth Area is currently deficient in park space, which hampers the long-term achievement of a diverse and robust public realm network that is characteristic of successful urban centres; and,
- The deficiency in park space will be exacerbated if no new park spaces are acquired, in the face of substantial population and employment growth projection in the Growth Area.

It is therefore the primary goal of this report to identify how much new parkland is required to the year 2041, how that parkland will be acquired, what types of park spaces can be realistically anticipated, and where the City should focus their attention for acquisition of parkland within the Growth Area.

## 1.3 Study Area

The Study Area is identified as the City's Downtown Growth Area, as it is defined in the City of Mississauga Official Plan, as shown on Figure 1. The Growth Area is comprised of the following four Character Areas identified, from north to south, as:

- Downtown Core;
- Downtown Fairview;
- Downtown Cooksville; and,
- Downtown Hospital.

These four Character Areas are connected by, and straddle Hurontario Street, which is the primary north-south street in Mississauga, and will be the location of the light rail transit facilities that will include a major transit hub within the Downtown Core.

The focus of the Growth Area is the Downtown Core. It is anticipated that the Downtown Core will be the location of the highest order administrative, cultural and retail shopping facilities in the City, and will accommodate the tallest residential and major office buildings.



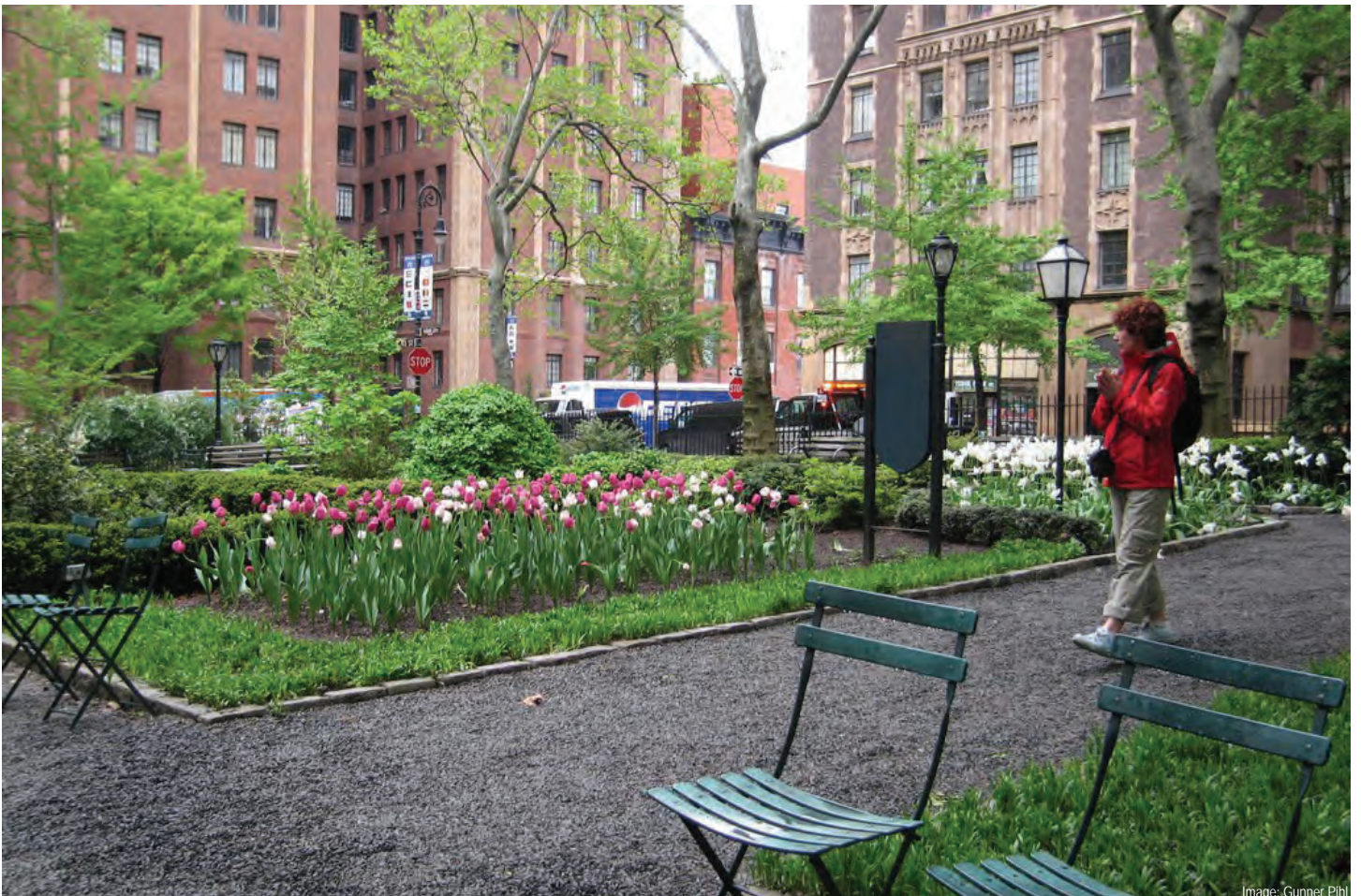


Figure 1: Study Area





*Urban Square - Place des Vosges, Paris*



*Pocket Park - Tudor City, NYC*

Image: Gunner Pihl



## 2.0 The Importance of Parks + the Public Realm Network

### 2.1 Quality of Place/Quality of Life

The public realm network, and the park spaces that it incorporates, is crucial to the functional attributes of an urban centre. The following chapter first explores how the public realm network contributes to placemaking and quality of life, and then outlines the economic and environmental value of investing in park spaces and the broader public realm network.

#### Healthy and Complete Communities

Park spaces and the public realm network contribute to healthy and complete communities, and offer an attractive quality of place for residents, businesses and visitors alike. For residents in particular, the social and health benefits of park spaces have been well documented, and are associated with the role parks play in community development, and in creating a sense of community, reducing the incidence of crime, promoting physical activity, supporting psychological and social development, and improving environmental indicators.

#### Community Development & A Sense of Community

In his work on *Why America Needs More City Parks and Open Space* (2003), Sherer, found that parks play a role in community development by making cities more livable, offering recreational opportunities for diverse populations and providing places for people from all socio-economic strata to gather and create a sense of community. Sherer reports that *“research shows that residents of neighbourhoods with greenery in common spaces are more likely to enjoy stronger social ties than those who live surrounded by barren concrete”*.

Similar findings were reported in a 2008 report by The Trust for Public Land (TPL) Centre for Park Excellence on the value of Philadelphia’s park space system, which found parks allow communities to build *“social capital”* through human relationships that promote neighbourhood strength and safety. Further, the TPL found that the act of improving or renewing a park space together as a community can strengthen *“social capital”*.



*Mississauga Celebration Square*

Taking a more historical view, Sherer found that in the late 19th century, investment in the public realm network, and specifically in parks, reflected a belief in the community and health benefits of park space in providing opportunities for recreation and social interaction. Parks were understood as *“necessities”* in urban settings, not *“amenities”* (Sherer, 2003).



*Underpass Park, Toronto*

## Greater Opportunity for Physical Activity & Reduced Incidence of Chronic Illnesses & Associated Costs

Proximity to park spaces is associated with higher levels of physical activity by nearby residents, which can reduce the incidence of certain chronic illnesses associated with a sedentary lifestyle. With regard to increased levels of physical activity, Sherer (2003) found that those who have access to parks exercise more, and that *"access to places for physical activity combined with informational outreach produced a 48.4% increase in frequency of physical activity."* Similar findings have been reported by the Urban Land Institute (2013) and Harnik & Simms (2004).

The correlation between physical activity and chronic illness has received a substantial amount of attention in recent years. Referencing a study from the Journal of Applied Psychology, the Urban Land Institute (2013) reported that *"communities designed for exercise can prevent 90.0% of type 2 diabetes, as well as 50 percent of heart disease, stroke, and site-specific cancers"*.

Community design features that contribute to active living were identified and included *"public places such as greenways, multiuse trails, playgrounds, pools, athletic fields, and other recreation facilities that encourage physical exercise"* (ULI, 2013). In terms of reduced health care costs, a 2008 study by the TPL found Philadelphia's park space system generate \$70 million worth of savings in medical expenses annually.

*"A recent study of major U.K. cities showed that when communities are surrounded by more green space, life expectancy increases significantly"* (Alan Logan, interview with Michelle Adelman, CBC News, February 22, 2014).

## Psychological Health & Development

Beyond the physical health benefits, the public realm network, and specifically park spaces, can also improve psychological health and development. In particular, contact with the natural environment has been shown to improve both physical and psychological health (Sherer, 2003).

Play is also central to learning and development in small children, connected to muscle strength, coordination, cognition, and reasoning. As put by Sherer (2003), *"exercise has been shown to increase the brain's capacity for learning"*, so creating recreational opportunities for children contributes to both their physical and psychological development.



Sugar Beach, Toronto

*"People moving to towns with more parks and gardens not only report greater well being than those without access to amenities, but their improved mental health lasts for at least three years after their move"*, according to results of a study published in the journal of Environmental Science and Technology by Ian Alcock of the University of Exeter Medical School.



## Crime Reduction

The perceived and real sense of safety contributes to a community's attractiveness and positive functioning, which can be impacted by the incidence of crime. In this regard Sherer (2003) reports that *"access to public parks and recreational facilities has been strongly linked to reductions in crime and in particular to juvenile delinquency"* by giving youth a safe environment in which to recreate, interact, and spend time. As such, *"research supports the widely held belief that community involvement in neighbourhood parks is correlated with lower levels of crime"* (Sherer, 2003). Notably, poorly maintained public spaces are associated with the exact opposite effect – that being an increase in the perceived or real incidence of crime.

## Environmental Indicators

Alongside the social and health-related benefits of park spaces, there are important environmental benefits for communities with integrated green features, such as trees, in the public realm network, including park spaces. For example, *"trees reduce air pollution and water pollution, they help keep cities cooler, and they are a more effective and less expensive way to manage storm water runoff than building systems of concrete sewers and drainage ditches"* (Sherer, 2003).

In particular, trees and shrubs improve urban air quality by removing air pollutants including nitrogen dioxide, sulfur dioxide, carbon monoxide, ozone, and particulate matter (The Trust for Public Land Center for Park Excellence & Philadelphia Parks Alliance, 2008). Trees also remove polluted particulate matter in groundwater naturally before this water reaches storm sewers (Sherer, 2003).



Sherbourne Common, Toronto



## 2.2 Economic Value of Parks

Assigning economic value to park spaces has historically been anecdotal. More recently, the “multiple perspectives” approach, alongside other research and case studies confirm the important economic benefits of investing in parks, and begin the move to more quantitative economic evidence.

### Multiple Perspectives on Economic Value

There has been considerable work done in the United States on measuring the economic value of park spaces in an urban setting. Much of this work has been spearheaded by the California-based Trust for Public Land (TPL). In the 2009, publication by Harnick and Welle, *Measuring the Economic Value of a City Park System*, an approach was developed that has since been used to assess the value of park space in several US cities, including Sacramento, Philadelphia, Boston, San Diego and Washington.

The approach taken by TPL is to develop a methodology to quantify economic value according to seven distinct perspectives, as summarized in Figure 2, and discussed as follows:

- **Increased property values** – which looks at the extent to which proximity to a park space adds value to the market and assessed value of residential property;
- **Increased tourist expenditure** – which assesses the number of visitors to a community who spend more time and money in the community than they otherwise would have, because they are participating in activities in parks, or simply enjoying being outdoors;
- **Direct use value** – which measures the value that users place upon the availability of park spaces (i.e. how much they would be prepared to pay for the opportunity to enjoy parks if they were not freely available);
- **Health value** – which measures the value of the savings in medical costs to individuals and society-at-large, by virtue of the fact that people who use parks (and the broader public realm) are healthier and less likely to incur medical expenses;
- **Community cohesion value** – which measures the value to the community overall of participating in parks-related initiatives (i.e. individuals donating their time and/or money and working together on park-related projects), a concept very similar to what Jane Jacobs had identified as “social capital” in her 1961 work, *The Life and Death of Great American Cities*.
- **Reduced storm water management costs** – which examines the value of park spaces in helping reduce runoff during periods of heavy rainfall, and enabling precipitation to filter and recharge groundwater – the savings to the municipality in terms of fewer gallons of storm water that require treatment can be directly measured; and,
- **Value of reduced air pollution** – which examines the effect of trees and vegetation acting as the “lungs” of the city and removing various toxins from the air, including nitrogen dioxide, sulphur dioxide, carbon monoxide, ozone, and certain particulates. The objective is to assess the extent to which park spaces in a given community have this effect – based upon the ambient air quality of the city – and then measures the value (cost) of removing these materials from the air through technological means, such as scrubbers.

While this approach does provide a tangible way to quantify economic value, it should be realized that the benefits accrue to different parties in different ways. Some benefits are realized directly by individuals and municipalities (e.g. increased property values that benefit individual households through enhanced



market values of their properties, and municipalities through higher taxes realized through increased assessment of the same properties) while others accrue to society generally (such as "community cohesion value"). Figure 2 identifies for each type of benefit, an indication of who exactly the beneficiaries are, and examples of the approach being used.

*Public sector investment in the public realm can be leveraged into a private sector investment response. Park space investment is a key stimulus for change, establishing the appropriate environment for revitalization.*

In addition to the economic benefits identified, numerous studies have shown that significant public investment in park space can generate other positive impacts, some of which are related to those already identified. For example, park space can:

- **Promote reinvestment by the private sector in old and new building stock** – Experience across North America indicates that public sector investment in park space stimulates private sector investment in new buildings. Creating a beautiful park is an investment in the future. Public dollars spent secure existing tax revenues and have the potential to generate tremendous additional financial returns to all levels of government.
- **Maintain existing retailers and attract new businesses** – Success breeds success, and an enhanced park space system through a shopping district ensures the retention of current tenants and attracts new retailers. Public investment sends a strong message to the private sector.
- **Enhance a city's reputation** – Tourism increases with an array of park spaces, activities, and events that are supported by the public sector. By identifying an area as having the potential to become a key tourist destination, its transformation enhances the city's ability to attract tourists.





Aspect of Economic Value Measured	Beneficiaries	Some Metrics and Examples
Increased property values	<ul style="list-style-type: none"> <li>Individual property-owners</li> <li>Municipalities (through additional taxes)</li> </ul>	<ul style="list-style-type: none"> <li>Evidence based upon a large sample of parks shows that location of a residence within 500 ft. of a park will increase market and assessed value by, on average, 5.0% - and for 'really excellent' parks this added value can be as high as 15.0%</li> </ul>
Increased tourist expenditure	<ul style="list-style-type: none"> <li>Businesses in the community</li> <li>Municipalities (through continuing taxes from businesses supported)</li> </ul>	<ul style="list-style-type: none"> <li>Parks in San Diego were found to increase expenditures on the part of out-of-town tourists by \$114 million, which resulted in \$8.7 million in tax revenue going directly to the City (2007 study)</li> </ul>
Direct use value	<ul style="list-style-type: none"> <li>'Society generally': households who do not need to pay directly for access to parks (although they clearly pay indirectly through taxes)</li> </ul>	<ul style="list-style-type: none"> <li>A 2006 study estimated the value of parks in Boston in this regard as being equivalent to \$354 million</li> </ul>
Health value	<ul style="list-style-type: none"> <li>Individuals and higher levels of government, through reduced health care costs</li> </ul>	<ul style="list-style-type: none"> <li>In Sacramento, in 2007, a study of the value of health benefits estimated that park participation saved the local health care system just under \$20 million</li> </ul>
Community cohesion value	<ul style="list-style-type: none"> <li>'Society generally': households who do not need to pay directly for access to parks (although they clearly pay indirectly through taxes)</li> </ul>	<ul style="list-style-type: none"> <li>A 2006 study of the value of social capital attributable to participation in parks-related initiatives and projects estimated an economic value of \$8.6 million in contributions and volunteer time</li> </ul>
Reduced storm water management costs	<ul style="list-style-type: none"> <li>Municipalities (through reduced costs for storm water management)</li> </ul>	<ul style="list-style-type: none"> <li>Park runoff reduction savings in a 2007 study in Philadelphia estimated savings of \$5.9 million to the City</li> </ul>
Value of reduced air pollution	<ul style="list-style-type: none"> <li>Individuals and higher levels of government, through reduced environmental remediation costs, better health outcomes</li> </ul>	<ul style="list-style-type: none"> <li>A 2005 study in Washington estimated the costs of removing pollutants from the air (had not the park system done this 'for free') as \$19.9 million)</li> </ul>

Figure 2: Multiple Perspectives Approach to Measuring the Economic Value of Park Spaces

## The Impact of Park Spaces on Commercial and Residential Property Values

Real estate markets, especially residential markets, place a high value on proximity to park spaces and other key public realm network components as an advantage, primarily through the amenity they provide. In fact, a number of real estate studies suggest that a premium exists for residences located close to park spaces.

Commercial markets also respond positively to investments in parks and the broader public realm network, which can stimulate revitalization, private-sector investment, and attract new visitors and customers to an area.

The following are some relevant and interesting points taken from studies exploring the relationship between property values and proximity to key elements of the public realm, particularly urban park space components.

### 1. Times Square, New York

In the early 1980s, Times Square was filled with illegal or illicit businesses, and was shunned by residents and tourists alike. In 1984, there were only 3,000 people in the 13-acre Times Square area involved in legitimate businesses, generating a total of \$6 million US in property taxes.

In 1992, the 42nd Street Redevelopment Plan, dramatically changed the face of Times Square. Financed with over \$300 million US in public money, the redevelopment has been enormously successful with more than \$2.5 billion US in new private sector development built since 1995.



*Times Square, New York City*

*Image: David McSpadden*

In 1992, when the Times Square Business Improvement District started, lease rates averaged \$38.00 US/ft<sup>2</sup>, and vacancy rates were 20.0%. By 2001, lease rates had increased to \$58.00 US/ft<sup>2</sup> and vacancy rates have dropped to just under 5.0%. Today, the area is home to 280 restaurants and 670 retail stores. Tourism has increased dramatically with over 12 million theatre patrons spending \$590 million US annually on tickets alone.



## 2. Dundas Square, Toronto

In 1998, as part of its Yonge Street Regeneration Project, the City of Toronto approved the expropriation and demolition of the buildings on site and the construction of Yonge-Dundas Square. The Square is managed as a commercial venture by a broad based stakeholder group including local businesses and Ryerson University.

The City's investment in the acquisition of the private landholdings and in the development of an urban park space has spawned extensive real estate investment along Dundas Street, has attracted new, high value retail tenants and driven out much of the criminal element that had formerly populated the area.



*Dundas Square, Toronto*

*Image: Andrzej Wrotek*

## 3. Millennium Park, Chicago

Chicago's Millennium Park is an oft-cited example of the potential economic spin-offs associated with public investment in park space. Located on Chicago's waterfront, the Park has completely transformed what was formally a desolate stretch of rail yards, parking lots and remnant industrial uses. Since opening in 2004, Millennium Park has quickly become one of the City's primary landmarks and tourist draws, in large part because of its high quality design and impressive public art collection, including works by renowned artists Jaume Plensa and Anish Kapoor.

Not only does Millennium Park generate substantial revenues from tourists who come to Chicago to experience it, but within a year of its opening, residential real estate values in adjacent neighbourhoods saw a nearly \$400 US per square foot increase in value. Within that same year, approximately \$1.4 billion US in residential development was directly attributed to the Park's development (as reported in a 2006 New York Times article).



*Millennium Park, Chicago*



#### 4. *Post Office Square, Boston*

For years, a two acre parcel of land in the midst of Boston's Financial District was occupied by an unsightly, 500,000 square foot concrete parking garage. But, in the early 1980s, at the urging of surrounding businesses, the City joined a unique public-private partnership to demolish the structure and create an underground garage covered by a gracefully designed park.

Most observers agree, Post Office Square has changed Boston forever. The Square has boosted the value of surrounding properties, while providing an elegant green focus to an otherwise crowded commercial area.

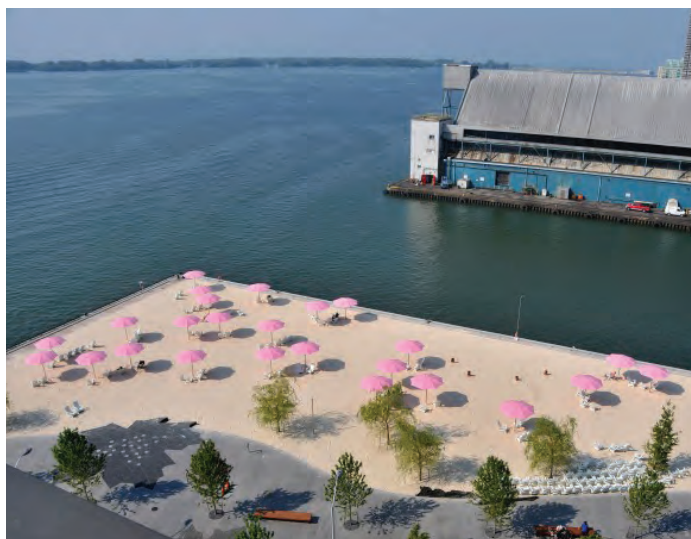


*Post Office Square, Boston*

#### 5. *Waterfront Toronto, Toronto*

Recognizing the importance of park spaces as a key component of the urban structure and as a way to demonstrate commitment to a development vision, Waterfront Toronto has been actively planning and developing parks and public spaces as part of its overall waterfront revitalization efforts. Dedicating approximately 25.0% of the waterfront area to parks and public spaces, the Waterfront Parks and Public Spaces Framework is planning an interconnected parks system with over 90 individual parks and public spaces.

To date, Waterfront Toronto has made considerable investments in park space development, with nearly 20 new or enhanced parks and public spaces opened since 2004. Two of its most recently completed park space projects, Sherbourne Common and Sugar Beach, have already reached near-iconic status, cited in various publications for their innovative designs and appearing in numerous City tourism promotional campaigns.



*Sugar Beach, Toronto*

## Other Evidence Regarding Property Values + Attractiveness

In addition to those specific examples, there are a range of general conclusions from the literature review that identify the economic benefits of a great public realm network, including an array of park spaces and streetscape elements:

- Sherer (2003) finds that *"quality of life is a determining factor in real estate values and economic vitality"*. He quotes a 1998 real estate industry report, which calls livability *"a litmus test for determining the strength of the real estate investment market...if people want to live in a place, companies, stores, hotels, and apartments will follow"* (Sherer, 2003).
- In a study of residential units within 245 metres of parks in Portland, Oregon, it was estimated that a 1.0% to 3.0% property value premium could be attributed to the park space (Bolitzer & Netusil, 2000);
- In Dallas, Texas, homes facing one of 14 parks were found to be worth 22.0% more than homes more than 1.3 kilometres from such amenities (Miller, 2001);
- A study from Boulder, Colorado found that the average values of homes next to the greenbelt was 32.0% higher than those 975 metres away (Sherer, 2003).
- It has been suggested that a positive impact of about 20.0% on property values abutting or fronting a park is a reasonable point of departure, and that the impact is likely to be substantial, within roughly 150 metres;
- A study on the impacts of the Bryant Park revitalization in New York found that *"within two years of reopening, leasing activity on neighboring Sixth Avenue had increased 60.0% over the previous year"* (Sherer, 2003). As such, Sherer concluded that *"commercial asking rents, residential sale prices, and assessed values for properties near a well-*



Bryant Park, New York

*improved park generally exceeded rents in surrounding submarkets"* (Sherer, 2003).

- A study by New Yorkers for Parks found that capital improvements to park spaces can increase nearby commercial and residential real estate values as well as commercial asking rents, residential sales prices, and assessed property values, as opposed to those in other submarkets (New Yorkers for Parks, Ernst & Young, 2002). Overall, the study found that *"close proximity to a quality park is a positive site attribute that can enhance the curb appeal and value of adjacent real estate"* (New Yorkers for Parks, Ernst & Young, 2002).
- A study by the Virginia Cooperative Extension showed that *"access to green space increased worker productivity and that greening business districts increased community pride and drew more customers"* (Kilbourne, 2009).
- *Recreational opportunities and urban life can contribute to the selection of cities in which to locate corporate headquarters, as was the case in Boeing's decision to locate in Chicago* (Sherer, 2003);





- A study by New Yorkers for Parks *found park spaces to be community assets, with real impacts on the decision to purchase, invest, or finance a property in their neighbourhood* (New Yorkers for Parks and Ernst & Young, 2002); and,
- A study by Credit Valley Conservation found that *“abutting a natural feature [which are often considered as natural parks] can increase property value from 1.0% to 5.0%, depending on the type of natural feature.”* The same study also found that natural features in south Mississauga increase property values by an average of \$8,010 per property, which is equal to over approximately 2.4% of the base property value. In north Mississauga, property values increase by approximately \$10,273 or 3.6% of the base value (Credit Valley Conservation, 2009).

*The principle inherent to these case studies, and others, is that investment in public park spaces is required as a key stimulus to enhance the demand for development which, in turn, will establish the appropriate environment for revitalization and economic prosperity.*

## 2.3 Enhancing the Urban Forest

While not specific to park spaces, or even the broader public realm network, the concept of the urban forest, and the objective of achieving additional tree canopy cover is part of comprehensive city-building efforts. Typically a tree canopy cover is calculated as the total amount of tree cover within the city, comprising tree cover from natural heritage systems, urban forests, ravines, wetlands, tree cover provided in public park spaces and on private property, as well as tree cover provided along roads, within the streetscape.

In Mississauga, there is a goal to achieve a tree canopy cover of 15.0% of the gross land area. Other municipalities have established more aggressive tree canopy cover targets:

- The City of Toronto – 34.0% by 2020;
- The Town of Oakville – 40.0%;
- The City of Ann Arbor, Michigan – 33.0%; and,
- The City of Kelowna, British Columbia – 20.0%.

In understanding Mississauga's Growth Area, and how the tree canopy objective may be achieved over time, a variety of assumptions are required:

- The Growth Area comprises some 557.5 gross hectares of land. Today, the public park space system in the Growth Area comprises approximately 3.0% of that gross land area. Their contribution to the urban tree canopy cover is estimated to be less than 1.0%.
- It is estimated that the public realm network components that are associated with streetscaping within road allowances, as well as trees planted on private property have a much more substantial impact on the urban tree canopy than trees planted within park spaces – simply due to the land areas associated with each component;

- The achievement of a 15.0% urban tree canopy cover within the Growth Area can be achieved partially through:
  - » Planting more trees within the existing streetscapes, adjacent to public roads;
  - » Planting more trees within the Greenbelt;
  - » Preserving and protecting trees within existing park spaces;
  - » Planting more trees within existing park spaces;
  - » Ensuring that new Urban Parks and Urban Squares achieve a minimum of 40.0% tree canopy cover in their design;
  - » Ensuring that new Pocket Parks achieve a minimum of 50.0% tree canopy cover in their design; and,
  - » Ensuring that new private sector developments provide opportunities for tree planting on site.

## The Value of Trees

Municipalities across North America have recognized the importance of integrating trees as part of the overall beautification of the urban fabric, and as a key requirement of the public realm network including park spaces. Tree planting, and the establishment of a significant urban forest is seen as a means of mitigating climate change, improving air quality, promoting pedestrian comfort, enhancing property value and to provide for social, environmental and economic benefits. Figure 3 identifies the cumulative economic value of \$160,000 for a single tree over a 50 year lifespan.

There are other sources that support the approach and conclusions:

- The US Forest Service calculated that *over a 50-year lifetime, one tree generates \$31,250 worth of oxygen, provides \$62,000 worth of air pollution control, recycles \$37,500 worth of water, and controls \$31,500 worth of soil erosion* (Sherer, 2003);
- The conservation organization, American Forests, estimates that *"trees in the nation's metropolitan areas save cities \$400 billion in the cost of building storm water retention facilities"* (Sherer, 2003); and,
- Other sources have indicated that over the course of one year, a single mature tree:
  - » Cools like 10 air conditioners running constantly;
  - » Absorbs 750 gallons of storm water; and,
  - » Filters 60 pounds of pollutants from the air.

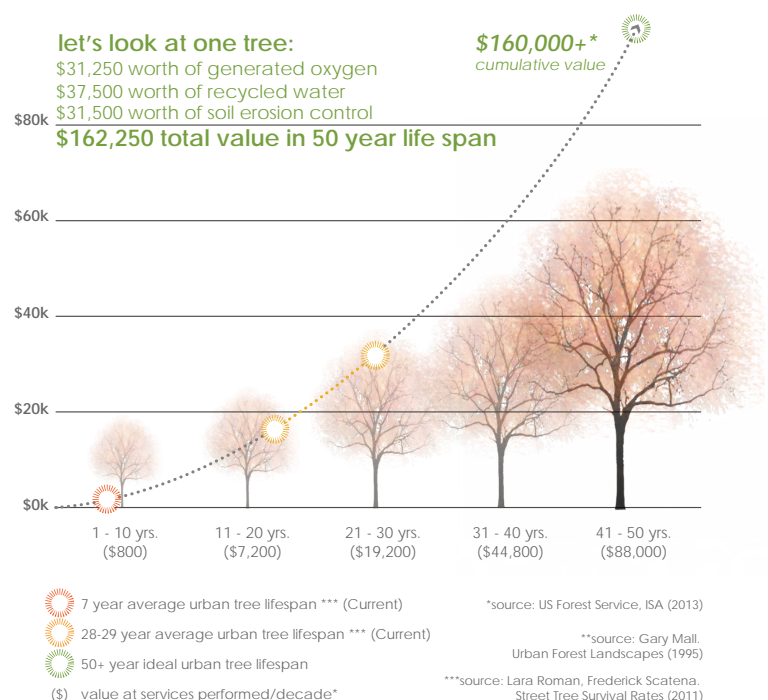


Figure 3: The Economic Value of a Large Shade Tree



A recent Special Report by TD Economics entitled "Urban Forests: The Value of Trees in the City of Toronto" - June 9, 2014, made the following conclusions (the complete report is included as Appendix I):

- *"Urban forests are made up of the trees, shrubs and other flora and fauna that line the streets, parks and ravines of our cities.*
- *Urban forests do more than beautify the scenery. They represent an important investment in environmental condition, human health and the overall quality of life.*
- *The trees in the City of Toronto's urban forest are worth an estimated \$7 billion, or about \$700 per tree.*
- *Toronto's urban forest provides residents with over \$80 million, or about \$8 per tree, worth of environmental benefits and cost savings each year. For the average single family household, this works out to \$125 of savings per annum.*
- *For every dollar spent on annual maintenance, Toronto's urban forest returns anywhere from \$1.35 - \$3.20 worth of benefits and cost savings each year.*
- *Maintaining the health of our urban forests is the best way to protect the value of our green investment."*





*Urban Park - Coal Harbour Vancouver, BC*



*Urban Park - Community Common Mississauga, ON*





## 3.0 Planning Overview

### 3.1 Mississauga's Evolving Urban Structure

Starting in the late 1960s, Mississauga became a major focus for significant suburban growth. This growth pattern responded to improved accessibility and the desire to live and work in low density, relatively discreet and homogenous districts. In the 1980s and early 1990s, the planned suburban growth pattern proliferated and, to a great extent has dominated virtually all of current day Mississauga.

By the mid-1990s, it had become evident that there were substantial financial and environmental costs associated with suburban sprawl. Not only were irreplaceable high quality farmland and natural features being consumed by development at an alarming rate, there was a growing concern that the economic competitiveness and quality of life would suffer throughout the Greater Golden Horseshoe (GGH) if traffic gridlock, lower air quality and a lack of housing choices were allowed to continue unabated.

These substantial concerns brought to the forefront of Mississauga's perception of good planning, the concepts of intensification, transit oriented development, smart growth and sustainability. These concepts reflect the desire to ensure that the accommodation of future growth balances financial responsibility with environmental protection and the creation of healthy, livable, diverse and successful communities.

In support of that conceptual thinking of the mid-1990s, the new millennium witnessed a dramatic shift in the planning policies and procedures applicable in the Province of Ontario, with a focus on the Greater Golden Horseshoe. The implementation of a new legislative regime ushered in a new era of "*hands-on*" Provincial involvement in the land use planning and development business in Ontario, and particularly within the GGH. New Provincial planning policy was articulated in (among others):

- The Provincial Policy Statement (2005);
- The Greenbelt Plan (2005);
- Places to Grow: Growth Plan for the Greater Golden Horseshoe (2006); and,
- The Provincial Planning Act (Bill 51-2007).

All of these documents work together to ensure that growth in the GGH is well managed, and is focused on the conservation of cultural and natural heritage resources and the creation of healthy and complete communities that are efficient and cost effective. Following from those key principles, requirements for a new urban structure of urban centres and corridors served by an integrated transportation system focused on transit have become the basis of the Mississauga Official Plan and other local planning strategies for the past decade. The intensification of Mississauga's Growth Area is a response to implementing the new urban structure.

It is now 2014. The GGH and its constituent municipalities, including the City of Mississauga, have been allocated tremendous growth potential over the next 20 to 30 years. This ongoing growth is a positive sign of a successful community. Strong growth is the cornerstone for economic development and the creation of a more rich and diverse urban environment. However, in order for Mississauga to maintain its reputation for success – economically, aesthetically and in terms of quality of place and quality of life - this anticipated growth must be accommodated in the planned urban structure that facilitates transit supportive urban centres and corridors, in balance with its already established and more traditional suburban forms of building.

Furthermore, Mississauga's planned urban structure recognizes and supports the urban structures of its immediate neighbours to ensure a high level of integration and accessibility on a regional



basis. The entire Greater Golden Horseshoe is growing and evolving, becoming much more intensely urban. This is particularly relevant to Mississauga's Growth Area, which is intended to be one of the preeminent urban centres within the Greater Golden Horseshoe, and an integral component of the regional transit system.

Notwithstanding a general understanding and acceptance of the importance of this planned urban structure and the need to move toward a more balanced transportation system, the challenges of achieving it remain. Issues of location, accessibility, timing, economics, aesthetics and market acceptance are being overcome in the Growth Area, notwithstanding that substantial opportunities for lower intensity greenfield development outside of Mississauga continue to compete for developer and consumer attention.

In addition to the emerging market support for higher density forms of development in Mississauga's Growth Area, there remains the concern that the playing field between lower density greenfield development and intensified mixed use development and redevelopment has not yet become level – to the substantial benefit of greenfield development. Low intensity greenfield development is a well rehearsed program. There are few technical constraints, comparatively straightforward approvals processes and procedures and substantial market support for the end product. The costs of greenfield development are also well established and well known, particularly in the context of achieving the suburban parkland system.

On the other hand, mixed use, higher density urban forms of development were, until very recently, considered a specialist product. Difficulties with financing, cost control, approvals and the potential additional complexities of redevelopment are

exacerbated by an evolving regulatory context and uncertainty with respect to building a high quality public realm, park spaces and public infrastructure emplacement, make this form of development inherently more risky, and more expensive.

From an urban structure context, it is already well known that old style suburban sprawl is not sustainable in the long-term, and that the planned evolution of our communities toward higher density forms of development is a requirement, not a choice. Intense, mixed use development in urban centres and along transit corridors provides substantial benefits to the broader community and must be viewed as being *"in the public interest."*

*The provision of urban park spaces, as well as their design and programming opportunities, must also evolve in lock-step with the changing and intensifying urban structure.*





### 3.2 The Growth Area - Existing Land Use Context

The four Character Areas in Mississauga's Growth Area – Downtown Core, Downtown Fairview, Downtown Cooksville and Downtown Hospital. Together those districts comprise approximately 557.5 gross hectares of land area. Within the boundaries, there is approximately 16.8 hectares of existing public park spaces identified. Overall, approximately 3.0% of the gross land area is identified as park space within the defined Growth Area. Figure 4 identifies the park spaces by category, and the subsequent Figures 5, 6, 7 and 8 identify geographically the locations of the various park space types identified in the City's Zoning By-law.

In terms of the total population, and the application of the City's parkland dedication requirement, the 2011 population of 33,900 residents would suggest that there be approximately 40.7 hectares of public park space available (based on the population multiplied by the City's parkland standard of 1.2 hectares per 1,000 population), in addition to the parkland dedication of non-residential uses of 2.0% of the gross land area.

Overall, the Mississauga Growth Area is currently substantially deficient in public park space. Based on the current context, there should be a minimum of approximately 7.4% of the gross land area in public park space, to be in conformity with the City's parkland dedication requirement (based on 40.7 hectares divided by 557.5 hectares, multiplied by 100).

#### Downtown Core

The Downtown Core is a mixed use centre with a very large shopping centre (Square One), and high rise residential buildings with some at-grade retail in proximity to Square One. The Downtown Core also includes office space, a post-secondary institution and an array of cultural facilities. There is a transition to medium density housing (i.e. townhouses) towards the edges of the Downtown Core. Within walking distance from Square One

is the Mississauga Civic Centre, other municipal buildings and offices. Also located at Square One is the City's bus terminal and a GO Transit terminal.

With respect to the existing inventory of public park spaces, most are located west of Square One, providing a link to the Zonta Meadows and Mary Fix Greenway. Celebration Square and Kariya Park are major built components of the public park space inventory in this area. The Cooksville Creek Greenbelt and Bishopstoke Walk are located east of the shopping centre.

Overall, the Downtown Core currently includes approximately 3.5% of its gross land area as public park space, including all park spaces identified in the Zoning By-law, excluding valley lands and lands in the Greenbelt.

#### Downtown Fairview

Downtown Fairview is comprised of mostly apartments and commercial plazas, with some low and medium density residential buildings south of Central Parkway East. There are three park spaces serving the residential neighbourhoods, one of which links to the larger open space network east of this Character Area.

Overall, the Downtown Fairview Area currently includes approximately 3.7% of its gross land area as public park space, including all park spaces identified in the Zoning By-law excluding valley lands and lands in the Greenbelt.

#### Downtown Cooksville

Downtown Cooksville is characterized by commercial plazas along the main streets of Hurontario Street and Dundas Street East, and high density residential buildings internal to the blocks. Some low density residential development is located in the southern end of Downtown Cooksville. The Cooksville GO Station is located northwest of Hurontario Street and Hillcrest Avenue.



Park space includes the Cooksville 4 Corners, the Sargent David Yakichuk Park west of Hurontario Street, and the John C. Price Park to the east. The latter is a linkage to a larger park space system just outside of the Downtown Cooksville boundary.

Overall, the Downtown Cooksville Area currently includes approximately 3.9% of its gross land area as public park space, including all parks identified in the Zoning By-law, excluding valley lands and lands in the Greenbelt.

### Downtown Hospital

The Downtown Hospital Area consists largely of commercial plazas and apartments, and the Trillium Health Centre, which is located southwest of Queensway West and Hurontario Street. Most of the public park space is located along the eastern portion of the Downtown Hospital boundary.

Overall, the Downtown Hospital Area currently includes approximately 0.6% of its gross land area as public park space, including all parks identified in the Zoning By-law, excluding valley lands and lands in the Greenbelt.

	Downtown Core	Downtown Fairview	Downtown Cooksville	Downtown Hospital	Totals
Gross Land Area (m <sup>2</sup> )	2,543,145	977,451	927,221	1,127,571	5,575,388
Community Parkland (m <sup>2</sup> )	35,915	36,268	35,923	7,244	115,350
Destination Parkland (m <sup>2</sup> )	49,030	0	0	0	49,030
Undeveloped City Owned Parkland (m <sup>2</sup> )	4,168	0	0	0	4,168
<b>Total Park/Open Space Area (m<sup>2</sup>)</b>	<b>89,113</b>	<b>36,268</b>	<b>35,923</b>	<b>7,244</b>	<b>168,548</b>
<b>% Gross Land Area=Park/Open Space</b>	<b>3.5%</b>	<b>3.7%</b>	<b>3.9%</b>	<b>0.6%</b>	<b>3.0%</b>

Figure 4: Park/Open Space Areas in the Growth Area

Figure 5: Downtown Core Park/Open Space Areas

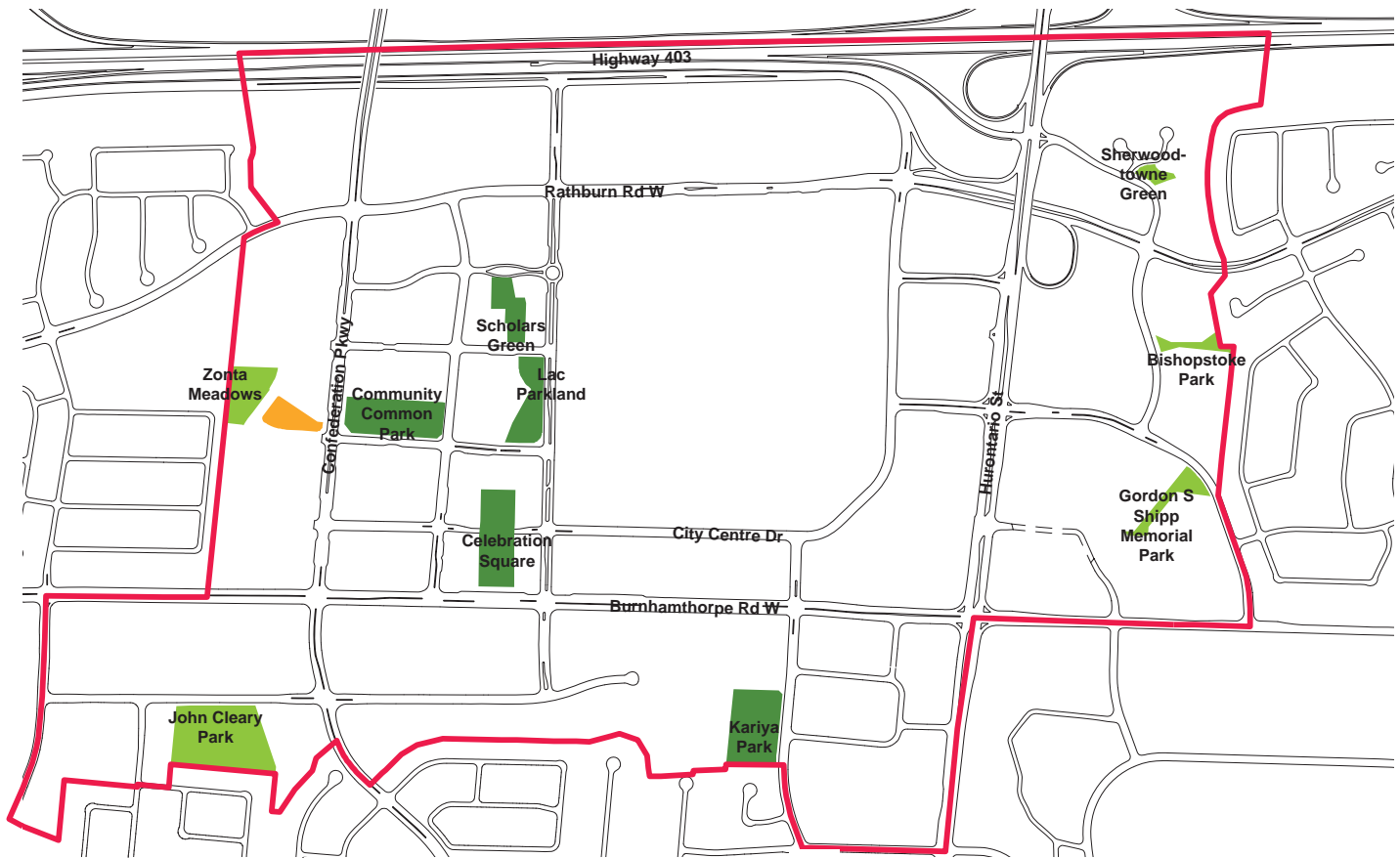


Figure 6: Downtown Fairview Park/Open Space Areas

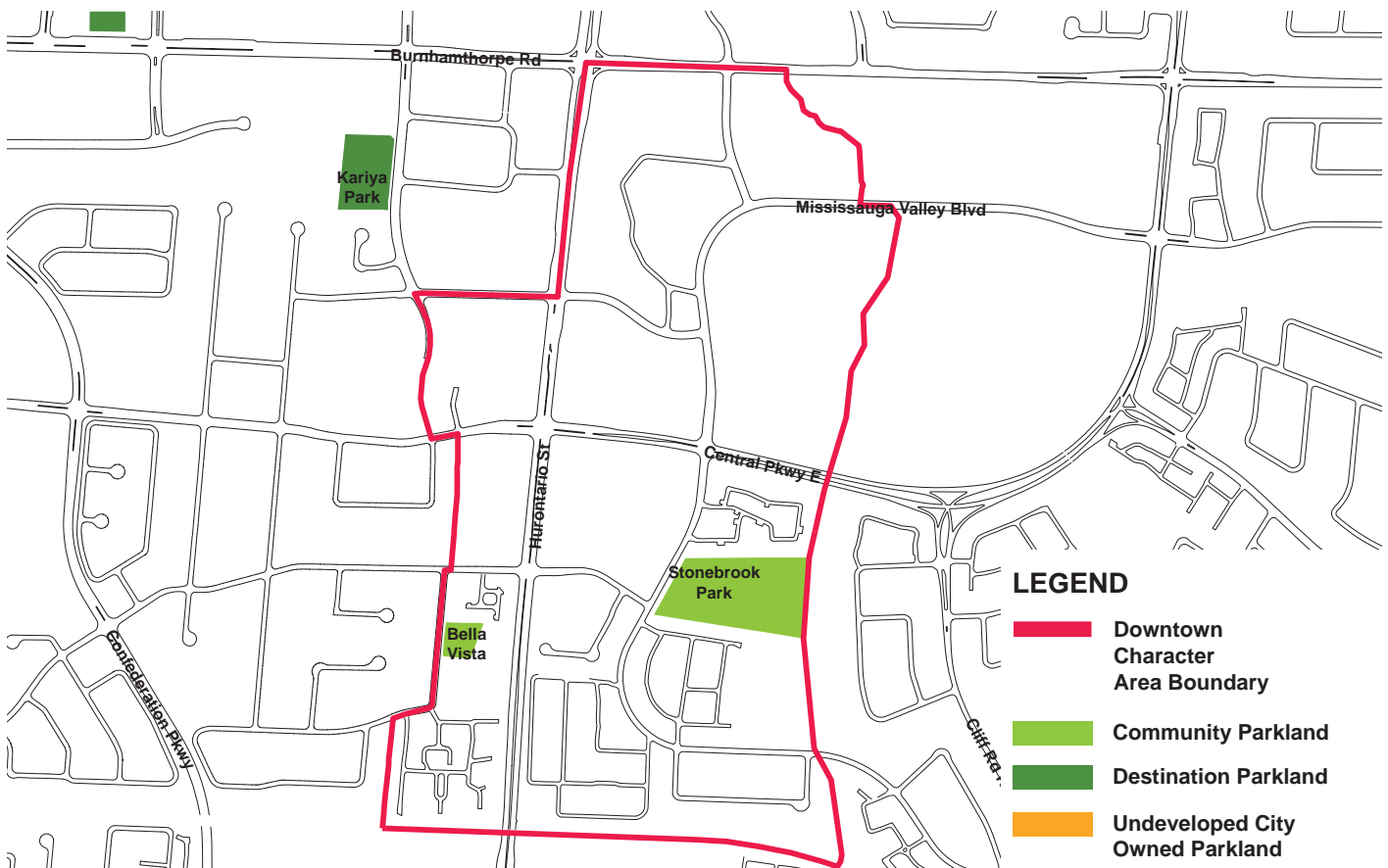


Figure 7: Downtown Cooksville Park/Open Space Areas

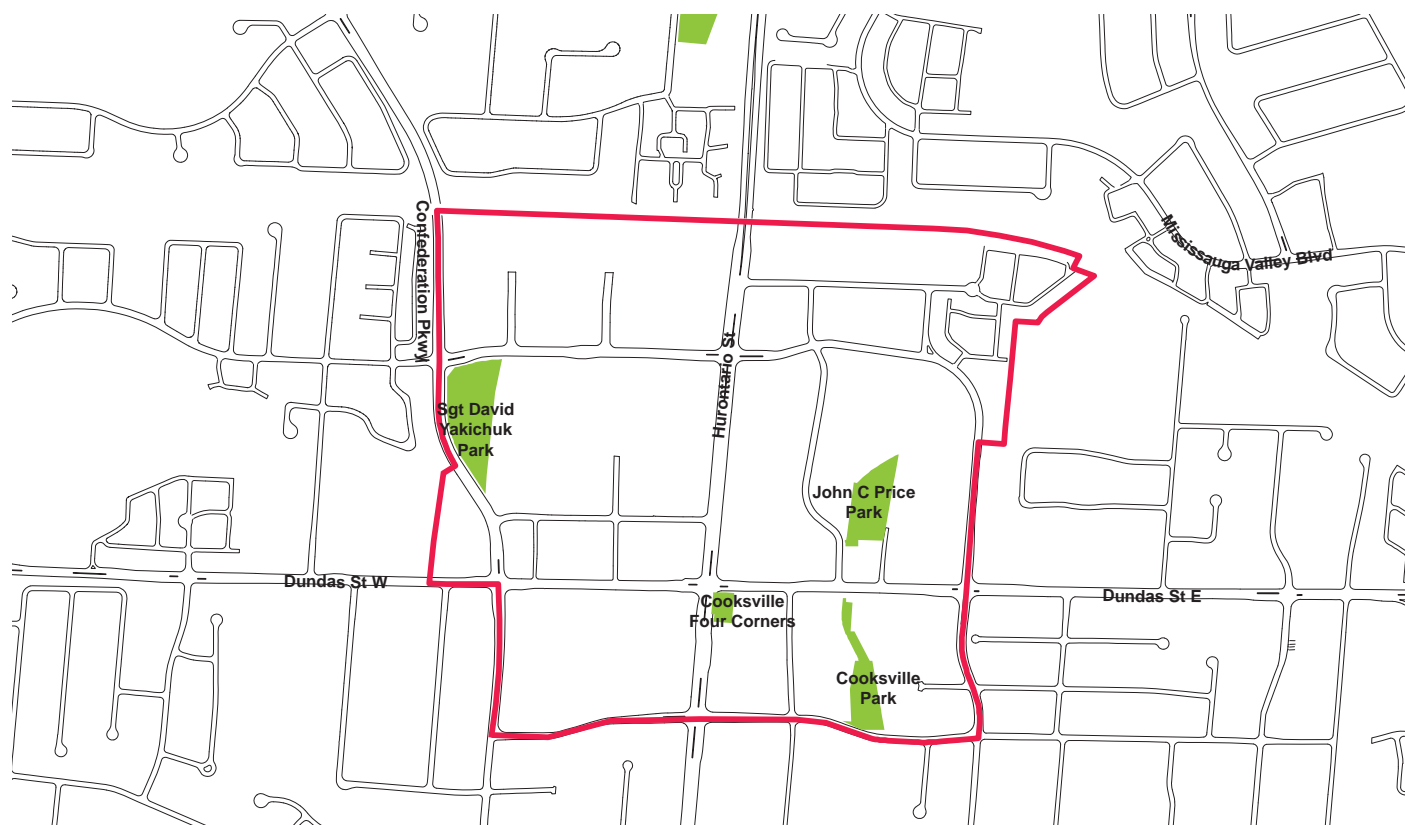
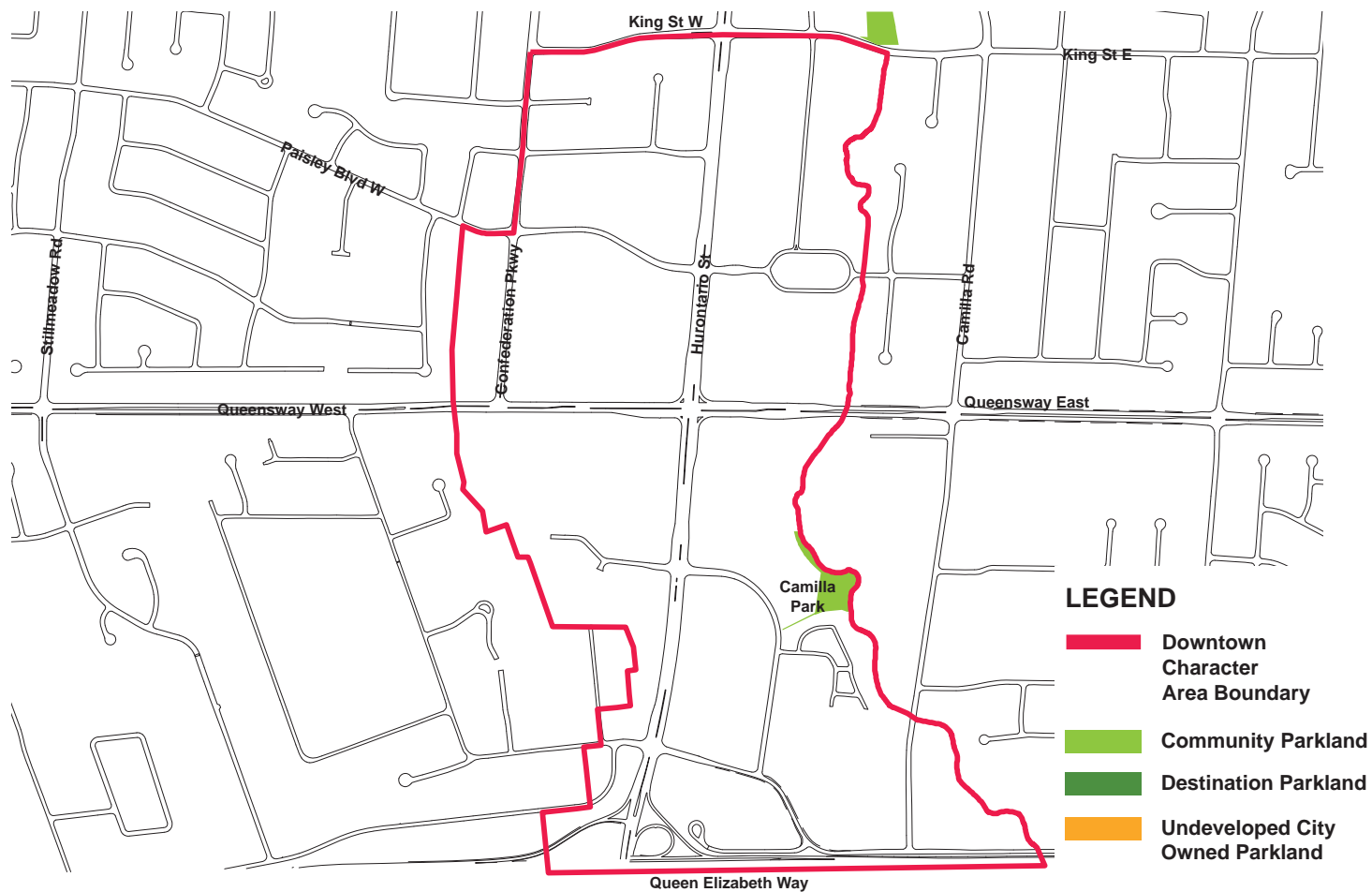


Figure 8: Downtown Hospital Park/Open Space Areas







### 3.3 The Growth Area - Planned Land Use

The Growth Area is planned to accommodate tremendous growth to the year 2041, in a mixed-use, transit supportive development pattern. The City's Official Plan, including the adopted but not approved Official Plan Amendment 8, is intended to manage this change within a defined urban structure.

Figures 9, 10, 11 and 12 identify the various land use designations applicable within the four Character Areas within the Mississauga Growth Area. The following text provides an overview of the intended land use mix.

#### Downtown Core

Under the Local Area Plan (Official Plan Amendment 8), the primary land use designations for the Downtown Core include *"Downtown Mixed Use"* and *"Downtown Core Commercial"*, the latter of which is centred on Square One. Permitted uses for the *"Mixed Use"* designation include all forms of high density residential, retail commercial uses, major and secondary offices, civic/cultural facilities, hotel and conference facilities and all types of restaurants except drive-through facilities. Under the *"Mixed Use"* designation, retail uses are limited to 20.0% of the total GFA, and townhouses are permitted in designated Transition Areas. The same suite of uses is permitted in the *"Core Commercial"* designation, as well as entertainment, recreational facilities and parkland. There is no cap on retail uses in the *"Core Commercial"* designation. At the south end of the Downtown Core another designation for *"High Density Residential"* also applies, with at-grade retail permitted.

In terms of the public realm network and park space system, there is a linear *"Greenbelt"* running parallel to the east side of Hurontario Street, and another linear network of *"Public Open Spaces"* designation west of Square One along the Duke of York Boulevard and Princess Royal Drive. There are also two neighbourhood-related *"Public Open Spaces"* in the south end of the Core.

Notwithstanding the general Open Space policies of the Official Plan, park spaces in the Downtown Core are envisioned to be urban in character, and some will be programmed with events and festivals.

*There is expected to be a range of urban park types distributed throughout the Downtown Core. The Downtown 21 Master Plan in Section 4, provides specific policies for the further development of the open space/park space system.*

#### Downtown Fairview

Downtown Fairview is intended as a primarily residential area, and the predominant land use designations include *"Residential High Density"* and *"Residential Medium Density"*. The Residential High Density designation permits apartments, horizontal multiple dwellings, secondary suites, special needs housing, accessory offices, home occupations, and at grade retail.

A few selected parcels in Downtown Fairview are designated *"Mixed Use"*, *"Convenience Commercial"* or *"Motor Vehicle Commercial"*. Within the *"Mixed Use"* area, permitted uses include a diversity of commercial and residential uses. In addition, residential uses are discouraged at grade, and are to be combined on the same lot or building with other permitted land uses.

In terms of the park space system, two locations are designated *"Open Space"* – Bella Vista (east of Hurontario Street) and Stonebrook Park, which links to the larger open space system (west of Hurontario Street).

*Unlike in the Downtown Core, there are no further designated park space system components that would respond to expected increases in population and employment. This is a deficiency in the Official Plan that needs to be addressed.*



## Downtown Cooksville

Downtown Cooksville is intended to be characterized by mixed-use main streets, and primarily high density residential uses. As such, the *"Mixed Use"* designation applies along the Hurontario Street and Dundas Street corridors in this area, and *"Residential High Density"* is the predominant designation internal to the blocks. Permitted uses are similar to those in the Downtown Fairview Area.

In terms of the park space system, the *"Greenbelt"* designation, applies to lands located east of Hurontario Street, and permits public infrastructure and parkland. The *"Greenbelt"* provides a linkage to *"Public Open Spaces"* on the eastern portion of Downtown Cooksville.

*Again, unlike in the Downtown Core, there are no further designated park space system components that would respond to expected increases in population and employment. This is a deficiency in the Official Plan that needs to be addressed.*

## Downtown Hospital

The anchor of the Downtown Hospital Area is the Trillium Health Centre, which is located at the intersection of the Queensway and Hurontario Street, and designated *"Institutional"*. Permitted uses within this designation include the hospital, post-secondary educational facilities, residential dwellings associated with an institutional use, and accessory uses. A number of parcels in proximity to the Health Centre are also designated *"Office"*, which permits major office, secondary office, and accessory uses.

Notwithstanding the office and institutional anchor in the southwest corner of the Queensway and Hurontario Street, the Downtown Hospital Area is intended to be a primarily residential community, with the majority of lands designated *"High Density Residential"* and *"Residential Medium Density"*.

Other designations in this area include *"Residential Low Density I"*, *"Mixed Use"*, *"Convenience Commercial"*, *"Motor Vehicle Commercial"*, and *"Industrial"*.

There is a substantial public realm network within the Downtown Hospital Area associated with linear *"Greenbelt"* designations running along the eastern and western boundaries of this Character Area, although they are not within its boundaries. The portion of those lands at the southern end of Downtown Hospital between North Service Road and east of Camilla Road is identified as Natural Hazard Lands which are subject to additional policies as the lands are within the regulatory floodplain.

*Again, unlike in the Downtown Core, there are no further designated park space system components that would respond to expected increases in population and employment. This is a deficiency in the Official Plan that needs to be addressed.*

Figure 9: Downtown Core Land Use Designations

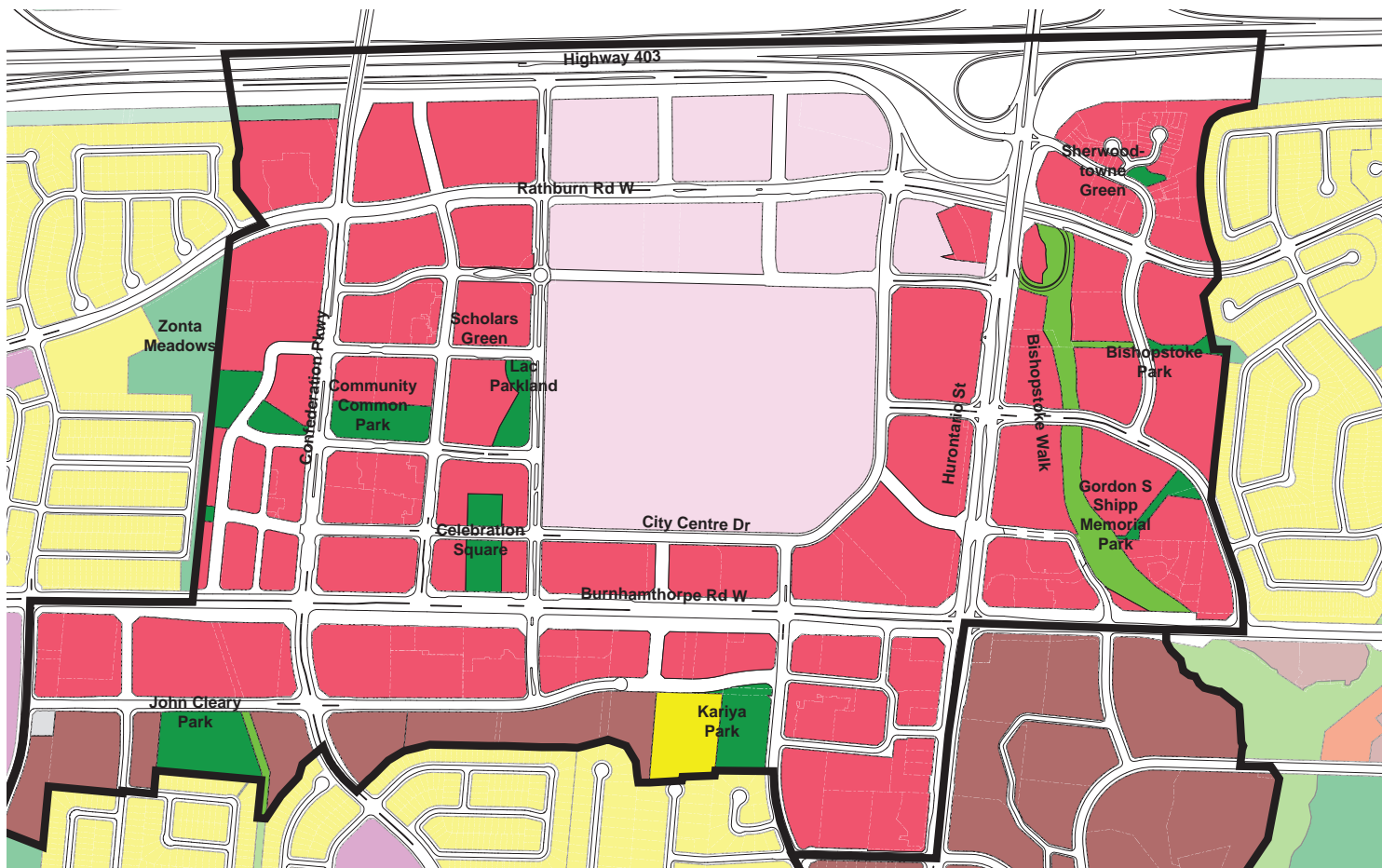


Figure 10: Downtown Fairview Land Use Designations

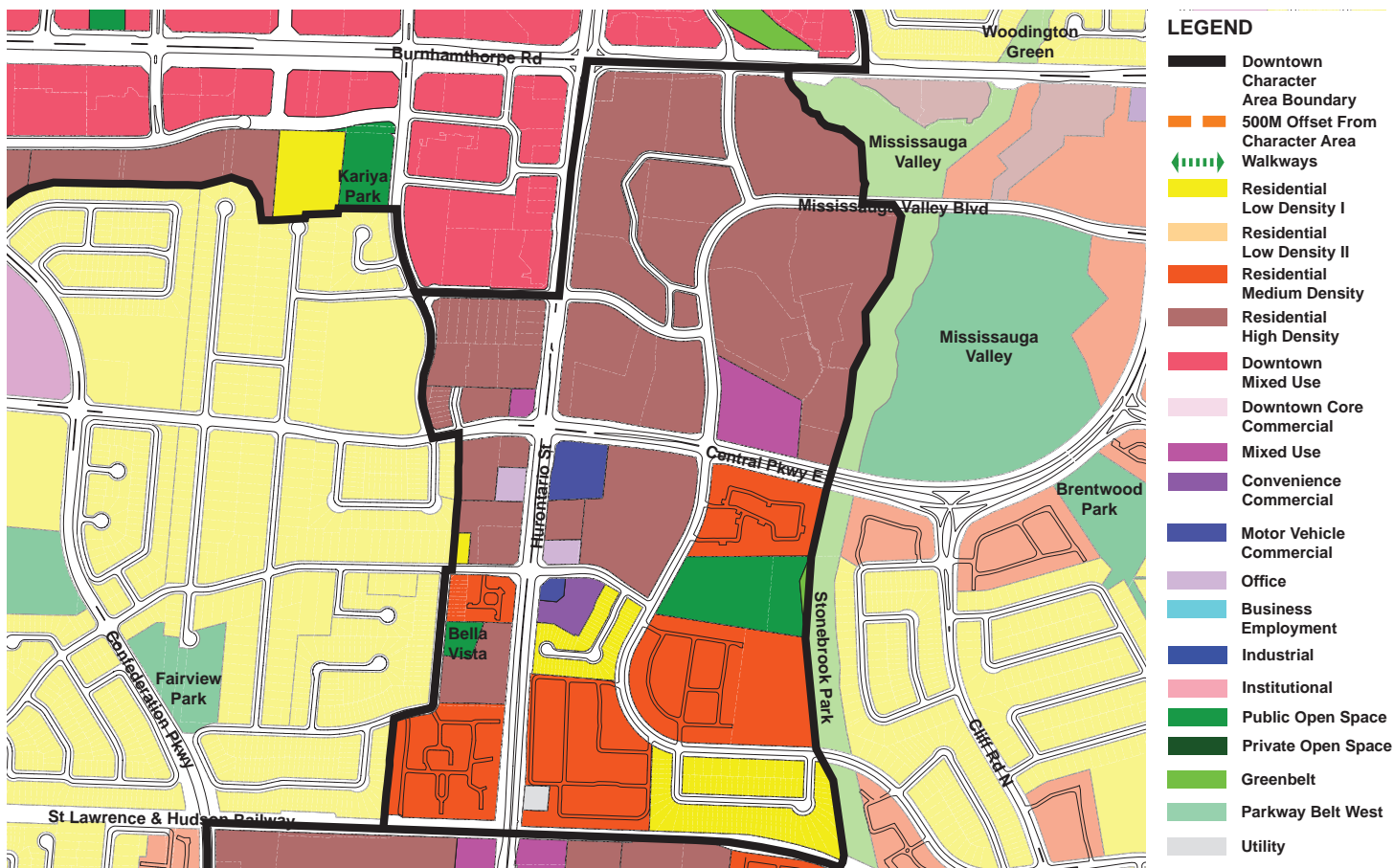




Figure 11: Downtown Cooksville Land Use Designations

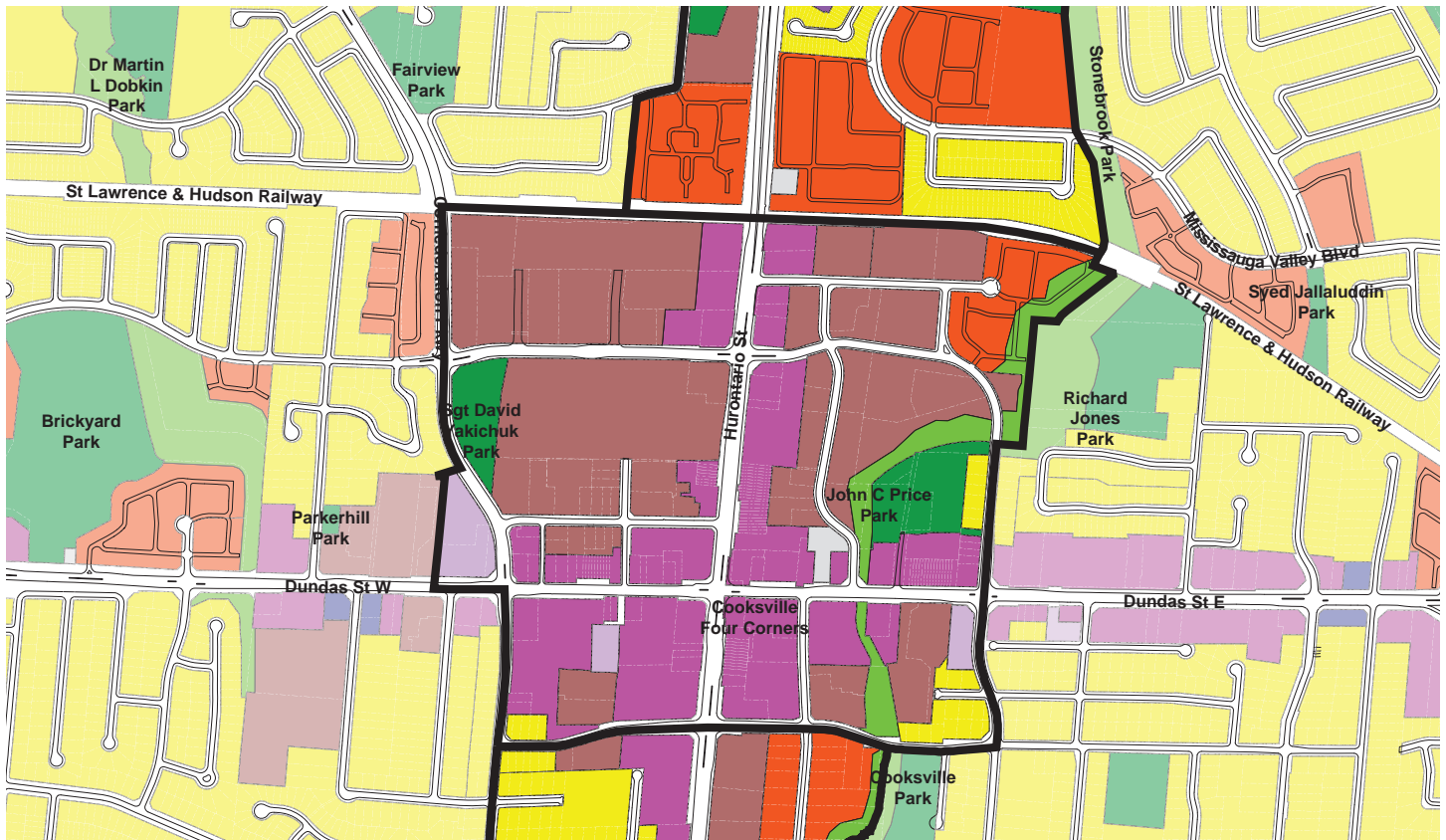
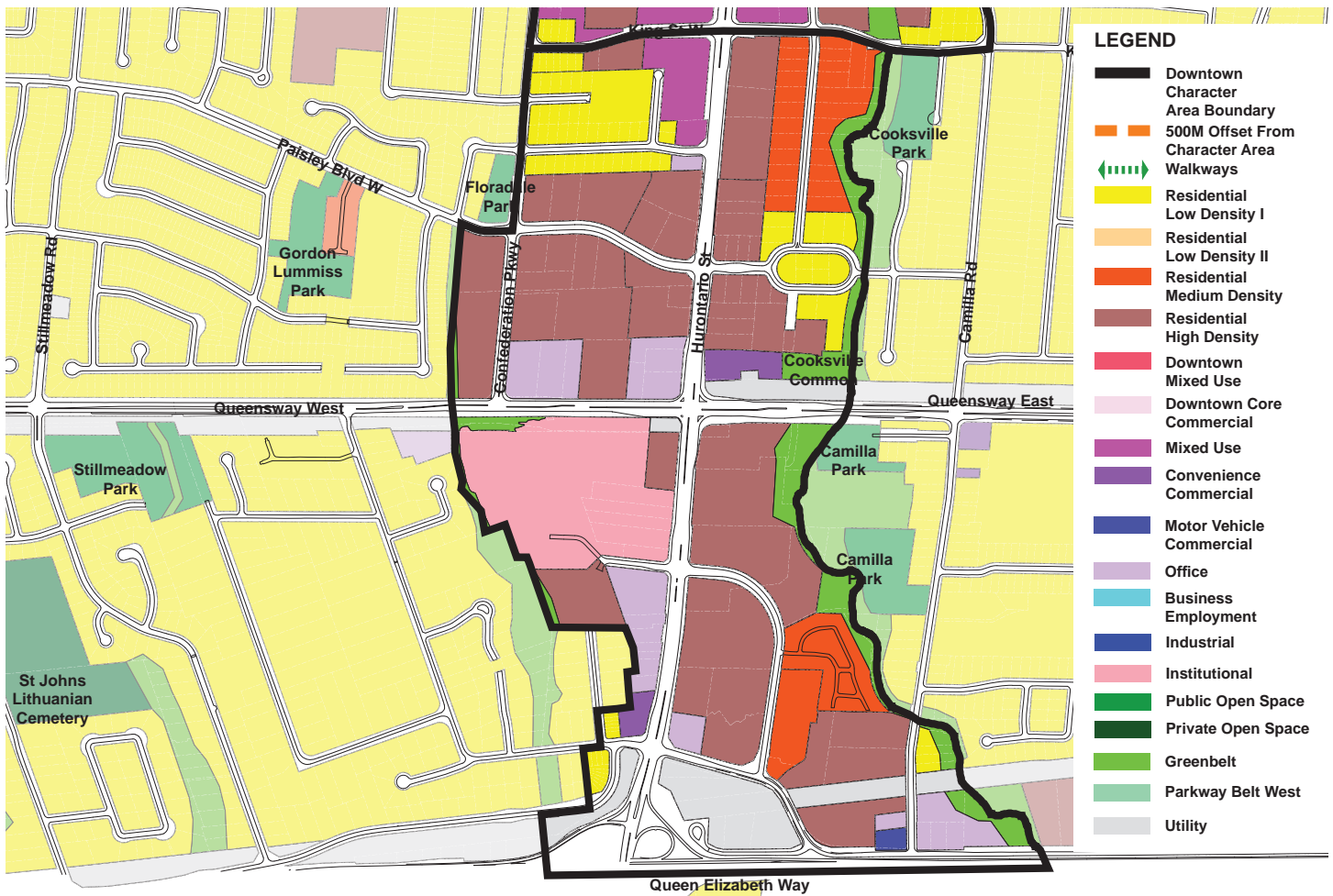


Figure 12: Downtown Hospital Land Use Designations







### 3.4 The Growth Area - Anticipated Intensification Levels

The new City of Mississauga Official Plan was adopted by City Council in 2010, and approved by the Region in 2011/12, with the exception of selected sections, which remain under appeal at the OMB. Under the Official Plan, the Downtown – which is identified in this report as the Growth Area - is identified as a component of the Urban System on Schedule 1 to the Official Plan. More detailed policies for the Downtown Core are provided in a Local Area Plan, Official Plan Amendment 8.

The City of Mississauga has determined that the population of the Growth Area will grow by 20,700 people over the next thirty years, with the majority of growth (16,300 new people) taking place in the Downtown Core Character Area, and the remainder (4,400 new people) in the three other Downtown Character Areas - Fairview, Cooksville, and the Hospital.

In addition, employment growth is expected to be substantial, at over 20,700 new jobs accommodated by 2041, again, with the majority of that growth (16,300 jobs) occurring in the Downtown Core.

This significant growth in the office and residential sectors, particularly within the Downtown Core, will require the provision of additional amenities and improvements to the public realm network and park space system to ensure the needs of new residents and employees are met, and the City's objectives for a multi-modal community are achieved. Overall, in a very dense urban centre, an array of park space types, and their geographic distribution need to be considered within a framework of flexibility in order to accommodate the needs of office users, retailers and restaurateurs as well as the residential community.

It is also important to note that growth and development will continue within the Growth Area well beyond the planning horizons of the City's Official Plan. The ongoing evolution of Mississauga's

Growth Area must be based on a realistic and implementable strategy for the provision of all community facilities, including a long-term commitment to park spaces, community facilities and the broader public realm. Figure 13 identifies the population and employment forecasts for the Growth Area in 2031 and 2041.

Population			
	2011	2031	2041
Downtown Core	27,500	61,200	70,500
Downtown Fairview	17,600	19,900	20,600
Downtown Cooksville	10,800	17,500	20,600
Downtown Hospital	14,500	15,500	15,700
Growth Area Total	70,400	114,100	127,400

Employment			
	2011	2031	2041
Downtown Core	21,100	32,000	37,400
Downtown Fairview	1,100	1,400	1,400
Downtown Cooksville	3,500	4,500	4,900
Downtown Hospital	8,200	10,300	10,900
Downtown Area Total	33,900	48,200	54,600

Figure 13: The Growth Area - Population and Employment Growth Forecasts

*The projections for new development within the Growth Area are substantial. Given that park space provision is already deficient, in accordance with City standards, the deficiency will be exacerbated beyond any reasonable park provision standards. The City's Official Plan will need to address this deficiency through the provision of new policies that clarify the City's intent to acquire park space, and provide the diverse and robust park space system appropriate for a dense and robust city-centre.*





*Urban Square - Savannah, GA*



*Pocket Park - Cleveland, OH*





## 4.0 Urban Model Community Centre

Substantial growth projections for the Growth Area will also generate the need for new community facilities that will enhance the overall public realm network.

This chapter of the report presents an overview of the need for a new community centre in the Downtown Cooksville Character Area, and comment on the issue of location of the facility. The approach taken is to review new community centres in other municipalities (both in urban as well as suburban contexts) and to identify the best practices that have been incorporated in these other jurisdictions.

This review has found that there are many similarities between best practices that work in an urban vs. a suburban situation – a practice or policy that works well in one context is likely to work equally well in the other. Accordingly, a wide range of situations was examined in order to identify the best options. Both new community centres built to serve existing urban-based populations and new community centres built to serve new suburban populations were examined. From these best practices, a set of recommended principles has been developed for consideration by the City of Mississauga in its on-going planning for a community centre in the Downtown Cooksville Character Area.

### 4.1 Summary of Needs Assessment

The Future Directions Master Plan for Recreation Final Report (May 2014) outlined several principles and recommendations relating to the provision of community recreation needs for the Growth Area, which is expected to grow by 7,800 people in the next 5 years, and by upwards of 37,000 persons by 2031, most of whom (28,000 more people) are expected to reside in the Downtown Core near Hurontario Street and Burnhamthorpe Road. Therefore, with the number of new residents expected to be living in the Downtown Growth Area by the year 2031, as well as the changing demographic as more families with children

along with young singles and empty nesters move into the area, the City must be proactive, and take advantage of opportunities in its decision-making with respect to recreation facilities.

The City currently offers 11 major and 12 minor community centres in the municipality, serving its current population of about 756,000, for an average of about 33,000 persons per community centre, so a population increase of the size anticipated in the Growth Area certainly warrants provision of additional community recreation facilities. The Downtown Core and Downtown Cooksville Character Areas are the fastest-growing planning districts in Mississauga, again underscoring the need for community facilities of some type. However, the provision of such facilities must take a host of other considerations into account such as transit access, barriers to access, walkability and opportunities for co-location with other facilities.

In the Future Directions Master Plan for Recreation Final Report (May 2014), various recommendations were put forth regarding the provision of indoor recreation facilities to meet the growing and evolving needs of the current and anticipated population growth. These recommendations were proposed to meet an overall general goal of facilities provision that was stated as follows:

*It is a goal of the City to continue to provide an efficient and responsive supply of indoor recreation facilities that provide casual and organized users with high quality spaces to recreate.*

The emphasis upon the manner in which provision of indoor recreation facilities was to be provided was to partner with other organizations and agencies in their construction and operation. Specific recommendations contained within the Future Directions Report oriented towards this position were:



*Future Directions, Recommendation 1: If the “smart growth” principles of intensification along the Highway 5/10 corridor are achieved, the development of an urban community centre should be considered in this vicinity with facility components to be determined based upon a needs and feasibility study triggered by opportunities to partner, land development opportunities, major transit project, etc. Co-location opportunities to establish a community hub should be discussed with social service agencies, Mississauga Public Library, schools boards, private sector, etc.*

*Future Directions, Recommendation 2: Work with non-municipal recreation, cultural, health and social service providers to identify facilities that could potentially fit and provide needed opportunities within the holistic neighbourhood delivery model.*

*Future Directions, Recommendation 3: Work with the Parks & Forestry Division and Mississauga Public Library to establish criteria for evaluating and acquiring surplus school sites, other strategic lands or collaborative ventures for the purposes of addressing recreational gaps within neighbourhoods (e.g. within the Growth Area).*

*Future Directions, Recommendation 4: Provision of a new pool in Service Area 1 and/or Service Area 5 (as net additions over and above the existing supply) should only be pursued on a ‘provision by opportunity to partner’ basis with adjacent municipalities, the YMCA or other suitable third party provided that the financial feasibility, ability to guarantee reasonable public access and the impact on existing City aquatic centres is appropriate to justify a municipal investment.*

In addition to these specific recommendations, there are several other findings and statements articulated in the Future Directions Report that are applicable to this assessment. These include:

- ***The locally-based nature of much community recreation provision*** – The Future Directions Report indicates that in Mississauga, most utilization of recreational assets, aside from that of highly specialized or unique facilities, occurs from within a highly localized zone. It is suggested that on average 50.0% or more of use comes from within a 2.5 kilometre radius of the community centre, with some seeing much more localized use.
- ***The need for localized inventory of recreational assets*** – Recognizing the local nature of demand as indicated above, the City intends to undertake inventories to identify recreational assets in neighbourhoods. (Note that the City already has recreational inventories, but these will be focused upon neighbourhood facilities). These inventories will consider not only municipally-owned and operated assets, but also those owned and operated by other parties such as social service agencies, other recreational providers, school boards, churches and condominiums. This work is expected to be undertaken through the City's Strong Neighbourhoods Strategy, which will be embarked upon in the coming months.



It will clearly be most important to undertake this planning work in the defined Growth Area.

- ***The development of recreation provision strategy based upon partnerships and collective utilization of assets***

– The Future Directions Report advocates a ‘provision by opportunity to partner’ process, where recreation facilities and services will be developed to the extent possible according to partnerships with other recreation providers, social service agencies, the private sector, residential and condo associations. This strategic approach ensures a more optimal utilization of resources, and the sharing of costs, and can clearly be a ‘win-win’ situation where such partnerships are possible. The City has indicated within the Future Directions Report that a feasibility study is to be undertaken for a community centre for the Downtown Growth Area, according to these principles. This feasibility study will incorporate a 10-step community engagement process, which is:

1. Gather intelligence on the neighbourhood and service area;
2. Inventory community groups and agencies;
3. Communications and co-leadership;
4. Outline the current recreational opportunities and current uptake;
5. Undertake focus groups with residents;
6. Identify leaders and early adaptors in the neighbourhood;
7. Begin the conversations;
8. Resourcing the plan;
9. Program development and training; and,
10. Implementation and evaluation.

As input in the assessment process, this report looks at the changing and evolving nature of the function of community

centres, and examines innovative strategies for the development and operation of such facilities based upon experience in other jurisdictions.

## **4.2 Best Practices in the Development and Operation of Community Centres**

This report provides an assessment of a number of newer community centres and recreational facilities (further details are provided in Appendix II). These other examples were examined in order to determine any lessons learned in terms of partnerships for development or management / operation; activities and facilities contained within the centre; integration with adjacent activities and amenities; and sponsorship practices. Some of the benchmarking assessments were of new community centres in existing older urban or built-up areas, which will be the basic situation for a new community centre in the Downtown Cooksville Character Area, while others were new centres serving new subdivisions and residential areas. Even though this latter category represents a different residential context from Downtown Cooksville (new subdivisions) there may still be useful lessons learned in terms of best practices in these situations. All of these examples may help inform the development of a facility in the Downtown Cooksville Character Area.

The facilities examined have all been developed within approximately the last decade. Those examined include:

### ***New Community Centres in Older Built-Up Urban Areas***

- **Burnaby:** Shadbolt Centre for the Arts
- **Kitchener:** Downtown Kitchener Community Centre
- **Oakville:** Queen Elizabeth Park and Community Centre
- **Richmond:** City Centre Community Centre





- **Toronto:** Parkway Forest Community Centre
- **Toronto:** York Community Centre
- **Vancouver:** Community Partnership Agreements
- **Vancouver:** Roundhouse Community Arts and Recreation Centre

### *New Community Centres in New Urban Areas*

- **Burlington:** Haber Recreation Centre
- **Burnaby:** Edmonds Community Centre
- **Calgary:** Quarry Park, Great Plains, Rocky Ridge, Seton Community Centres
- **Markham:** Cornell Community Centre and Library
- **Newmarket:** Magna Centre
- **Niagara Falls:** MacBain Community Centre
- **North Vancouver:** John Braithwaite Community Centre
- **Ottawa:** Shenkman Arts Centre
- **Ottawa:** Ray Friel Recreation Complex
- **Port Colbourne:** Vale Health and Wellness Centre
- **Richmond Hill:** Oak Ridges Community Centre and Library
- **Vaughan:** North Thornhill Community Centre
- **Whitby:** Brooklin Community Centre and Library

Appendix II contains detailed profile information on each of these facilities. Based upon these examples, the following 'best practices' should be considered in the development and operation of the Cooksville Community Centre. They have been grouped according to development, operation, and funding. The 'funding' best practices relate to both capital and operating dimensions.

### **Facility Development**

***Co-locations with libraries*** – Many of the examples reviewed are co-locations with libraries. This strategy works as both facilities have a broad general appeal and can attract a wide range of users from within the community. The wider range of opportunities available can attract several members of a family or group who can make a visit together (e.g. some family members go to the gym, others to the library). As well, key support services for the various user groups can be shared (e.g. parking, food service). Note that the City of Mississauga is already doing this in several locations: South Common Community Centre, Frank McKechnie Community Centre, Mississauga Valley Community Centre, Malton Community Centre, Clarkson Community Centre, Erin Meadows Community Centre. The new Library District Condominiums development in Toronto demonstrates the utility of a public amenity such as a library as a catalyst for development.

***Community centres as components of larger-scale land developments*** –The Newmarket example shows the benefits of acquiring a larger parcel of land in an area where mixed use development is desirable, re-zoning and selling some of the land parcel to developers for housing, and using proceeds from the sale to develop amenities such as community centres. Similarly, the Parkway Forest example in Toronto shows how a community recreation centre can be an integral component of a much larger development. This strategy is most workable in a 'greenfield' situation where there is a large developable parcel available, and in an area of the municipality where growth will occur.

***Diversified offering at community centres*** – Increasingly, community centres are incorporating a number of diverse activities to the community. In addition to more traditional sports and recreation facilities, they often incorporate branch library services, spaces for arts and culture programming, community group meeting space, food services and other private businesses. The MacBain Centre in Niagara Falls, the Roundhouse in Vancouver,





the Queen Elizabeth Park in Oakville, and the new recreation complexes being developed in Calgary are good examples of this approach.

***Integrated development in a park setting*** – Community centres developed in a ‘greenfield’ context are often integrated within the larger context of a park. The Vale Community Centre in Port Colborne, Oak Ridges Community Centre in Richmond Hill and North Thornhill Community Centre in Vaughan are examples. This approach may not be appropriate in the highly urbanized and developed Downtown Cooksville context.

***Development at LEED standard*** – Several of the examples profiled here are construction projects at a silver LEED standard (Edmonds Community Centre in Burnaby; Cornell Community Centre in Markham; Oak Ridges Community Centre in Richmond Hill; Parkway Forest and York Community Centre in Toronto). This sends out a positive message to the community regarding the environmentally responsibility stance (ethic and practice) of the municipality, but may also enhance the fundraising potential for those developments where fundraising is an important component of either development or operations.

## Facility Operations

***Consider operating agreements with other partners with experience in running community facilities*** – Several communities have struck operating agreements with social service associations like the YMCA or professional operating groups like Canlan or Serco to operate community recreation centres. This can reduce staffing costs and ensure professional management expertise in the operation of some or all aspects of operations.

***Consider operating agreements with community associations*** – Local community associations are often closest to the communities they serve and have a good sense of the types and

programs and services demanded at the neighbourhood level. One operating model to consider would be where a community organization is responsible for the delivery of some or all locally-oriented programming, while the municipality is responsible for the costs of management and maintenance of the facility itself. The Vancouver Community Partnerships are good examples of this approach, as is the new City Centre Community Centre in Richmond.

***A focus on health and wellness*** – Some of the newer community centre facilities have a pronounced focus upon ‘health and wellness’. The Vale Health and Wellness Centre in Port Colborne, while a basic community centre in all other respects, emphasizes health and wellness in its name as well as through its programming. The Cornell Community Centre in Markham has a direct connection to the Markham Stouffville Hospital, and emphasizes health, wellness and fitness in all of its programs.

***Greater emphasis upon arts and culture offerings*** – As opposed to the exclusive or predominant focus of more traditional community centres upon sports and recreation, many contemporary community centres are offering more facilities and programming to the arts and culture sector. Several of the community centres examined, for example, contain theatres (Cornell Community Centre in Markham; Rocky Ridge and Seton in Calgary; North Thornhill Community Centre in Vaughan; the Vancouver Roundhouse Community Centre, the Queen Elizabeth Park and Community Centre; and of course the Shenkman Arts Centre in Ottawa and Shadbolt Arts Centre in Burnaby). Many contain arts and crafts studios and meeting room space that accommodate arts and culture-type programming. This seems particularly to be a feature of community centres in downtown locations and in areas with a pre-existing built-up urban fabric, possibly because these areas are more likely to attract ‘creative class’ types who are interested in arts and culture opportunities



and activities as opposed to new subdivisions that may cater more to young families seeking primarily recreational opportunities for their children.

**Greater emphasis upon social offerings** – Some community centres in downtown contexts are also concerned with offering programs with a more social service focus than strictly recreational or cultural programs. The Downtown Kitchener Community Centre, catering to an ‘at-risk’ population downtown as well as (to some extent) a transient population, is involved in food bank activities, shelter programs, and even offers low-cost haircuts through an on-site hair stylist. The Roundhouse Community Centre in Vancouver offers pre-and post-natal programs, youth at risk, drop-in centre programs, etc., as do many other centres in downtown locations.

### Capital and Operating Funding

**Sale of naming rights** – The Magna example in Newmarket shows there may be opportunities to reduce costs on either the capital or the operating side of development through the sale of naming rights to corporations that wish to create or expand upon their local and community profile. Ottawa’s Shenkman Arts Centre has been very active in this regard. Other examples that are not full community centres would be the Gatorade Garden City Complex in St. Catharines and the Jack May Buick / GMC Arenas in Ottawa.

**Rentals to complementary organizations** – Several community centres rent space to community organizations or event private sector businesses that provide services complementary to the purpose and operations of the centre. Opportunities to incorporate uses of this type should be considered.

**Memberships** – Several community centres sell memberships to the community that enable general use of the facilities at lower rates, as well as encourage a feeling of ‘belonging’ to the facility. These opportunities should be considered.

**P3 (public private partnership) developments** – These can be a useful tool to develop community facilities. The Shenkman Arts Centre in the Orléans area of Ottawa, and the Ray Friel Recreation Complex in the same city, are examples of the P3 approach, where an activity centre is part of a larger development.

## 4.3 Location of the Downtown Cooksville Community Centre

### Recommended Process

At this preliminary stage in the planning of the Cooksville Community Centre it is appropriate to recommend a process that the City could use in order to undertake the identification and selection of sites.

There are three steps to the recommended process:

1. **Identification of candidate sites;**
2. **Development of criteria for site evaluation; and,**
3. **The evaluation process.**

**Step 1 – Identification of Candidate Sites:** A finding from the benchmarking was that the built form footprint of a typical community centre is between 0.4 and 1.2 hectares (approximately 1 and 3 acres). With parking and adjacent parkland, the land area for many is considerably larger than this. However as this community centre will be located in a downtown situation with access to transit, with the possibility for multi-storey development, a 1.2 hectare (3-acre site) is recommended as appropriate. Accordingly, the City should identify candidate sites that meet this criterion within the Downtown Cooksville Character Area.



**Step 2 – Development of Criteria for Site Evaluation:** A parallel task to the identification of candidate sites is to develop criteria upon which they are to be evaluated. The process outlined here recommends 10 site criteria, which can be revised or modified given specific local circumstances at the time of site evaluation. Also, recognizing that not all criteria will be equal in terms of significance and importance, a weighting scheme should be developed reflecting the importance of each criterion. The relative importance of the 10 recommended criteria are also discussed in Figure 14, in terms of whether they would be a ‘high’, ‘medium’ or ‘low’ priority based upon the experience seen in the benchmarking exercise, without any sort of specific weighting score being given. This is provided as a guide to the specific weights developed.

**Step 3 – The Evaluation Process:** With potential sites identified and the criteria and weights developed, the process of evaluation can be done as an internal exercise but could also be undertaken with public input - a decision that municipal staff will need to make early on in the process.

### Recommended Site Selection Criteria

1. **Availability of the site in the public domain:** This is not an absolute criterion as the municipality can acquire lands that it does not currently control. However, it does reflect a practical dimension: properties that are currently in the public domain will be easier and potentially less expensive to use than going through a potentially time-consuming and costly acquisition process.
2. **Critical mass of population within easy walking distance of site:** A community centre should be easily accessible by the neighbourhood that represents its primary market. Those sites that have a larger accessible population base within a kilometre distance of the location – assuming there are no

major barriers such as four lane traffic arteries and commuter lines that would prevent walking access would be favoured.

3. **Ease of access to the site by vehicle:** Another dimension relating to ease of accessibility would be the ease with which the site is accessible by vehicle: whether it is on or easily accessible to a major traffic artery, or whether access off major routes involves many smaller streets, traffic lights, etc.
4. **Ease of access to the site by public transit:** Sites located on or in close proximity to major access routes would be favoured over those that were not – and sites that would score the lowest upon this dimension would be those that would still not likely be on a public transit route even if a major community centre were to be developed there.
5. **Visibility of the site from a main street (considered here to be Hurontario or Dundas):** Visibility is important from the point of view of reminding residents and passers-by of the opportunity for recreational and cultural activities that the centre represents. Less of an issue for habitual users of the centre, this is more important from the perspective of encouraging new users, increasing overall community awareness, branding and signage of the centre, etc.
6. **Proximity to complementary uses:** A community centre that is nearby to complementary activities such as shops, restaurants, complementary cultural and recreational activities, etc. is more attractive to potential users. On the converse side, a site adjacent to non-complementary uses such as an industrial site, a gas station, or a vacant lot, would score poorly on this factor.





- 7. *Potential for project to act as a catalyst to development in the surrounding area:* Some community centres examined, in both downtown and ‘greenfield’ locations, are consciously placed in their locations in order to act as a catalyst or incentive for development or redevelopment of the surrounding area. The potential for a new community centre to have this kind of effect should be one of the considerations involved in the overall site selection process.
- 8. *Absence of any issues with site demolition, remediation:* A site that is unencumbered by issues relating to site demolition and/or soil remediation will be developable in less time and at lower cost than one that has these issues.
- 9. *Potential for future expansion:* The site should have some room for future expansion as population and demand for new recreational and cultural activities grows. The amount and type of expansion space should thus be an element in the site identification and selection process.
- 10. *Absence of competing demands for other uses on the site (opportunity costs):* Ideally, a proposed community centre should be the ‘highest and best use’ of the particular site selected.

**Weighting the Criteria**

A key element in the overall evaluation will be the manner in which each site is rated on each criterion. This could be a simple yes/no score (if the site got a ‘yes’ score for adherence to a particular criterion, it would receive points equal to the weight of that criterion; if the evaluation on the criterion was a ‘no’ then the site would receive a zero score).

A more nuanced and articulate approach would be to assign a score (e.g. from 0 to 5) reflecting the degree to which the site met the condition of the criterion. This 0 to 5 score would then be multiplied by the weight assigned to that criterion.

**Criterion**

1.	Availability of the site in the public domain
2.	Critical mass of population within easy walking distance of site
3.	Ease of access to the site by vehicle
4.	Ease of access to the site by public transit
5.	Visibility of the site from a main street
6.	Proximity to complementary uses
7.	Potential for project to act as a catalyst to development in the surrounding area
8.	Absence of any issues with site demolition, remediation, etc.
9.	Potential for future expansion
10.	Absence of competing demands for other uses on the site (opportunity costs)

Figure 14: Downtown Cooksville Community Centre Priority Criteria

**Site Identification**

A preliminary review of the Downtown Cooksville Character Area reveals a number of locations where a community centre might be appropriate. These tend to be clustered in the Hurontario and Dundas St. corridors. Figure 15 shows the general zones where properties are available and would likely score relatively well on the criteria recommended.

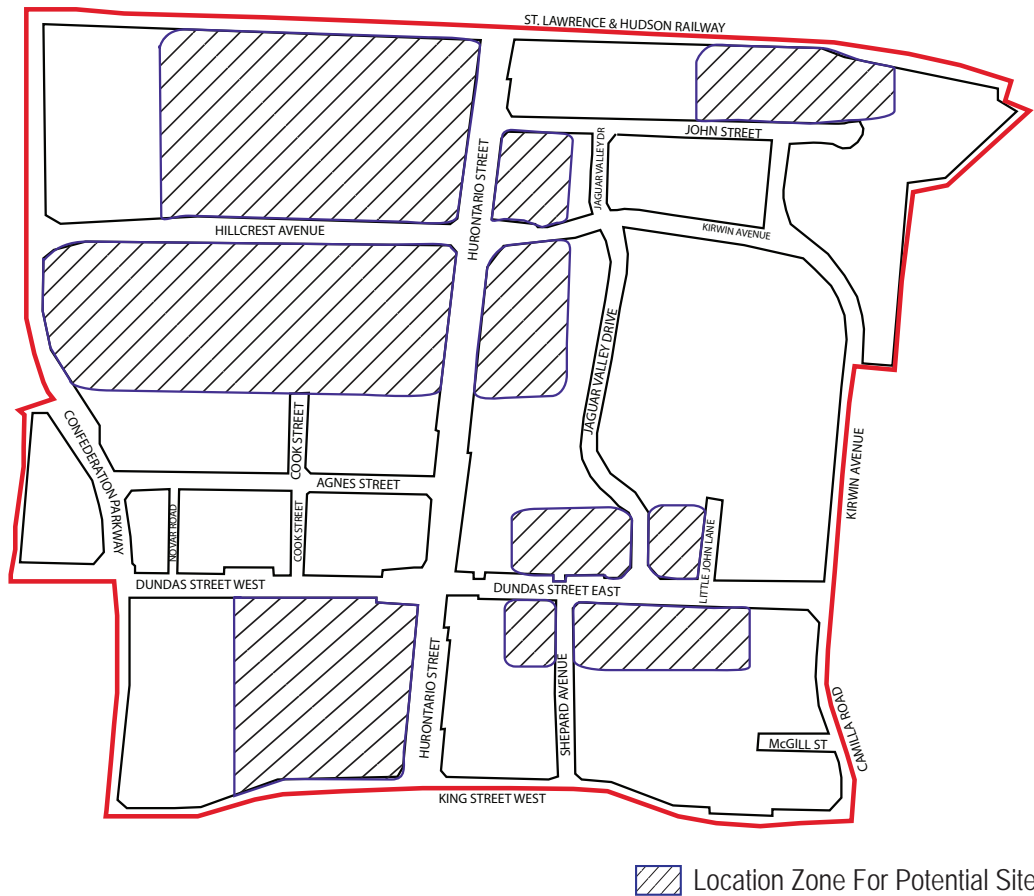


Figure 15: Potential Cooksville Location Zones for a Community Centre





*Pocket Park - Mississauga, ON*



*Urban Park - Vancouver, BC*



## 5.0 Creating + Designing Park Spaces in the Growth Area

### 5.1 The Urban/Suburban Trade-Off

The decision to live in the Mississauga Growth Area is, and will be, a decision based on balancing urban amenities with urban impacts. The Growth Area will provide the highest order of amenities for adjacent residents and businesses – shopping, dining and nightlife, recreation, culture and arts facilities, health care and educational opportunities – as well as a full array of housing forms and tenures, including everything from townhouses to apartments.

The Growth Area will become Mississauga's centre of commerce and business, and include significant opportunities to work close to where you live. In addition, the Growth Area will be highly accessible by multiple modes of transportation, and its accessibility attributes make cycling, walking and transit viable mode options. The idea of a diverse and inclusive Growth Area is that it can accommodate the broadest range of people, without regard to cultural or socio-economic status, or lifestyle choice, all living and working in proximity.

#### The Suburban Parkland System

In a typical suburban neighbourhood there is a substantial private space element (backyard/front yard), along with a park space hierarchy that includes larger scale parks that are mostly green and include sports fields. The largest suburban parks, include other major recreational facilities. In many cases, the suburban park space system incorporates school sites and community recreation centres. For the most part, the suburban park space system is owned, designed and maintained by the public sector.

*Suburban park space is characterized as public, big, green and programmed.*



*Park Space, Mississauga*

#### Park Space in an Urban Context

Park spaces typical of an urban centre, like Mississauga's Growth Area, includes an array of park space that can have both green and hard design components, and include crucial connectivity components, including sidewalks on public roads. The park spaces and broader public realm networks in an urban centre are more complex than the suburban park space system and include primarily public spaces, but can also include semi-public spaces and private components that all work together to form a highly interconnected network. The broader public realm network is comprised of Urban Parks, Urban Squares, Pocket Parks, Sliver (narrow) Open Spaces, Courtyards and/or Connecting Links, as well as the street related sidewalk/streetscape system.



*Mississauga Celebration Square*



Park spaces and the broader public realm network in an urban context:

- Are highly animated by the people who walk from place to place and their interaction with the uses within the adjacent buildings;
- Are more heavily used and more diverse in their component parts and, as such, require a higher cost of design and development, as well as an enhanced maintenance protocol;
- Are integrated as part of the pedestrian circulation network within the Growth Area; and,
- Are flexible to accommodate different users and events, and

will respond to use patterns that may be dramatically different at different times of the day.

*Urban park space is characterized as diverse, flexible, small and connected.*

### The Trade-off

The high density context of the Growth Area is a fundamental requirement to achieve the critical mass necessary to support the palette of high order amenities, transit investment, housing options and places to work. Inherently, living in a high density environment involves an understanding that there are impacts that are more acute than in a typical suburban neighbourhood. There is more noise because of increased activity on the street. There is traffic congestion, and parking issues. Privacy is reduced. Construction is always underway. It is these impacts that are traded off against the urban amenities and opportunities offered by this form of living. One of the important trade-offs between the suburban/urban lifestyle, is the nature, scale and function of the suburban park space system versus the broader urban public realm network, including its associated park spaces.

*Just like a suburban dweller is required to travel out of their neighbourhood to acquire or utilize higher order cultural, shopping, health, education and workplace amenities/opportunities, the urban dweller will be required to go elsewhere within the City to find organized recreational opportunities that require expansive sports fields. This is simply part of the trade-off between lifestyle choices, and the need for additional, larger scale park spaces located elsewhere within the City.*



Scholars Green, Mississauga





## 5.2 Defining Park Spaces in an Urban Context

The public realm network is an integral component of the urban form of the City's Growth Area. It is pedestrian friendly and pedestrian oriented. The public realm network consists of all of the components of the defined park space hierarchy and streetscapes, as well as an array of semi-public and privately owned components that, notwithstanding their ownership, will contribute to the overall network of publicly accessible park spaces within the Growth Area.

Important elements of urban park spaces include landmarks, gateways, public art, tree cover, lawns and other plantings, street/park furniture, as well as other character-defining elements. Those character-defining elements all contribute to placemaking and legibility. Other elements found within urban parks include amphitheatres, children's play areas, water features and skating rinks.

The urban public realm network, and the park spaces within it, are fully accessible to all members of the public, regardless of ability. Their primary purpose is to provide a pedestrian friendly, and oriented environment that accommodates everyone in a connected and coherent network of park spaces linked together by sidewalks and streetscapes.



*Mississauga Celebration Square*



*Community Common, Mississauga*



### 5.3 An Urban Park Space System for the Growth Area

The urban park space system for the Growth Area is comprised of the following components:

#### *Primary Park Spaces*

- Urban Parks; and,
- Urban Squares.

#### *Secondary Park Spaces*

- Pocket Parks;
- Sliver Open Spaces;
- Courtyards; and,
- Connecting Links.

As noted, all of these components will play vital roles in animating the Mississauga Growth Area. Specific planning, design and maintenance considerations are required to ensure the vitality and longevity of these spaces. In addition, the components of the public realm network must be considered in concert with one another and within the context of the planned urban community.

A comprehensive understanding of how these park spaces work together and complement each other, and their adjacent uses, will lead to a more connected, accessible and logical public realm network. Moving people through the Growth Area easily and safely, and providing a variety of spaces for socializing, special events and recreation, is a priority.

The park space system would, if the Growth Area was being newly planned, likely include a Major Urban Park category, like Central Park in New York, Hyde Park in London, England or Stanley Park in Vancouver. However, because the Growth Area is mostly developed, and new growth is classified as intensification, there is little opportunity remaining to establish such a large and

significant park space. Including a Major Urban Park Space category for the Mississauga Growth Area is not appropriate, because it is not achievable.

Secondary Park Spaces may be publicly owned or privately owned. Privately owned park spaces will only be considered as part of the required parkland dedication of the Planning Act, where the City is satisfied that the park space component is accessible to the public, has been designed to City standards, and is to be maintained to City standards. Legal agreements to ensure the long-term satisfaction of these requirements will need to be established.

*It is the intent that all of the Primary Park Spaces be acquired by the City, notwithstanding that there may be opportunities where private ownership options are appropriate and achievable.*





## Primary Park Spaces

Urban Parks and Urban Squares are pedestrian friendly spaces that accommodate socializing in a dense urban area. They include both hard and soft landscape elements and are equipped with ample amenities that respond to the needs of the adjacent mixed use community. Urban Parks and Urban Squares should achieve, as a guideline, at least 40.0% mature tree canopy cover, depending upon the character and function of the Urban Park/ Square space. The two primary components of the park space system within the Growth Area that should be accommodated are:

- **Urban Parks** – are greater than 8,000 square metres in size and can be substantially larger; and,
- **Urban Squares** – are generally between 2,500 and 8,000 square metres in size.

**Tree Planting in Primary Park Spaces** – Urban Parks and Urban Squares, particularly the larger scale ones, are the places where the greatest diversity of tree species can exist. With ample space, almost endless soil volumes for roots to expand, lack of salt, and space removed from traffic pollution, the size and variety of trees that can be selected is vast.

The species selected for this typology contribute the most to the biodiversity of the City. These species have great potential to meet both ornamental and habitat quality through spring flowers, multi-stemmed varieties, fall colours, winter character, berries and fruits. This typology is also a fantastic opportunity for bringing native species back into the City.



*Urban Park - Millennium Park, Chicago*

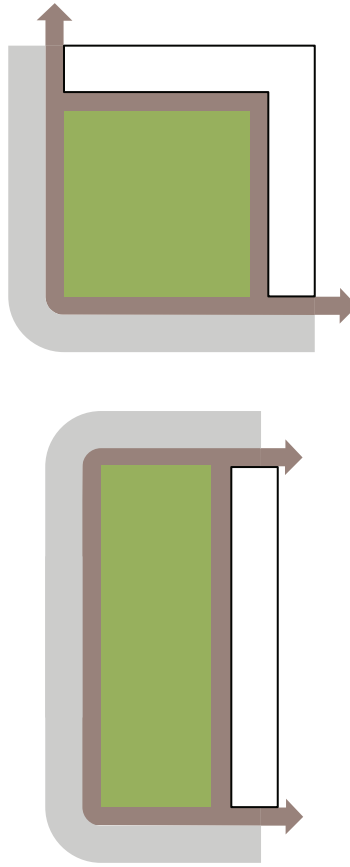


*Urban Square - Yorkville Park, Toronto*

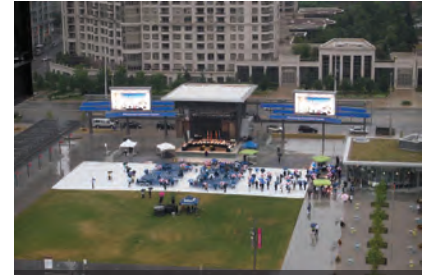
## Urban Park Design

Urban Parks are the largest component. They are expected to be greater than 8,000 square metres in size, and can be much larger, and be developed with the following criteria in mind:

- » Have frontage on at least 2 public streets, but may be surrounded by public streets where the scale of the park is appropriate;
- » Be designed such that they provide 40.0% of the area of the Urban Park in Tree Canopy Cover by the end of the 10th year after its opening;
- » Be primarily soft surfaced and green, but may include hard surface elements;
- » Include substantial programmable spaces such as small sports fields, courts and performance venues, as well as playful elements for children; and,
- » Include seating and a full furniture program, such as lighting, facilities for dogs, facilities for seniors, children and youth, water features and public art.



Scholars Square, Mississauga



Mississauga Celebration Square

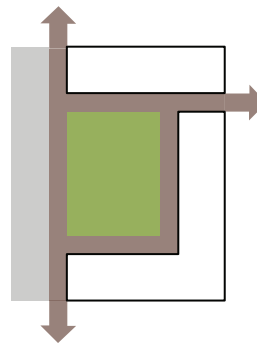


Bryant Park, New York City

## Urban Square Design

Urban Squares are moderately scaled components of the urban public park space system. They are expected to be greater than 2,500 square metres in size, but generally less than 8,000 square metres in size. Urban Squares are expected to develop with the following criteria in mind:

- » Have frontage on at least 1 public street, but may be surrounded by public streets where the scale of the square is appropriate;
- » Require that adjacent built form have primary and active frontages facing the Square, where appropriate
- » Be designed such that they provide 40.0% of the area of the Urban Square in Tree Canopy Cover by the end of the 10th year after its opening;
- » Be primarily hard surfaced, but may include soft surface elements;
- » Include community and civic event spaces as well as performance venues and playful elements for children; and,
- » Include seating and a full furniture program, such as lighting, opportunities for outdoor cafés and restaurants, facilities for seniors, children and youth, water features and public art.



Village of Yorkville Park, Toronto



Place Pompidou, Paris



Town Hall Square, Toronto





## Secondary Park Spaces

Secondary Park Spaces are typically smaller than Primary Park Spaces, and are generally wholly integrated within/adjacent to buildings. They are important connectors within the Public Realm Network, and provide diversity and interest within an urban centre.

**Pocket Parks** – are small, pedestrian friendly spaces that accommodate socializing in dense urban areas. They include primarily hard surface elements, but can also accommodate softer elements. Pocket parks should achieve at least 50.0% tree canopy cover.

**Sliver Open Spaces** – are narrow linear spaces that often front retail spaces and function as a substantially widened sidewalk. They are, effectively extensions of the public sidewalk system. Sliver Open Spaces should be established adjacent to active building frontages, wherever possible. Transparent and accessible at-grade uses adjacent to the Sliver Open Spaces will help to animate the space, improve safety and encourage use.

**Courtyards and/or Connecting Links** – are important components of the urban park space system that will promote the Growth Area as high quality and pedestrian friendly. The City, in cooperation with the development community, must aggressively leverage this unique quality and identity by creating and/or building upon the existing network of Courtyards and/or Connecting Links lined with small stores, restaurants and outdoor cafés.

These indoor and/or outdoor spaces are sometimes public spaces, but are often privately owned and publicly accessible. Although they all enable pedestrians to travel through the community quickly and easily, many are destinations unto themselves with outdoor seating, restaurant and retail frontages, and unique public art.

It is the intent of the City that Courtyards and/or Connecting Links shall be accessible and inviting to pedestrians of all abilities, and of a size appropriate to the scale of adjacent development. They provide valuable opportunities to improve connections between the public sidewalk system and the other components of the public realm network. They will play an important role in the quality of the urban park space system throughout the Growth Area, creating a logical wayfinding system, and assist in the establishment of a more beautiful and inviting public realm network.

**Tree Planting in Secondary Park Spaces** – Pocket Parks, Courtyards and/or Connecting Links constitute the smaller park space components of the urban park space system and, due to their scale, conditions for tree planting are more constrained. Nonetheless, these park spaces provide an opportunity for expanding the urban tree canopy because, notwithstanding constraints, fewer trees are required to achieve a relatively significant percentage of tree cover.

Furthermore, Pocket Parks, Courtyards and/or Connecting Links will tend to be built on roof decks, and particularly the tops of below grade parking structures. In these instances conditions are constrained. Soil depths must meet minimum standards, and as a general rule, roofs are replaced/resurfaced every 30 to 40 years, which means this is a perfect location for growing smaller and short-lived tree species. This in no way means that they can't add to the biodiversity of the City. On the contrary, the selection of species can be very beneficial for birds and pollinators. When developing a Pocket Park, Courtyards or a Connecting Link on top of a structure, soil volume is a key issue.



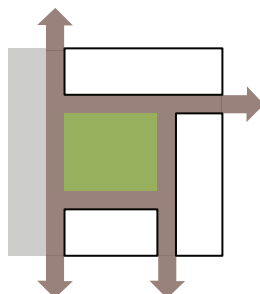
*Mid-Block Pedestrian Connection, Yorkville, Toronto*



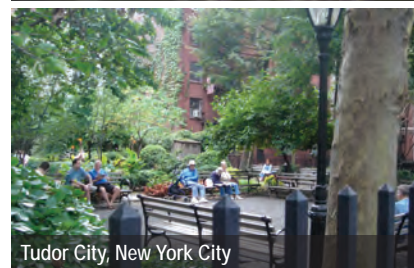
## Pocket Park Design

Pocket Parks are small scaled components. They are expected to be less than 2,500 square metres in size, but generally greater than 70 square metres. Pocket Parks are expected to develop with the following criteria in mind:

- » Have frontage on at least 1 public street, but may be surrounded by public streets where the scale of the square is appropriate;
- » Require that adjacent built form have primary and active frontages facing the Pocket Park, where appropriate
- » Be designed such that they provide 50.0% of the area of the Pocket Park in Tree Canopy Cover by the end of the 10th year after its opening;
- » Be primarily hard surfaced, with limited soft surface elements; and,
- » Include seating and a full furniture program, such as lighting, opportunities for outdoor cafés and restaurants, facilities that promote a passive, relaxing atmosphere, water features and public art.



Paley Park, New York City



Tudor City, New York City

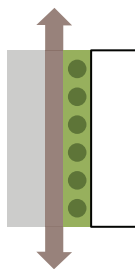


West Palm Beach, Florida

## Sliver Open Space Design

Sliver Open Spaces are small scale components of the public realm network that add to the width of the public sidewalk system, and create plazas or forecourts between the face of the adjacent building and the street. Sliver Open Spaces are expected to develop with the following criteria in mind:

- » Require that adjacent built form have primary and active frontages facing the Sliver Open Space;
- » Be primarily hard surfaced, with limited planting and soft surface elements; and,
- » Be flexible to accommodate spill out retail space, and/or outdoor cafés and restaurants.



Chicago



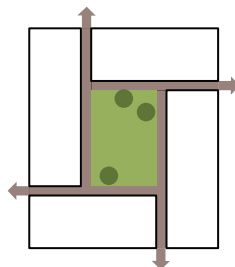
Winnipeg, Manitoba





## Courtyard Design

Courtyards are interior or exterior spaces and walkways that are surrounded by buildings, but with access to the nearby public sidewalk system. They promote a high standard of quality and pedestrian comfort, and can be publicly or privately owned. These spaces should contribute to the logical wayfinding system within the Growth Area. Courtyards are expected to develop with the following criteria in mind:



- » Have several egress opportunities to the public sidewalk system;
- » Require that adjacent built form have primary and active frontages facing the Courtyard space;
- » Be primarily hard surfaced, with limited soft surface elements; and,
- » Include seating and a full furniture program, such as lighting, opportunities for outdoor cafés and restaurants, facilities that promote a passive, relaxing atmosphere, water features and public art.



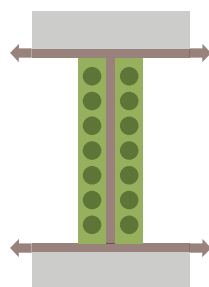
MOMA Courtyard, New York City



Recoleta, Buenos Aires

## Connecting Link Design

Connecting Links are outdoor walkways through a development site, connecting two streets together. They promote a high standard of quality and pedestrian comfort, and can be publicly or privately owned. These spaces should contribute to the logical wayfinding system and help to establish a network of publicly accessible spaces within the Growth Area. Connecting Links are expected to develop with the following criteria in mind:



- » Be provided in high pedestrian volume areas, for ease of movement as well as the creation of unique urban spaces;
- » Be located between pedestrian destinations and may become destinations themselves;
- » Have opportunities for retail along their length, or alternately a green soft landscape treatment with plantings, furnishings and lighting;
- » Be safe and secure, with adequate lighting; and,
- » Width should take into account scale of adjacent buildings.



New York City



Yorkville, Toronto



## 5.4 General Planning + Design

### Principles for Park Spaces in the Growth Area

The following is a summary of findings on how to design park spaces within an urban context, and in a way that maximizes accessibility and walkability. Complimentary to the definition of what it means to be pedestrian friendly, key considerations include, location, accessibility, size, and programming.

#### The Concept of “Pedestrian Friendly” Design

Achieving a “*pedestrian friendly*” park space system depends on well-defined measures and established design concepts. The quantifiable nature of the term “*pedestrian friendly*” is evident in the emergence of the Walk Score app and the concept of Pedestrian Level of Service (LOS), and is recognized throughout academic literature and professional design manuals, such as Vélo Québec’s technical design manual on Planning and Design for Pedestrians and Cyclists (2010).

Both quantitative and qualitative indicators of “*pedestrian friendly-ness*” are also recognized by professional advocacy organizations, such as the US-based National Centre for Walking and Bicycling and the Project for Public Spaces. Based on an analysis of the aforementioned sources, there are at least six factors for achieving a pedestrian friendly place, and these include: convenience, coherence, comfort, safety, accessibility, and attractiveness.

**Convenience** Convenience refers to the level of effort and time required to complete a trip by foot. A key indicator for convenience is trip distance and proximity to amenities. In particular, people are most likely to choose to walk if their destination is within a five to ten-minute walk, or 400 to 800 metres. For park spaces within a larger network, the preferred distance is typically no more than a five-minute walk.

Notably, trip length is influenced by the street pattern. A fine-grained and gridded street network provides a greater level of connectivity or permeability, which can be measured by the intersection density and block size. Greater street connectivity allows for more direct and shorter walking routes. With regard to the street or block pattern, block sizes that support walkability should be no more than 80 x 150 metres.

Intersection conditions can also greatly impact the convenience of walking, particularly with regard to signal timing and the physical condition and directness of the crossing.



### *Coherence*

Coherence or legibility, refers to how easy it is to understand the layout of the public realm network, and to intuitively navigate from point A to point B. Coherence is influenced by the hierarchy and provision of routes between points of interest and activity, sight lines/view corridors, and wayfinding signage. Major barriers and breaks in the continuity of the pedestrian network negatively impact coherence and legibility, for example, if there is no clear path, then walking becomes a less feasible and attractive option.

### *Safety*

Safety refers to the risk of harassment, injury or death, and the primary risks for pedestrians are associated with motor vehicle traffic and crime. Key considerations include separation from motor vehicle traffic - taking into consideration the speed and volume of traffic, the treatment of intersections where pedestrian and motor vehicle traffic must cross, and Crime Prevention Through Environmental Design (CPTED) features with regard to visibility.

### *Accessibility*

Accessibility refers to the usability of parks for all people, regardless of their age, ability, status in life, or mode of travel. In terms of age and ability, accessibility means planning parks for the young and old, and people with mobility impairments, in recognition that sight lines, walking speed, clearing space, endurance, and agility may vary. In this regard, Vélo Québec offers information on the characteristics of pedestrians, regarding occupied space, travel speed, climbing capacity, and field of vision.

Accessibility also means ensuring the parks and the broader public realm network can be used by people of all incomes, and all abilities by keeping park spaces free of charge and by ensuring they are equally distributed throughout the Growth Area.

### *Comfort*

Comfort refers to how pleasant, easy, and free from challenges a pedestrian trip can be. Pedestrian comfort depends on the convenience, coherence, safety and accessibility of the public realm network, and it can be enhanced through construction materials and the provision of pedestrian amenities that serve the unique needs of those travelling by foot, for example with regard to shade and/or weather protection (e.g. trees, awnings, canopies, shelters), seating, waste receptacles, washrooms, drinking fountains, information kiosks, and wayfinding signage.





**Attractiveness** Attractiveness refers to how inviting and interesting the surroundings are for pedestrians. In particular, well-maintained and well-lit public spaces are most attractive, as are those that are animated with street-level activity, such as from commercial, civic or recreational uses. Placemaking, which refers to community-based efforts and activities to physically reflect an area's unique character, context, assets, and history and to make it more lively, also contributes to the attractiveness of an area for pedestrians.

Although these six factors appear to focus on the characteristics of streets, other walking routes, and public park spaces, built form also has a significant impact on walkability. In addition to density and land use mix, the orientation of buildings on a parcel of land can impact trip distance, coherence, safety, and the attractiveness of walking. Based on the above six factors, the following definition of Pedestrian Friendly is proposed for inclusion within the City's Official Plan:

*Pedestrian friendly refers to a place or design that can be easily accessed and navigated by people of all ages, abilities and incomes. Clear, safe and direct access routes, enhanced amenities to meet the unique needs of pedestrians, particularly with regard to shade, seating and weather protection, and street-level animation and interest are essential elements of pedestrian friendly design.*

The adoption of quantified measures of pedestrian friendly planning and design would further support the understanding and implementation of a people friendly Growth Area. Potential measures at the community-level include intersection density, block size, population and employment density, proximity to services or parks, as well as engineering/design standards related to path widths, slopes, intersection treatments, and CPTED. Existing guidance regarding building orientation and relationship to open spaces, the provision of pedestrian amenities, and wayfinding also support the achievement of a pedestrian friendly downtown. Other key terms and phrases related to the concept of pedestrian friendly design are included in Appendix IV.

### Location & Accessibility

Building upon the pedestrian friendly design concept, in their research article on parks planning, Forsyth & Mussacchio (2005) recommend that park spaces within the public realm network be located so that they are *"highly accessible to residents, connected to a larger open-space system, and planned with both the local climate and personal safety in mind"*. Harnik (2006) also advocates for the equitable distribution of park spaces, so that they are accessible to all regardless of residence or resources. Achieving these objectives does, however, require foresight and planning, so that the configuration of the public realm network is not compromised by a disconnected development pattern – a risk identified by Forsyth & Mussacchio (2005).

In terms of metrics, Harnik (2006) finds that parks should be no further than a 10-minute walking distance apart in dense areas, and 10 minutes by bicycle in less dense areas. In an earlier article, Harnik & Simms (2004) emphasized the importance of using Active Transportation modes, rather than driving, for determining proximity standards:

*"A distance of over half a mile to a park almost guarantees that most people will either skip the trip or they will drive. Once a standard is downgraded so that it is based on driving, it loses*





*the “community” portion of the benefit. At that point, it no longer matters how far away the park is. The park has become a formal destination, not a place to drop in.”*

In determining an appropriate proximity metric, Harnik (2006) recognized that distance alone is not a sufficient measure for park placement - physical barriers, both natural and human-made, must be accounted for. Moreover, the acceptable distance should accommodate park users of all physical abilities (Harnik, 2006).

Notwithstanding their recommendations, Harnik & Simms (2004) found there is no standard for acceptable distance from a park space, and that the most effective standards “*relate to the needs and capabilities of citizens*”. The researcher identified the following location-specific standards:

- Denver - three to six blocks (in most neighbourhoods, six blocks is 10 to 15 minutes, which accounts for barriers such as highways and valleys);
- Minneapolis - six blocks;
- Long Beach, CA – one quarter mile (400 metres);
- Seattle - one eighth of a mile (200 metres) within “*urban villages*”; and,
- Chicago - one tenth of a mile (160 metres) to a Pocket Park.

Within Canada, Evergreen (2004) found that at the time, Calgary, London, and Mississauga were the only three municipalities in Canada to prescribe park standards in size and in maximum distance from residential areas. Over the last decade, these metrics have become more commonly used.

*In Mississauga’s Growth Area, it is appropriate that every resident be located not farther than 400 metres (5 minute walk) from a public park outside of the Growth Area, or a Primary or Secondary Park Space within the Growth Area.*

## Urban Scale and Adjacent Uses

The term urban scale includes park spaces within the public realm network with many and diverse scales and design functions. Urban Parks can be massive, like Central Park in New York City, Stanley Park in Vancouver, or High Park in Toronto. However, in the Mississauga Growth Area there is little opportunity to achieve that scale of park space, given that it is fully developed, and expected to intensify.

More appropriately, the City will be looking for more modest park spaces, within the definitions of Urban Parks, and Urban Squares as presented in this report. In addition, great urban centres also include a full array of smaller park space components that play a vital role on the quality of place, and quality of life of local residents and businesses. In this regard, the value of urban streetscapes cannot be ignored within the Growth Area.

In their research article on *Why Small Parks Matter*, Forsyth & Musacchio (2005) recognize that “*as cities strive to increase densities to save energy and to reduce the consumption of land on the urban edge, small parks will become increasingly important parts of the green infrastructure of the city and the metropolitan region*”.

In recognition of some of the challenges commonly associated with small parks, the researchers note that connecting smaller parks to other green spaces may reduce conflicts over the use of space, and that “*while smaller parks may be more expensive to maintain per hectare than large parks, their per capita maintenance costs may be lower than larger, less used parks*” - Forsyth & Musacchio (2005).



With respect to adjacent uses, in his February 19, 2014 article, Dan Reed states:

*"What makes a great urban park like Dupont Circle in Washington, or Rittenhouse Square in Philadelphia, or Union Square in New York? They all have grassy areas and trees, and are nice places to enjoy the outdoors. But they don't exist in isolation. What happens on the edges of great urban parks is what makes them successful."*

He goes on to note:

*"Great urban parks need people and buildings, too. Parks like Dupont and Rittenhouse sit in the middle of very dense, busy neighbourhoods with thousands of people living and working nearby. The surrounding buildings also create a frame around the space, making it an outdoor room."*

*"Most of the buildings that face Dupont Circle have a store or restaurant on the ground floor. On Rittenhouse Square, there are apartment building entrances and restaurants with dining terraces opening to the square. Together, these things make a space that people are constantly using throughout the day, eating lunch, playing chess, making music, holding demonstrations, getting exercise, or just passing through."*

*The concept of park space activation is crucial to ensure a successful space. Adjacent buildings need to appropriately address the spaces, and treat them like extensions of the indoor space. Parks adjacent to blank walls, or worse, the utility spaces of big buildings are destined to be unused, which means unsuccessful.*

## Quality of Programming

Great urban park spaces have strong functional assets. With respect to programming urban space, the key is flexibility to recognize the needs of residential users, as well as office users and retail/commercial users. Flexibility is also required to allow the park space to adapt to changing needs over time. The Primary Park Spaces – Urban Parks and Urban Squares – because they are larger, provide opportunities to accommodate green space, tree cover and pastoral landscapes that may include unprogrammed recreational space and other larger scale park features. In some instances, Primary Park Spaces may also accommodate small sports fields, courts, and performance venues, as well as playful elements for children.

Secondary Park Spaces will be less diverse, but still may include children's play areas, and tree cover. Programming opportunities are reduced in relationship to the scale, purpose and design of the space.

## Quality of Design

The various park components within the public realm network can provide iconic spaces that can act as city-wide destinations, attracting residents, the local workforce and tourists. The hierarchy proposed in this report is intended to provide various opportunities and space for multifunctional and flexible programming from small social gatherings to larger festivals and civic functions.

*All of the park spaces must be developed using the highest design standards and quality materials, including both hard and softscapes. They are to provide special features that accommodate the needs of all age groups, and include special features such as water fountains, public art to add visual interest and place-making qualities.*



All of the park spaces are to be adaptable for year-round use, and are to be open and accessible to the public in accordance with City By-laws. The design of these park spaces shall implement the requirements of the Accessibility for Ontarians with Disabilities Act.

In their work on Green Space Acquisition and Stewardship in Canada's Urban Municipalities, Evergreen (2004) reported that in addition to considering the size of green space and proximity to residents, it is also important to consider green space standards, including the *"quality of landscape design; ecological health and biodiversity; appropriateness of design for diverse users and activities; interpretive and educational programming; and amount of green space in the surrounding region"*.

In reality, the quality of design must recognize the scale and context of the space. Typically, in an urban context, there is a very high degree of stress on the public realm network as a result of heavy use patterns. This reality exacerbates itself as the resident population grows and intensifies over time. *High quality design, and high quality materials will be required, along with a diligent maintenance schedule in order to ensure that the components of the public realm network are long lasting in an urban context.*

### General Design Parameters

It is the intent of the City to ensure that the park space components of the urban public realm network in the Growth Area are well designed and maintained, and serve the community as it continues to evolve and intensify. In addition, the various parkland components of the public realm network shall:

- Be safe, accessible, secure and shall implement the relevant policies of the Ontarians with Disabilities Act;
- Be open and accessible to the public in accordance with City By-laws;
- Include a Park Manifesto that outlines appropriate conduct for users and encourages respect for the space and adjacent spaces;
- Recognize that within the Growth Area, street level activity, including outdoor restaurants and cafés, is crucial to the success of the community, and must be a recognized and accepted component of the use and enjoyment of adjacent park spaces;
- Be managed by a Comprehensive Maintenance Protocol that will to ensure safe, accessible and healthy landscapes. The Comprehensive Maintenance Protocol may include defined roles for community groups to be involved in park maintenance projects;
- Where appropriate, be established adjacent to active building frontages. Transparent and accessible at-grade uses adjacent to the pedestrian realm components will help to animate the space, improve safety and encourage use;
- Have significant frontage on, and be connected to the public sidewalk system and road network. Direct frontage on a public sidewalk is required for all Urban Parks, Urban Squares, Pocket Parks and Sliver Open Spaces. For Urban Parks and Urban Squares, frontage may be provided on all sides. Direct access to the public sidewalk system is required for all Courtyards and/or Connecting Links;
- Be designed to prioritize pedestrian comfort. Maximized daily sunlight and protection from wind and other elements will be considered to support year-round use;
- Include pedestrian amenities, such as backed seating, tables, washrooms, water fountains and waste receptacles. Consider locations for children's play facilities, in accordance with identified public needs. All of these facilities and amenities shall be of a high quality and readily available and accessible to the public;





- Be designed to the highest standards. Top quality building materials, informed planting choices and environmental sustainability are priorities in public realm design;
- Include appropriate locations for public art;
- Recognize that it is unacceptable to locate driveways, garbage or storage facilities, loading docks or utilities in or directly adjacent to a component of any park space, without appropriate screening; and,
- Include, where appropriate, flexible programmable space that can accommodate the needs of users and facilitate socializing, special events and recreation, in recognition of the scale, character and function of the individual parkland component.

### Where and How to Plant Trees

It is an important objective of the City that tree planting be incorporated into all the Primary and Secondary Park spaces identified in this report, and throughout the broader public realm network. The goal when planting any tree is to achieve its full mature growth potential and to deliver to the urban forest its full potential and benefits to the community.

*Therefore, plant the right tree in its correct or augmented environment to achieve its full growth potential.*

City parks and streets are enhanced by a healthy urban forest. Making sure that this urban forest thrives into the future is sometimes a challenge. Not all trees are equal in their ability to withstand the abuses of an urban environment, and not all parts of the Mississauga Growth Area share the same urban attributes.



*Goderich, Ontario*



*Goderich, Ontario*

It takes careful planning based on the local climate, characteristics of trees, and inventory of urban conditions to determine exactly what species of tree to plant, and in what location. The following are considered the minimum standards to establish a favourable tree-growing context and, ultimately, to provide the conditions that allow trees to grow to maturity:

- A maximized rooting zone, providing an appropriate quantity and quality of topsoil and utilizing structural soil cells;
- A minimum of 15 to 30 cubic metres of soil volume per tree, with a minimum of 1 to 2 metres of soil depth is required to facilitate appropriate rooting volumes;





- Drainage amplification, for example, sand-based soils and the provision of sub-drains;
- Water access to promote early tree health establishment through irrigation measures for the first 5 years;
- Avoidance of conflicts with underground, or above ground infrastructure and utilities;
- Utilization of current and new technologies and opportunities to plant sustainable trees (structural soils, soil trenches/ corridors, silva cells);
- Ensure tree species diversity;
- Understand and identify increased capital costs to provide appropriate growing conditions; and,
- Understand and identify operating/maintenance costs including a tree replacement program.

Through careful consideration of the minimum standards listed above, and a tendency towards biodiversity, a healthy urban tree canopy can be established and nurtured into the future. The corollary is also true, where the minimum standards listed above cannot be provided, it is suggested that trees not be planted in those locations, and that other greening techniques be employed.

*The creation of a healthy and sustainable tree canopy will ensure better regulation of climatic factors in the Growth Area - keeping it cooler in the summer and warmer in the winter, enhance the aesthetic experience of the City. A well planned and thoughtful approach to creating the tree canopy will increase biodiversity and habitat potential with the aim of bringing some eradicated species back into the Mississauga, and reduce air pollution levels.*



*Scholars Green, Mississauga*





*Urban Tree Canopy - Hudson River Park, NYC*



*Urban Park - Miami Soundscape Lincoln Park, Miami Beach, FL*





## 6.0 Acquiring Park Space in the Growth Area

### 6.1 Defining an Appropriate Amount of Park Space in the Growth Area

This Chapter of this report reviews the question of the appropriate amount of park space in an urban centre using a percentage of gross land area approach and using a park space per person approach. These approaches are then combined to establish a number of scenarios for the future, followed by some conclusions and a recommendation specific for the Mississauga Growth Area.

Inherent to this analysis is some primary research on the amount of park space identified in a number of historic urban centres, and a number of relatively modern urban centres, some still in the planning stages. It is important to note that the review of parkland in this analysis is not an all-encompassing calculation of lands within the public realm network. The analysis focused on easily identifiable park spaces based on air photo interpretation. This analysis, along with a brief discussion of the methodology is provided in Appendix V: Park Space Area Percentage of Land Area.

#### Percentage of Gross Land Area

The Growth Area in the four Character Areas comprise approximately 557.5 gross hectares of land area. Within the boundaries, there is 16.9 hectares of parkland identified. Overall, approximately 3.0% of the gross land area is identified as park space within the defined Growth Area.

Within the four Character Areas, the amount of park space (includes community parkland, destination park space and undeveloped City-owned parkland) varies as follows:

- Downtown Core – 3.5%;
- Downtown Fairview – 3.7%;
- Downtown Cooksville – 3.9%; and,
- Downtown Hospital – 0.6%.

#### Case Studies

A variety of case study urban centres from Canada and the US were reviewed to understand the park space contribution within a defined study area. The defined study areas specifically did not include urban centres with a major park within it (like Central Park in New York, or Stanley Park in Vancouver) because those facilities would dramatically skew the results, and since there is no opportunity to develop such a large scale facility in the Mississauga Growth Area, it was determined that to include them in the calculations would not be appropriate. Further, the analysis was desk top, and based on air photo interpretation. As such, the contribution to the public realm from Secondary Park Spaces, or Streetscapes was not included. In this regard, it may be that the amount of parkland is underestimated, as the smallest components have not been identified. As such, the case study analysis is considered to be very conservative in its nature.

The following case study results are provided in Figures 17 and 18. In reviewing Existing Urban Core Areas across Canada, and in the United States, there is a very broad range of gross percentages for parkland. Of those reviewed, there is an average gross percentage for parkland of approximately 7.4%, with the highest being Lower Manhattan, New York at 11.6%, and at the low end, Yorkville in Downtown Toronto at 3.1% and Downtown Washington, DC at 2.9%.

In addition, Planned and Proposed Urban Centres were also reviewed. In these cases, the gross percentage of parkland is dramatically higher, at an average of 14.6%. The highest percentage is found in the City of Vaughan Metropolitan Centre, at 25.9%, with the low end being Canary Wharf in London, England at just under 5.0%.

### Existing Urban Core Areas

	General Area (ha)	Parklands (ha)	Parkland %
Lower Manhattan, NY	351	40.61	11.56
Downtown Savannah, GA	267	29.08	10.9
Downtown Ottawa, ON	79	8.19	10.36
Downtown Portland, OR	164	16.83	10.26
Downtown Vancouver, BC	349	33.3	9.5
Downtown Philadelphia, PA	549	45.1	8.2
Downtown San Francisco, CA	88	5.83	6.63
Downtown Minneapolis, MN	703	34.66	4.93
Downtown Montreal, QC	269	9.57	3.6
Downtown Washington, DC	217	6.26	2.88
Yorkville Toronto, ON	57	1.77	3.1
<b>Average</b>	<b>281</b>	<b>21.0</b>	<b>7.45</b>

Figure 17: Park Space Percentages in Existing Urban Core Areas

### Planned and Proposed Urban Centres

	General Area (ha)	Parklands (ha)	Parkland %
Vaughan Metropolitan Centre	194	29.01	14.95
Langstaff Gateway Markham, ON	43.7	6.09	13.93
La Defence, Paris, France	168	22.5	13.4
Canary Wharf, London, England	54.6	2.72	4.98
<b>Average</b>	<b>115</b>	<b>15.1</b>	<b>11.8</b>

Figure 18: Park Space Percentages in Planned and Proposed Urban Centres

With this multiple context for development in mind, the overall gross percentage of park space from all of the case study work identifies an average gross percentage of park space at approximately 11.0%, taking into account both Existing Urban Core Areas as well as Planned and Proposed Urban Centres.

### Mississauga Growth Area

Interestingly, Mississauga's Growth Area is neither an existing urban core area, nor a highly planned/recently developed urban centre. It is a combination of both contexts, where the Growth Area is evolving from its suburban past into a much more urban future. There is some master planning, for example the Downtown Core has a very detailed plan, but there are also areas where the City will be responding to individual development applications without the benefit of a detailed Local Area Plan. In the Mississauga Growth Area, all zoned components of the park space system were identified and measured. Environmental areas, as well as the contribution from streetscape elements were not included in the calculation. The result was that in the Growth Area, approximately 3.0% of the gross land area is currently identified in parks.

Clearly, *the Mississauga Growth Area is well below the average amount of park space* in either the Existing Urban Core Areas (historic context) or the Planned and Proposed Urban Centres (planned context):

- Existing Mississauga Growth Areas – 3.0%;
- Existing Urban Core Areas – 7.4%;
- Planned and Proposed Urban Centres – 11.8%; and,
- Average of Existing Urban Core Areas and Planned and Proposed Urban Centres – 9.6%.





### Analysis - Percentage of Gross Land Area

To get the Mississauga Growth Area into the same general parkland percentages as the case study examples, the City would need to secure between 4.4% (Existing Urban Core Areas at 7.4%, less the Existing Mississauga Growth Area at 3.0%) and 11.6% (Planned and Proposed Urban Centres at 14.6%, less the Existing Mississauga Growth Area at 3.0%) of the gross land area in new park space.

This equates to a required additional parkland area within the Mississauga Growth Area of between 24.5 hectares and 64.7 hectares to the year 2041, based on:

- Total Land Area (557.5 hectares), multiplied by 4.4% = 24.5 hectares; and,
- Total Land Area (557.5 hectares), multiplied by 11.6% = 64.7 hectares.

### Analysis - Parkland Per Person

It is estimated that the 2011 population of the Growth Area is 70,400 people, resulting in an average of 2.4 square metres of parkland per person, or 0.24 hectares per 1,000 people (based on the existing parkland supply of 16.0 hectares, divided by the existing population of 70,400 people – converted to square metres). This production of park space is well below the City's standard of 12.0 square metres of park space per person, or 1.2 hectares per 1,000 people. In addition, this parkland calculation does not consider the needs or the demand for parkland from the existing office, retail and institutional employees located within the Growth Area, which, of course, adds to the extent of the shortfall.

It is projected that the Growth Area will grow from a 2011 population of 70,400 people to 114,100 people by 2031, and further, to 127,400 people by 2041. This incremental growth,

using the City's standard of 1.2 hectares per 1,000 people would require an additional 52.4 hectares of parkland to 2031, plus an additional 16.0 hectares to 2041, based on:

- To 2031, residential growth is 43,700 (projected growth to 2031, less existing population) new residents. At 1.2 hectares per 1,000 people, the need for 52.4 hectares of new parkland is generated; and,
- To 2041, additional residential growth is 13,300 (projected 2041 population, less 2031 population) new residents. At 1.2 hectares per 1,000 people, the need for additional 16.0 hectares of new parkland is required.

*A total of 68.4 hectares of new parkland is required to accommodate new residential growth to the year 2041, in accordance with City standards. This calculation does not make up the existing parkland deficit identified related to the current population.*

### Options for the Future

Based on the Case Studies and the data above, four options for the future emerge:

- First, the City can do nothing with respect to park space supply, and deal with the impacts that a growing population and employment base will have on the existing park space system and overall public realm network;
- Second, the City can keep the current parkland/per person ratio as it is today at 0.24 of a hectare per 1,000 people, and acquire parkland components as population growth occurs (based on 16.9 hectares divided by 70,400 people, multiplied by 1,000);



- Third, the City can apply its parkland dedication standard of 1.2 hectares per 1,000 people on the residential growth increment going forward, without the intent of making up the current parkland shortfall; or,
- Fourth, the City can acquire lands in accordance with its current standard of 1.2 hectares per 1,000 people, with the objective of making up the current parkland shortfall.

The following tables identify the statistical implications of the four options:

	Existing (2011)	2031	2041
Population	70,400	114,100	127,400
Gross Land Area	557.5 ha	557.5 ha	557.5 ha
Total Parkland	16.9 ha	16.9 ha	16.9 ha
Parkland Per Person	2.4 m <sup>2</sup> /person	1.5 m <sup>2</sup> /person	1.3 m <sup>2</sup> /person
Percentage Parkland	3.0%	3.0%	3.0%

Figure 19: Option 1: Status Quo - 4.4%

	Existing (2011)	2031	2041
Population	70,400	114,100	127,400
Gross Land Area	557.5 ha	557.5 ha	557.5 ha
Total Parkland	16.9 ha	27.4 ha	30.6 ha
Parkland Per Person	2.4 m <sup>2</sup> /person	2.4 m <sup>2</sup> /person	2.4 m <sup>2</sup> /person
Percentage Parkland	3.0%	4.9%	5.5%

Figure 20: Option 2: 2.4 m<sup>2</sup>/person

	Existing (2011)	2031	2041
Population	70,400	114,100	127,400
Gross Land Area	557.5 ha	557.5 ha	557.5 ha
Total Parkland	16.9 ha	52.4 ha	68.4 ha
Parkland Per Person	2.4 m <sup>2</sup> /person	4.6 m <sup>2</sup> /person	5.4 m <sup>2</sup> /person
Percentage Parkland	3.0%	9.4%	12.3%

Figure 21: Option 3: 12.0 m<sup>2</sup>/Person, ignore existing shortfall

	Existing (2011)	2031	2041
Population	70,400	114,100	127,400
Gross Land Area	557.5 ha	557.5 ha	557.5 ha
Total Parkland	16.9 ha	136.9 ha	152.9 ha
Parkland Per Person	2.4 m <sup>2</sup> /person	12.0 m <sup>2</sup> /person	12.0 m <sup>2</sup> /person
Percentage Parkland	3.0%	24.6%	27.4%

Figure 22: Option 4: 12.0 m<sup>2</sup>/Person, make up existing shortfall

## A Park Space Goal

In analyzing the four options, the following observations are provided:

- Option 1 will create impacts on the existing park space system because tremendous growth is anticipated without a response that enhances the supply of land available for parks. In Option 1, the parkland per person supply drops to only 1.3 m<sup>2</sup>;
- Option 2 achieves a gross parkland percentage of 5.5%, which is a better outcome, but is still well below the case study work;
- Option 3 achieves a gross parkland percentage generally in line with the case study work – achieving 12.3% by 2041; and,
- Option 4 is the only option that achieves the City's own standard of 1.2 hectares per 1,000 people in 2031 and 2041, and to achieve that, the dedication of some 130 hectares of new public park space is required.

In consideration of both the case study work, and the review of the options for achieving the City's parkland per person standard, it would appear that while Option 4 would achieve the City's parkland provision standard of 1.2 hectares per 1,000 people by 2041, the requirement to acquire or secure 136 hectares of new park space may be unrealistic. Further, it appears that Option 3



at 12.3% of gross land area, would bring the Mississauga Growth Area into the more typical range of park provision for Existing Urban Core Areas (7.4%) and Planned and Proposed Urban Centres (14.6%), while improving the Area's overall park delivery performance.

With respect to a further subdivision of park space need within the four Character Areas of the Growth Area, allocation of the 13.7 to 51.5 new hectares of land should be based on consideration of the anticipated new population growth, as follows:

- The Downtown Core – 75.0% of projected residential growth, or a minimum of 10.3 hectares;
- Fairview – 5.0% of projected residential growth, or a minimum of 0.7 of a hectare;
- Cooksville – 17.0% of projected residential growth, or a minimum of 2.3 hectares; and,
- Hospital Area – 2.0% of projected residential growth, or a minimum of 0.3 of a hectare.

While there is a need to focus attention on the Downtown Core, the Growth Area should generally be considered comprehensively as a single urban centre. As such, it is recommended that the City generally attempt to disperse new park space throughout the Growth Area, while keeping in mind the additional needs of the Downtown Core.

*It is recommended that the City identify a goal of achieving a minimum of 13.7 hectares, from Option 2 (based on 30.6 hectares, less 16.9 hectares of existing park space), with a goal of 51.5 hectares, from Option 3 (based on 68.4 hectares, less 16.9 hectares of existing park space), of new park space in the Growth Area by the year 2041. This goal translates to the Growth Area accommodating between 5.5% and 12.3% of its total area in parkland. The City should also update this objective, as population and employment projections are adjusted over time.*

*It is recommended that the City continue to apply its current residential parkland dedication rate of 1.2 hectares per 1,000 people on all new residential developments within the Growth Area, with the objective of achieving a range of both Primary and Secondary Park Spaces distributed throughout the Growth Area.*





## 6.2 Tools to Acquire Park Space in the Growth Area

### The Mississauga Growth Area is Unique

Mississauga's Growth Area is somewhat unique in that it is not a greenfield development area, nor is it a typically historic downtown. It is a well-planned community that is evolving and intensifying from its planned suburban context. This unique context requires a multi-faceted approach to the achievement of a complete public realm network, including all scales and types of park space, as outlined in Chapter 4.

### The City and the Private Sector Must Cooperate

The achievement a diverse and robust park space system over time is a function of establishing the City's objectives for its evolution and development and working with the private sector who will assist in achieving it. Park space is not an "add-on" to the needs of an urbanizing community. *Park spaces and their ongoing improvement and maintenance is fundamental to the functional "quality of place", and the associated and resultant "quality of life" within an urban community.*

### There are a Variety of Tools Available to Achieve Success

It is the City's responsibility to plan for, and ensure that appropriate park spaces are achieved as the Growth Area matures and intensifies. The City can utilize a number of planning and financial tools that will assist them in fulfilling their responsibilities, while ensuring that the private sector fulfills theirs. The following planning/financial tools are considered appropriate and essential for application in the Mississauga Growth Area:

1. The Official Plan;
2. Required Studies;
3. Parkland Dedication/Cash-in-Lieu of Land;

4. Development Agreements;
5. Development Charges;
6. Height and Density Bonusing;
7. Site Plan Control; and,
8. Parks on Structures/Strata Parks.

### 1. The Official Plan – Acquiring Parkland

The Official Plan is the primary statutory document that empowers the City to plan for and achieve its development related objectives, including the acquisition, location and design of public parks. The Official Plan translates Provincial legislation and policy, as well as Regional planning policy into a framework that represents the interests of the City of Mississauga.

The following identifies two approaches to parkland acquisition that are both considered appropriate for application within the Mississauga Growth Area:

**The Planned Approach** – The planned approach to achieving the Primary Park Spaces requires that the City identify, geographically, where they anticipate land will be acquired for Urban Parks or Urban Squares in the Official Plan. Along with this geographic identification, there will be policies that identify the character, scale and function of that Urban Park/Square Space and, importantly, how that land is to be acquired or secured for park purposes, how large the Urban Park/Square should be, and what function or functions should the Urban Park/Square perform in its service area.

It is the intent, that through the planned approach, all of the Urban Parks and Urban Squares that will eventually be established within the Growth Area will be in public ownership and unencumbered by easements or physical features that impair its development or, ultimately, its programming.





Figure 23: Future Park Acquisition Areas, establishes conceptually key locations where the City should concentrate their park space acquisition activities. These locations were selected based on a review of existing public park space features, the existing and planned land use structure and the designated environmental/greenbelt areas. The intent is to ensure that all existing and future residents are within a 5 - 10 minute walk (400 - 800 metres) of an existing or new public park space. In addition, opportunities to complete environmental/greenbelt areas are included, as potential expansions to existing public park spaces.

*To implement the planned approach, it is recommended that the City include in its Official Plan:*

- *Mapping for the Growth Area that identifies, conceptually, general locations for the establishment of Urban Parks and Urban Squares. The identification of these Future Park Acquisition Areas will be established through an amendment to the Official Plan mapping for each of the Downtown Character Areas (as shown on Figure 23).*
- *Policies that articulate the character, scale and function of the Primary Park Spaces - the Urban Parks and Urban Squares;*
- *Policy direction that requires that funds generated through Development Charges, Cash-in-Lieu of parkland, Cash-in-Lieu of parking and/or any funds generated to achieve public benefits through the application of height and/or density bonusing, be spent within the defined Growth Area boundary and that, at a minimum funds accrued through Cash-in-*

*Lieu of parkland from development within the Growth Area be used to, wherever possible, to enhance the supply of parkland within the Growth Area; and,*

- *Policies that identify the need for a Growth Area Park Space Acquisition Strategy, with the objective that all of the Urban Parks/Squares be publicly owned, designed and maintained, wherever possible.*

*Acquisition tools will include primarily the parkland dedication requirements of the City, land exchanges/swaps, direct purchase through Cash-in-Lieu of parkland funds or other funds or tools established by the City for parkland acquisition.*

*The Acquisition Strategy should also identify an approach for the City to acquire lands anywhere within the Growth Area as opportunities arise, utilizing funds from the Growth Area Cash-in-Lieu of Park Space Bank Account, and to use the land bank, as well as funds from the Growth Area Cash-in-Lieu of Parkland Account, over time to acquire lands within the areas conceptually identified as Future Park Acquisition Areas on Figure 20 for Urban Park/Square purposes within the Official Plan.*

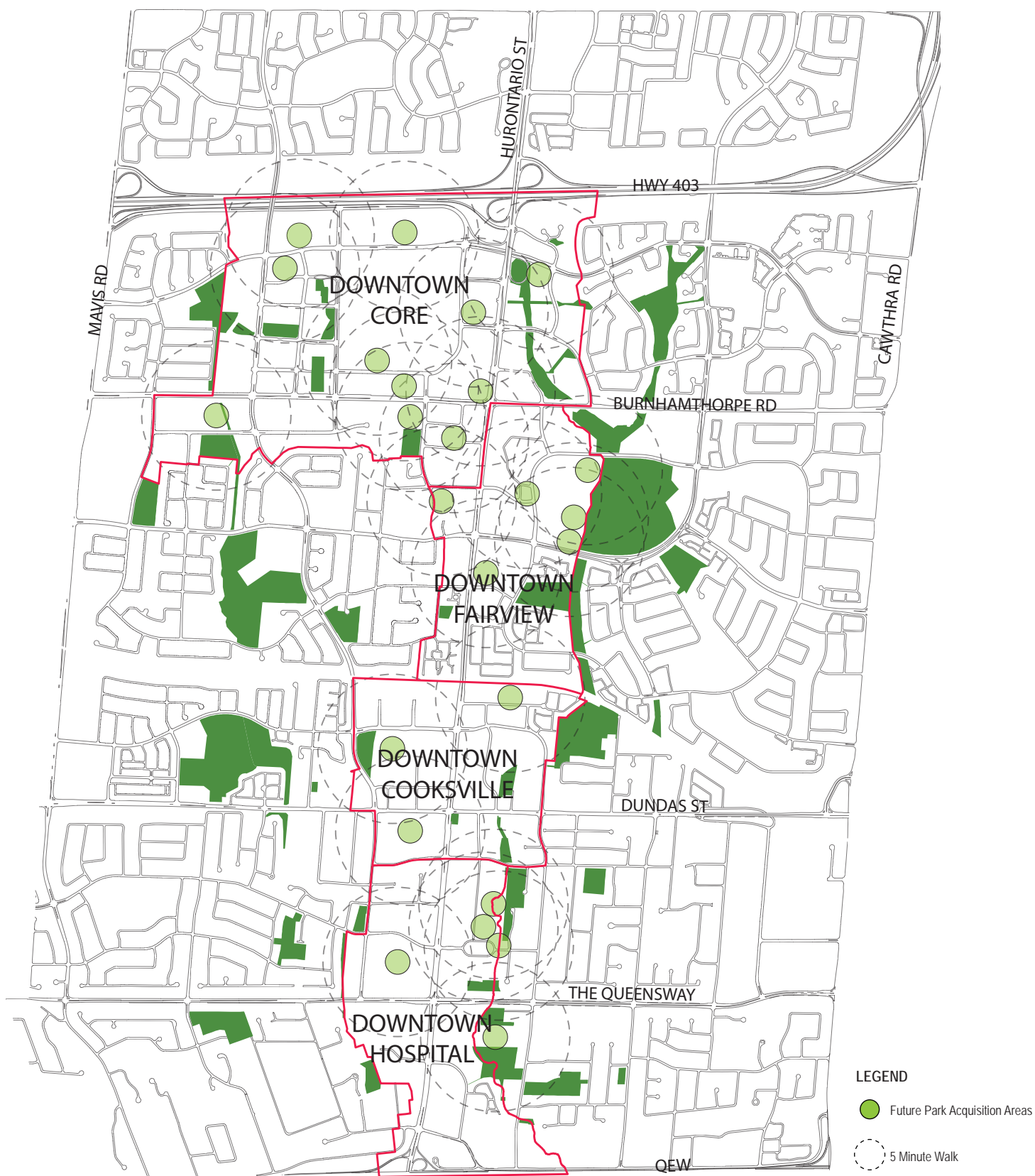


Figure 23: Future Park Acquisition Areas



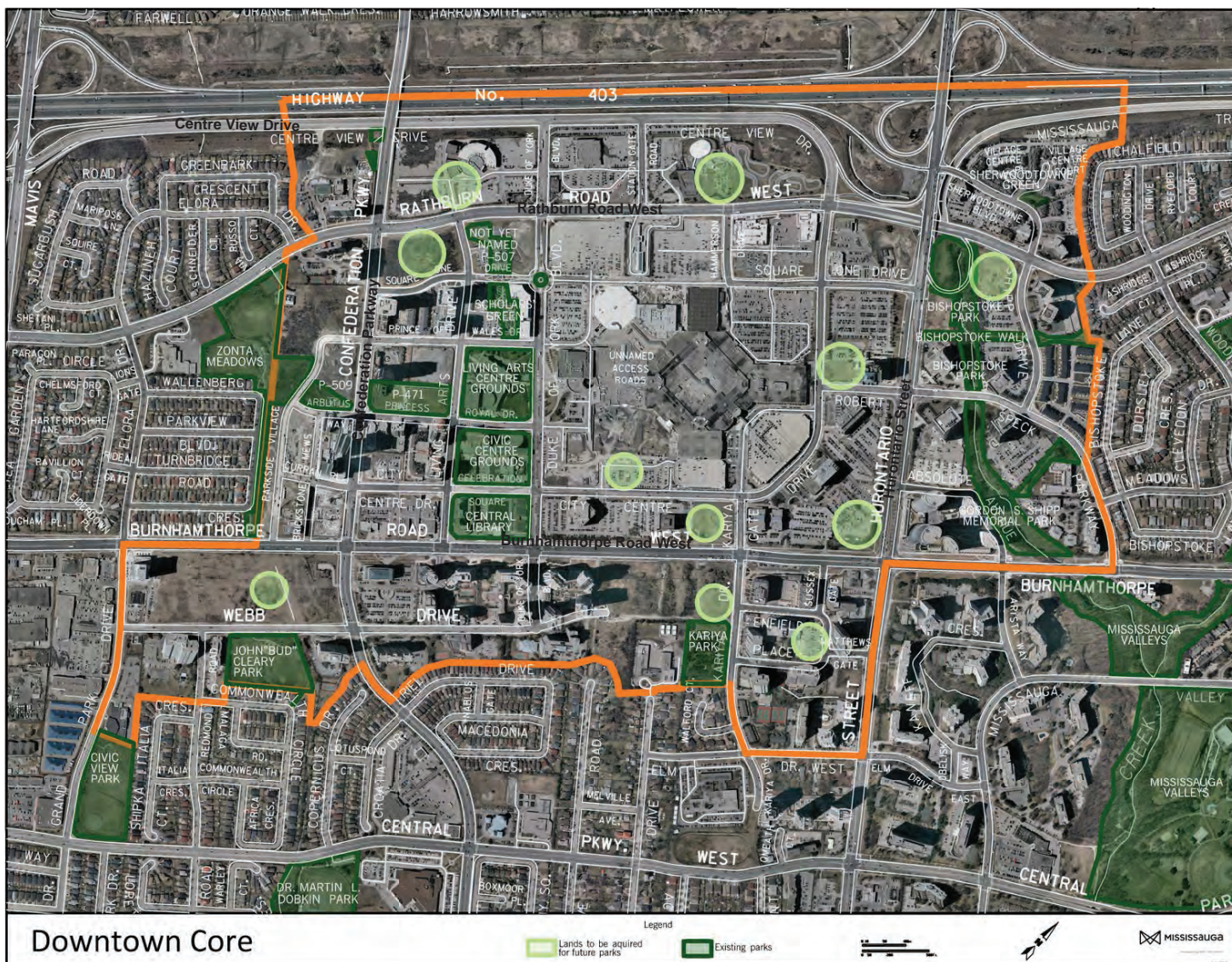


Figure 24: Downtown Core - Future Park Acquisition Areas - Detailed





Figure 25: Downtown Fairview - Future Park Acquisition Areas - Detailed





Figure 26: Downtown Cookville - Future Park Acquisition Areas - Detailed





Figure 27: Downtown Hospital - Future Park Acquisition Areas - Detailed



***The Opportunity Approach*** – In an urban, and urbanizing context, the establishment of a substantial portion of the park space system is based on “opportunities” presented through the development approval process. In this regard, through the approvals process, the Secondary Park Spaces (Pocket Parks, Sliver Open Spaces, Courtyards and/or Connecting Links) will be secured. Depending upon the size of the development site, and the scale of the proposed development, the character, scale and function of the Secondary Park component will be determined on a case-by-case basis. Given the nature of the opportunities approach, it is not possible to map the locations of these park spaces in advance of actual development.

Using the opportunities approach will require clear guidelines, and supporting planning policy that will determine when these public realm network components will be required, as well as a determination of their character, scale and function. In addition, there will need to be a determination as to whether the space provided will count toward the parkland dedication requirement of the City, and whether the public realm network component will be publicly owned, or remain in private ownership.

*It is recommended that the City include in its Official Plan:*

- *A policy that requires that all significant development proposals include an at-grade land contribution to the urban park space system. For example, where a development site is greater than 1,000 square metres in size, any new development within the Growth Area shall include a publicly accessible park space consisting of:*
  - » *For a primarily residential development, not less than 7.0% and not more than 25.0%, of the net site area. For all other developments that do not include a residential component, not less than 2.0% of the net site area;*
  - » *A minimum frontage abutting the public sidewalk system consisting of a minimum of 65.0% of the depth of the park space; and,*
  - » *Clear and open access to the abutting public sidewalk.*

- *A policy that indicates that these Secondary Park Spaces that are proposed in conjunction with a development application shall be acceptable as fulfilling all or part of the required parkland dedication requirement of the site specific development only where all of the design, maintenance and public accessibility criteria are fulfilled and secured to the satisfaction of the City.*

*Where the proposed Secondary Park Space does not fulfill all of the required parkland dedication, Cash-in-Lieu of the balance may be accepted by the City. To be considered as part of the parkland dedication requirement, at a minimum, the Pocket Park, Sliver Open Spaces, Courtyard and/or Connecting Links shall:*

- » *Not be encumbered by driveways, loading facilities, garbage storage facilities, or any public or private utilities; and,*
- » *Be developed on top of a below grade parking garage, or storm water management facility, to the satisfaction of the City.*
- *A policy that indicates that it is the preference of the City that all of these identified Secondary Park Spaces be in public ownership, designed and maintained by the City. However, the City shall also consider alternative ownership arrangements, through easements or other legal instruments that allow all of these Secondary Park Spaces to remain in private ownership.*

*For a Pocket Park, Sliver Open Spaces, Courtyard and/or Connecting Links to remain in private ownership, and to count toward the required parkland dedication of the City, it must:*

  - » *Be open and accessible to the public at all times, or in accordance with applicable City By-laws;*
  - » *Be designed and maintained to City standards; and,*
  - » *Have legal agreements in place to adequately secure and ensure the City's requirements over the long-term.*



**Other Policy Considerations** – In addition to those policy approaches for land acquisition, the City should consider the following additional policy concepts for inclusion in the City's Official Plan:

*It is recommended that:*

- *The Official Plan will need to include clear and strengthened policy wording that protects the function and inventory, both existing and proposed, of both the Primary and Secondary Park Spaces within the Growth Area, including the minimum requirements for new park spaces identified in this report;*
- *Inclusion of the definition of pedestrian friendly, and its appropriate integration within the City's policy framework;*
- *Policy to ensure that private or semi-private amenity space within any development proposal shall not be considered, under any circumstance, as fulfilling any component of the parkland dedication under the Planning Act.*

## **2. Required Studies – Establishing the Details of the Park Space Contribution**

The Official Plan identifies a number of studies that are required to support a development application in order for that application to be considered "complete".

*It is recommended that a standard required study for every application within the defined Mississauga Growth Area should be a study of the park spaces proposed that identifies the existing and planned park space system and public realm network in proximity to the site, and the subject development's contribution to that network. The required study is to be called the Park Space Dedication Conformity Study.*

Within the Parkland Dedication Conformity Study, the overall context and requirements for connections to the overall existing/ planned public realm network including park spaces must be identified. In addition, this required study must identify how the required parkland dedication will be allocated, either as public land, publicly accessible private lands, Cash-in-Lieu of land or some combination of those implementation options.

## **3. Parkland Dedication/Cash-in-Lieu of Land – Acquiring the Necessary Land Assets**

Parkland Dedication is pursuant to Section 42 of the Planning Act. Mississauga utilizes a parkland dedication factor of 1.2 hectares per 1,000 residents for residential developments. Office/ Commercial developments within the Growth Area are required to contribute 2.0% of their land area. The City may also accept Cash-in-Lieu of land.





*It is recommended that the City should continue to apply its parkland dedication standard of 1.2 hectares per 1,000 people for residential developments, and 2.0% of the gross land area for Office/Commercial developments. It should be an objective of the City to achieve the parkland dedication in land within the boundaries of the Growth Area. Where Cash-in-Lieu is considered acceptable, the City should consider that it be based on the true value of the land, as established, from time to time, by qualified appraisers.*

It is a generally accepted interpretation of the Planning Act that the Parkland Dedication, or Cash-in-Lieu of land can be used for:

- The acquisition of land to be used for park purposes; or,
- Other public recreational purposes, including the erection, improvement or repair of buildings; and/or,
- The acquisition of machinery for park or other public recreational purposes.

Cash-in-Lieu is not available to contribute to the capital cost of improving the dedicated park space, nor can it be used for ongoing park maintenance. Overall, the parkland dedication tool is primarily established to acquire the public components of the Primary and Secondary Park Space requirements.

#### **4. Development Agreements – Establishing the Baseline Improvements to the Public Realm Network**

The purpose of Development Agreements is to codify the requirements for the development of a specific site. The pre-development context should be required to be the same as the post-development context.

With respect to the park spaces, the Development Agreement should include a description of how the development will

implement requirements for developing the park space on site, and on adjacent sidewalks and roadways. This component of the Development Agreement makes sure that the pre-development conditions in proximity to a site are the same as post-development conditions as a baseline for the parks and the broader public realm, and any other municipal infrastructure and public utilities.

*The baseline requirements for the parks and the broader public realm network and other municipal infrastructure and public utilities identified in the Development Agreement are to be considered simply the cost of development. Development Agreements are typically secured through Letters of Credit, and the Agreement itself.*

#### **5. Development Charges – Identifying the Growth Related Improvements to Park Spaces**

Development Charges are paid by the developer to the City and the Region, and are intended to cover the growth-related costs associated with the requirements of new development. Development Charges are charged pursuant to the Development Charges Act. Planning studies that anticipate and facilitate new development are part of the Development Charges funding system. Development Charges can play an important role in funding some of the public recreational, cultural and sports facilities that would be appropriately placed within the parks.

The costs of new development may include road and sidewalk widenings to accommodate new growth, new, or upgraded sewer and water infrastructure and public utilities required to properly serve and accommodate new development. The Development Charge By-law may also include growth related charges for community facilities and transit facilities. Development Charges



are not appropriate for the acquisition of parkland, but may be considered for the capital costs of improving parkland.

It is of extreme importance that within the Growth Area major public buildings be built to reinforce and support park spaces and the public realm network. Care must be taken to ensure that public libraries, museums, arenas, recreational and cultural centres are located on Primary Park Spaces within the Growth Area to promote relationships among the institutions, the public realm network and the ancillary uses/programming that enliven the urban experience.

Development Charges are typically calculated by the municipality, and encoded within a Development Charges By-law. The By-law can apply to the entire City, or can be calculated on an area specific basis.

*The City should explore the merits of establishing an area-specific Development Charges By-law for the designated Mississauga Growth Area.*

## 6. Height & Density Bonusing – Achieving Enhanced Improvements to Park Spaces

Height and density bonusing are empowered under Section 37 of the Planning Act. It is a tool that permits the municipality to grant increases in height and/or density for a development project, in exchange for defined “public benefits”.

The intent of the height/density bonusing regime is to help mitigate the impacts of taller/denser buildings through, among other matters, enhancements to park spaces and the broader public realm network, including the provision of public art.

It is recognized that substantial parts of the Mississauga Growth Area have been pre-zoned for significant height and density, and Section 37 is not applicable in those areas. However, typically, the provisions of Section 37 are negotiated on a development-specific basis, and enshrined in a Section 37 Agreement, which is registered on title. There must be a reasonable planning relationship between the community benefit and the proposed development. Section 37 is related to the existing zoning versus new zoning that facilitates taller and/or denser buildings.

Where park space enhancement (either additional land area, or capital improvements) and the provision of public art are identified as community benefits, it is important to recognize the overall contribution of other funding sources that provide the baseline improvements and the improvements required as a result of growth. Section 37 should be used for “enhancements”, and not for required infrastructure improvements.

*The City should explore the establishment of a Height and Density Bonusing regime in appropriate locations within the Growth Area, and that park space enhancements, as well as public art be clearly identified as eligible community benefits.*

## 7. Site Plan Control – Opportunities to Enhance Accessibility & Sustainability

Section 41 of the Planning Act relates to the application of Site Plan Control within the City. Subsection 4, Approval of Plans or Drawings, part 2, states that no person shall undertake any development in an area designated as a Site Plan Control Area unless Council has approved one or both of the following:

- Plans showing the location of all buildings and structures to be erected and showing the location of all facilities and works



to be provided, including facilities designed to have regard for accessibility for persons with disabilities.

- Drawings showing plan, elevation and cross-section views for each building to be erected, except a building to be used for residential purposes containing less than twenty-five dwelling units, which drawings are sufficient to display,
  - » The massing and conceptual design of the proposed building;
  - » The relationship of the proposed building to adjacent buildings, streets, and exterior areas to which members of the public have access;
  - » The provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings;
  - » Matters relating to exterior design, including without limitation the character, scale, appearance and design features of buildings, and their sustainable design;
  - » The sustainable design elements on any adjoining highway under a municipality's jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities; and,
  - » Facilities designed to have regard for accessibility for persons with disabilities.

Subsection 7 of Section 41 of the Planning Act further states that as a condition of the approval of Plans the City and the Region may require the owner of the land to provide to the satisfaction of, and at no expense to the City, or Region, any or all of the following (among other matters):

- Facilities designed to have regard for accessibility for persons with disabilities; and,
- Walls, fences, hedges, trees, shrubs or other groundcover or facilities for the landscaping of the lands or the protection of adjoining lands.

Section 41 of the Planning Act, provides opportunities to ensure that sustainability issues can be addressed, that new development will have facilities designed to have regard for accessibility for persons with disabilities, and that new development will provide appropriate streetscaping elements adjacent to the road network.

To fully utilize the tools provided in Section 41 that are intended to enhance the sustainability and streetscaping elements of the public realm network, the City's Official Plan and a Site Plan Control by-law must both contain provisions relating to such matters. With respect to providing for accessibility for persons with disabilities, there is no additional requirement for empowering planning policy. It is a requirement of other Provincial legislation, and must be adequately considered in all new development.

***It is recommended that the City's Official Plan and Site Plan Control By-law be reviewed to ensure that there are appropriate empowering policies and regulations that allow the City to fully utilize the powers of Section 41 of the Planning Act related to sustainable design for buildings and the sustainable design elements on any adjoining highway/road under a municipality's jurisdiction.***





## 8. Parks on Structures/Strata Parks

Recently, in highly urban conditions, municipalities have been utilizing innovative approaches in achieving and enhancing the appropriate Primary and Secondary Park Spaces, including:

- Opportunities to acquire the lands over the top of an underground parking garage (or other structures) through the “*strata*” provisions of the Condominium Act. In these circumstances the City owns and maintains the park space; or,
- Opportunities to achieve a park space, that remains in private ownership, subject to legal agreements that ensure appropriate design and maintenance protocols, and unfettered public access. Subject to these legal agreements, the privately owned park space can be credited towards the required public parkland dedication. In these circumstances, the private sector retains ownership and ongoing liability maintenance responsibilities.

In response to growing intensification pressures and high-density development activity, urban municipalities are increasingly looking at the development of park facilities on top of structures or buildings in order to secure needed parkland within the urban context. Facilitated through various strata arrangements, the development of parkland or publicly accessible open spaces on top of buildings or structures, such as parking garages, is not a new innovation or phenomenon. This sort of strata parkland development simply reflects the need for land efficiencies in higher density urban contexts where land values are elevated and available land supplies are constrained.

Boston’s Post Office Square has already been discussed. San Francisco’s Union Square, a 2.6 acre Urban Park that was originally opened in 1850, had the world’s first parking garage built under it in the late 1930s. Likewise, Toronto’s Nathan Philips

Square has one of the largest underground parking garages located underneath it (with space for 2,400 cars). The Village of Yorkville Park in Toronto is an award winning park space built on top of the subway corridor.

In Toronto, there are a few other recent examples of park spaces situated on top of parking garages (i.e. Town Hall Square Park at Yorkville Avenue and Yonge Street). However, according to City of Toronto staff, while the City does take strata ownership over these sites, it does not formally count them towards the parkland dedication requirement, citing the City’s Official Plan policy that requires that conveyed parkland be free of any “*encumbrances*” (Section 3.2.3, policy 8). Regardless of their technical status in terms of land conveyances, these sorts of open spaces do function as publicly accessible park spaces.

Spurred on by proposed development in the Vaughan Metropolitan Centre and the Yonge/Steeles Corridor Secondary Plan, the City of Vaughan is also actively exploring the merits of permitting “*Stratified Title Agreements*” (strata parks) for certain public lands, including public parks, in order to accommodate private sector uses such as underground garages, subways, underpasses and other building related elements. As a first step, the City of Vaughan has recognized that:

- Accommodating Strata Title Arrangement(s) could significantly contribute to the realization of the City’s public parkland policy objectives as set in the City’s Official Plan; and,
- Not accommodating some Strata Title Arrangement(s) would likely frustrate the timely achievement of the City’s public parkland policy objectives as set out in the Official Plan.



Subsequently, Vaughan has established four preliminary principles with respect to strata title agreements that it is currently seeking feedback on. They include:

- The prime purpose and functionality of the effected public realm property should not be materially compromised;
- The burdens of accommodating such arrangements as well as any related future responsibilities should be directly assumed by the proponent (landowner) or the successor owner;
- There should be some reasonable contribution by the proponent/landowner to the City such as enhanced site improvements, amenity facilities or monetary; and,
- All such accommodations should be considered on a case-by-case basis, based on context and technical justification and should be discretionary in favour of the City.

In Markham, strata parkland agreements are typically stipulated as part of a Site Plan Control Agreement. Liberty Development's World on Yonge development is a recent example of a strata parkland agreement that the City has entered into. As part of the overall parkland requirement, the City credited the developer for the conveyance of part of the "surface strata" for on-site parkland. The Site Plan Control Agreement also sets out requirements for access easements and maintenance, restrictions on the sale or transfer of park, as well as design and construction standards for the park and its substructure.

Some of the key and interrelated considerations or issues associated with strata parkland arrangements include:

**Structural Integrity/Lifespan** – A critical consideration in the development of park spaces atop of a building structure is ensuring adequate waterproofing of the concrete foundations to mitigate potential water damage to the structure and


associated utilities that, in turn, could cause significant maintenance issues and affect the usability of the park space in the long-term.

The potential need to remove the park to facilitate maintenance of the parking garage beneath is a potentially huge administrative and financial issue in the long-term. It is anticipated that the lifespan of a park space built on top of a structure is 30 to 40 years.

**Land Ownership** – There is debate as to whether public ownership or private ownership is more beneficial when it comes to strata parkland agreements. The benefit of public ownership is that the parkland is effectively protected in perpetuity, whereas privately held parkland runs the potential risk of future redevelopment and possible financial risks. The benefit of ongoing private ownership, with park space secured through legal agreements is a lack of public liability, and the requirements that the private sector be responsible for design, development and ongoing maintenance.

**Maintenance** – The issue of park maintenance is another key issue that can be a particular point of contention in stratified parkland arrangements, with control and level of maintenance as the central concerns. The ability to require the conveyance of land (or Cash-in-Lieu) for parks purposes found in Section 42 of the Planning Act does not extend to providing a contract power. The ability to enter into a contract to deal with aspects of the dedication, for example maintenance obligations, easements or combining other source funds for a specific purpose, needs to be found elsewhere. Obvious sources include:

- Agreements under Plans of Subdivision, Condominium or consent approvals;

- 
- Agreements as a condition of a variance, where related; and,
  - Agreements under Section 37 of the Planning Act.

While ownership, easement and maintenance arrangements can and do vary in the delivery of strata parks, in most circumstances, the developer or condominium corporation is responsible for the maintenance of the substructure while the municipality is responsible for the maintenance of the park.

Typically, the municipality will prefer to retain control of maintenance. However, maintenance agreements can be negotiated that allocate responsibility for maintenance to the owner(s) of the subsurface strata, subject to prescribed maintenance standards. Nevertheless, given the level of investment associated with constructing park spaces on top of structures – and investment in the development of any Urban Parks for that matter – high maintenance standards must be upheld.

Notwithstanding the previous paragraph, it may be the preference of the municipality that strata parks be in private ownership, with a public easement. If strata parks are retained in public ownership, a Maintenance Management Plan is required, and Council must be made aware that strata parks have a cost premium with respect to maintenance.

**OMB Reluctance** – Historically, the Ontario Municipal Board has expressed reluctance to consider a public park over a private parking garage. This may no longer be the case where appropriate legal authority, drafting and security arrangements are put into place to deliver and maintain the obligations established.

At issue is the degree of sophistication of the municipal objectives for park spaces and their appropriate

implementation. The ability to commit a future condominium corporation to establish and maintain a security fund for the replacement of a sub-grade structure in order to support a public park is a matter requiring discussion with legal counsel. There are examples of such arrangements in the United States, one being Patriot Park in Phoenix, Arizona.

**Perceived Ownership** – Regardless of the actual ownership arrangement, the perceived ownership of the park space can also be a significant issue. If the park ‘feels’ like private property, then it is not serving its intended function as publicly accessible open space. Therefore parks built on top of structures need to be carefully designed to ensure that – regardless of their ownership – they are open, inviting and accessible, and in turn ‘feel’ and function as public park spaces.

**Market Issues** – A developer of a residential condominium may encounter sales resistance on a project if maintenance fees, in any amount, are directed to the up keep of a public amenity over the long-term. Parks that straddle underground parking facilities that are damaged due to root penetration or other park impacts may represent a market threat to developers.

**Programming Constraints** – The programming of strata parks for public use will likely be constrained by a variety of technical issues as well as adjacent resident impact issues. The flexibility to program the park space will likely be constrained whether or not the park space is owned by the municipality, or remains in private ownership with public access agreements, depending upon the adjacent land uses. Generally, the larger the park, space the easier it is to program.





**Other Associated Issues** – A number of other associated issues arise when discussing the merits of park spaces on top of structures/strata park, including:

- Should there be full or partial parkland credit for parks on top of structures/strata parks?
- How can the long-term maintenance and liability issues be overcome?
- Is there potential for establishing municipal reserve funds, or other innovative funding strategies for the development and/or ongoing maintenance of parks on top of structures/strata parks?



*Park on Structure - Yorkville Park, Toronto*

*Overall, while parks over structure/strata parks are an option available for the provision of parkland in highly urban situations, there remains significant issues and concerns that ensure that they are a secondary option to unencumbered public parks. The limited life span, and ultimately, the cost of replacing these park spaces every 30 to 40 years is a major factor. Capital costs, and other issues identified must always be considered when park on structures/strata parks are proposed.*



### 6.3 Tools to Ensure the Long-Term Maintenance of Park Spaces in the Growth Area

The park spaces and the broader public realm network in a highly urban context, due to their design complexity and use patterns, are much more expensive to maintain than a more suburban park system. Typically, the public realm network includes more varied types of park spaces, more structured planting beds (rather than just lawn/fields) and a greater diversity of plant materials to achieve visual and seasonal interest. A diverse range of paving materials and associated park furniture elements are also more complex and require ongoing maintenance.

This Section of this report describes the importance of both funding and coordinating maintenance efforts over time, as well as a discussion about how other partners can assist the City with both establishing and performing enhanced maintenance protocols. This Section also discusses the idea of designing for lower maintenance as a sustainable approach to cost savings over time.

#### Funding + Coordinating Ongoing Maintenance

Property taxes, which are applied City-wide, will be required to ensure the long-term and ongoing maintenance of the City's park spaces and the broader public realm network. Property taxes will also be utilized to ensure the safety and security of the entire Growth Area as it evolves and intensifies. Police and fire services will need to be enhanced to ensure the safety of a growing population and business community.


There are a variety of issues that will need to be considered as the City's park space system is enhanced within the Growth Area:

- With increased growth will come increased taxation potential, but also a requirement that maintenance protocols will need to recognize the demands of the public park spaces based on increased usage, and incremental land additions to the network;

- With the addition of new scales, types and functions of park spaces, maintenance protocols will need to be more diverse and type specific. Different demands for equipment, different planting programs, different programming objectives will make ongoing maintenance far more complex than for a typical suburban parks system; and,
- A more complex and more expensive maintenance protocol will require enhanced coordination among the various City departments involved, with the Region and, of course, the exploration of new partnership opportunities, that may include BIA's, Neighbourhood Associations, Volunteers and/or Trust Funds.

Ongoing and enhanced maintenance protocols are essential to the long-term quality of the City's park spaces. Snow removal, garbage pick-up, urban planting, plant/tree watering and maintenance, sidewalk cleaning and street furniture replacement and maintenance are some of the duties required to ensure a clean and well functioning public realm network. Without a commitment to ongoing maintenance, there is no point in creating enhanced park spaces or public realm network.

There is, in some instances, an information gap between those who are responsible for park design and development and those who will be responsible to maintain those parks once completed.



*It is recommended that the City consider clarifying roles, responsibilities and protocols for ongoing maintenance of the City park spaces and the broader public realm network. Some of the key elements of a memorandum of understanding may be:*

- Include parks maintenance staff in the review of the parks design and development process to ensure that there is a full understanding and, ultimately, a clear commitment to establishing the required maintenance protocols. The intent of a park design, program and facilities need to be clearly identified early in the process by staff on a Growth Area-wide basis to ensure consideration of issues related to their ability to maintain the plant materials, landscape surfaces and features over the long-term. Any special equipment or maintenance expertise should be identified before the park design is built;*
- A decision to proceed with a complex (enhanced) design, requiring enhanced maintenance, must include agreement among the design group, the development group and the parks maintenance group that the park and all its component parts can, and will be maintained in accordance with required best practices; and,*
- The increase in maintenance budget needs to be understood and agreed to by commissioners/directors and disseminated to the front line staff as an agreed upon direction.*

It is understood that the City of Mississauga is primarily responsible for the ongoing maintenance of the existing City park space and broader public realm network within the Growth Area, with assistance from the Region of Peel, but also in collaboration

with some of the major landowners, who look after their own properties. Ongoing maintenance will have a tremendous impact on the appearance, and ultimately the property values in proximity.

### **Working with Long-Term Benefitting Partners**


**The Business Improvement Areas** – Local BIA's have a secure funding source through a levy on property taxes that is to be used for marketing, events, enhanced maintenance and capital projects. They have a mandate to assist in the maintenance of commercial business areas. Certainly BIA's can work with the City's parks maintenance staff to augment the maintenance protocols of the City. At the very least, BIA's and business owners should be asked to assist in maintaining adjacent public realm components, including park spaces, as part of their property maintenance procedures.

The BIA members will be a direct benefactor of an enhanced park network. As benefactors of the anticipated investment in the park spaces and the broader public realm, it is important that the BIA play a partnership role in providing capital funds for physical improvements, as well as providing support for an enhanced maintenance protocol.

*Planting programs, streetscape enhancements, including area specific street furniture programs should be at least partially the responsibility of the BIA. Cost sharing programs between the BIA's and the City need to be fully explored.*

**The Neighbourhood Associations** – While Neighbourhood Associations are not provided with a stable funding source through municipal taxation, there are jurisdictions in Canada that rely on direct local neighbourhood involvement in the design, development and maintenance of adjacent park spaces and the broader public realm network.





*The City should pursue a direct form of relationship with Neighbourhood Associations to assist with ongoing maintenance, in collaboration with City maintenance protocols.*

**Building Owners/Condo Corporations** – Where a Primary or Secondary Park Space has been developed as part of a large scale development, and the space remains in private ownership, it shall be a requirement of the legal agreement that the park space be maintained to City Standards. City standards are likely to be considered the minimum standard.

For this approach to park space development to be successful, there will need to be a very clear definition of just what “maintained to City Standards” means.

*For each park space developed in as part of a building or condo corporation context, the City will need to establish a park maintenance protocol that can be measured, and ultimately enforced. The park maintenance protocol may include the following requirements:*

- *Maintain, in accordance with approved protocols, all plant materials, paving materials, furniture, structures and art installations;*
- *Expediently (within 30 days) replace any dead, dying or damaged plant materials;*
- *Expediently (within 30 days) replace or repair any damaged or uneven paving materials, park furniture and/or art installations;*
- *Remove graffiti, scratchiti, debris, animal waste and empty garbage containers as necessary, but at least on a daily basis; and,*
- *Remove snow and properly salt (or other appropriate material) all paved areas as required.*

## Other Partnership Opportunities

**Park Maintenance Trust Funds** – In the United States, many jurisdictions have required that Urban Parks be maintained by a Trust Fund. Typically, the Trust Fund is established while the park is in the design and development stages. Trust Funds can be funded by the private sector (a tax deduction in the US), by the public sector, or through some combination of both. The Trust Fund Board retains maintenance contractors and takes on the responsibility to maintain the public park to a prescribed level of quality, and the City absolves themselves of further maintenance responsibilities.

**Adopt-a-Park Program** – It is important to note that an adopt-a-park program is not a replacement for the City's ongoing maintenance of public parks or the public realm network, but an opportunity to augment existing responsibilities.

Local service clubs, school groups, horticultural societies or interested citizens/citizen groups may wish to become involved in specific park maintenance events, and/or for ongoing maintenance responsibilities.

*The City should consider expanding the existing adopt-a-park program where individuals or groups can become the guardian of a specific park or some component part thereof.*

The City would need to establish an individual protocol, and prepare agreements to facilitate this type of intervention. The program could simply be to raise funds to retain a maintenance team, or there could be a strategy to utilize the sweat equity of these groups. Nonetheless, the City would need to retain management control, while harnessing the tremendous enthusiasm and potential of service clubs, school groups, horticultural societies or interested citizens/citizen groups.



### *Design for Lower Maintenance - A Philosophy of Sustainability*

– Landscape Architects can design with relatively low maintenance paving materials, furniture and plant material. Plant material in an urban setting is crucial and requires special attention for maintenance, for example:

- Selection of plant species that are drought tolerant once their root systems are established is one example of reducing the maintenance requirements for water;
- Understanding the role of soil chemistry, soil volumes and soil types is also important to support lower maintenance plant material and must be specified in tandem with plant material; and,
- Pruning requirements of plant material can also be taken into consideration in the design process, to reduce maintenance.

The maintenance requirement for watering of plant material is important to consider early in the design process. Landscape Architects can work together with Architects and Engineers to identify opportunities for water sources from adjacent buildings, for example, such as recycled rain water from roof tops (which provide the cleanest source of rainwater) that can be stored in cisterns, filtered and reused for irrigation. It is important to note, however, even drought tolerant plant material needs irrigation to become established (the first year or two) and maintenance plans also need to prepare for extended drought periods to keep planted areas healthy and attractive.

*The City should promote a more sustainable park space development approach that requires less maintenance over time.*





*Urban Square - Post Office Square, Boston, MA*



*Pocket Park - Paley Park, NYC*





## 7.0 Key Conclusions + Recommendations

### Park Spaces + The Public Realm Must Continue to Evolve

Mississauga is at an exciting point in its evolution. It is rapidly moving from its suburban roots to a highly urbanized City, that includes a defined Growth Area that is to become the City's focus for high density and mixed use development – including residential apartments and major office facilities. The Growth Area is the centre for cultural, administrative, health care and educational facilities, and is an important retail centre in the City. In addition, the Growth Area is becoming the hub for an integrated light rail and bus rapid transit system that links it with the rest of the City and to Brampton, Oakville, the Airport Corporate Centre and the City of Toronto.

Along with all of this change, the Growth Area's public realm network and the park space system that is a part of that network, will also need to evolve to meet the needs of a growing population and business community with an ever changing demographic profile. It is the City's responsibility to plan for, and ensure that appropriate park spaces are achieved – the right amount, the right types and in the right locations.

### The Planned Urban Structure Must Be Achieved

The Greater Golden Horseshoe and its constituent municipalities, including the City of Mississauga, have been allocated tremendous growth potential over the next 20 to 30 years. This ongoing growth is a positive sign of a successful community. Strong growth is the cornerstone for economic development and the creation of a more rich and diverse urban environment. However, for Mississauga to maintain its reputation for success – economically, aesthetically and in terms of quality of place and quality of life - this anticipated growth must be accommodated in the planned urban structure that facilitates transit supportive urban centres and corridors, in balance with its already established and more traditional suburban forms of building.

Intense, mixed use development in urban centres and along transit corridors provides substantial benefits to the broader community and must be viewed as being in the public interest. The planned evolution of Mississauga toward higher density forms of development is a requirement, not a choice.

### Recommendations for the Community Centre

The following recommendations apply to the development of the community centre within the Downtown Cooksville Character Area. It is recognized that a separate and focused feasibility study will be undertaken regarding the Cooksville Community Center. The following recommendations should be considered in the development of the Terms of Reference for that planning and feasibility study.

**Recommendation 1:** *It is recommended that in planning for a new Cooksville Community Centre facility, the criteria for the evaluation of the appropriate site should include:*

1. *Availability of the site in the public domain*
2. *Critical mass of population within easy walking distance of site*
3. *Ease of access to the site by vehicle*
4. *Ease of access to the site by public transit*
5. *Visibility of the site*
6. *Proximity to complementary uses*
7. *Potential for project to act as a catalyst to development in the surrounding area*
8. *Absence of any issues with site demolition, remediation, etc.*
9. *Potential for future expansion*
10. *Absence of competing demands for other uses on the site (opportunity costs)*



**Recommendation 2:** *It is recommended that the in the planning for a new Cooksville Community Centre facility, the following opportunities and considerations be taken into account regarding its physical development:*

- *The potential for co-location with a library branch*
- *The potential for partnership with other community organizations and agencies to be part of the facility, as co-owners and managers, or as anchor tenants*
- *The potential for the community centre to be a component or catalyst for a larger-scale development that may include private sector elements (possibly through P3 development)*
- *Development at LEED standard: silver at minimum*
- *Incorporation of public art into the development of the facility as a means of bringing public interest and attention to the site and facility*

**Recommendation 3:** *It is recommended that in the planning for a new Cooksville Community Centre facility, the following opportunities and considerations be taken regarding its operation:*

- *Consider operating agreements with other partners with experience in running community facilities*
- *Consider operating agreements with community associations*
- *Plan to offer arts and culture opportunities, as well as recreational activities, through the centre*
- *Consider incorporation of wellness activities, possibly incorporating private sector operations into the facility (e.g. massage therapists, homeopaths, etc.)*
- *Consider social services that might be in demand in the area and whether it might be appropriate to offer some of these through the community centre*

**Recommendation 4:** *It is recommended that the in the planning for a new Cooksville Community Centre facility, the following opportunities and considerations be taken regarding the capital and operating funding:*

- *P3 (public private partnership) developments, and ways and means to incent participation of the private sector in the development*
- *Sale of naming rights*
- *Consider appropriate commercial activities that could lease space to offset costs as well as complement cultural and recreational activities*
- *Consider sale of memberships to offset operating costs (as well as encourage use)*

**Recommendation 5:** *It is recommended that the in the planning for a new Cooksville Community Centre facility, a community working group be developed involving representatives from the local area who are particularly active in arts, culture and recreational activities. This group can advise the City throughout the planning process, and might also form the seed for an operating agency of some type to eventually work with the City on the provision of programming (as is the case in community centres elsewhere as the benchmarking analysis has shown).*



Mississauga Celebration Square



## Describing Park Spaces and the Broader Public Realm Network

The public realm network is an integral component of the urban form of the City's Growth Area. It is pedestrian friendly and pedestrian oriented. The public realm network consists of streets and boulevards, public, semi-public and privately owned Urban Parks, Urban Squares, Pocket Parks, Sliver Open Spaces, Courtyards and/or Connecting Links. Important elements of the public realm network include landmarks, gateways, public art, plantings and furniture, as well as other character-defining elements. Those character-defining elements all contribute to place making and legibility.

## Parks Promote a Healthy + Complete Community

Parks contribute to healthy and complete communities, and an attractive quality of place for residents, businesses and visitors alike. For residents in particular, the social and health benefits of park spaces and pedestrian networks have been well documented, and are associated with the role parks play in community development, creating a sense of community, reducing the incidence of crime, promoting physical activity, supporting psychological development, and improving environmental indicators.

## Parks have Real Economic Value

Case study research indicates that investment in park spaces and the broader public realm network achieves real, and measurable economic benefits, including:

- Enhanced reputation;
- Increased property values;
- Increased tourist expenditures;
- Reinvestment by the private sector in old and new building stock;
- Maintenance of existing retailers and attraction of new businesses;

- Direct use value;
- Health value;
- Community cohesion value;
- Reduced storm water management costs; and,
- Value of reduced air pollution.

A key principle inherent to these case studies, and others, is to leverage public sector investment into a private sector investment response and long-term economic prosperity. Park space investment is required as a key stimulus to enhance the demand for development (influencing the market) by investing in the City, which, in turn, will establish the appropriate environment for revitalization and long-term success.

## The Growth Area is Deficient in Park Space

The Growth Area, with only 3.0% of its total land area in park space, is currently deficient in comparison to other urban centres, which hampers the long-term achievement of a diverse and robust park space system that is characteristic of successful urban centres. This deficiency in park space will be exacerbated if no new park spaces are acquired and developed, in the face of the substantial growth projected in the Growth Area.

**Recommendation 6:** *It is recommended that the City adopt a new hierarchy of urban park spaces that includes Primary Park Spaces (Urban Parks and Urban Squares) and Secondary Park Spaces (Pocket Parks, Sliver Open Spaces, Courtyards and/or Connecting Links) as the basis for park space planning in the Growth Area.*





**Recommendation 7:** *It is recommended that the City identify a goal of achieving a minimum of 13.7 hectares, with a goal of 51.5 hectares of new park space (Urban Parks, Urban Squares and/or Pocket Parks) by the year 2041. This translates into the Growth Area accommodating between 5.5 and 12.3 percent of its total area in public parkland. The City should also update this objective, as population and employment projections are adjusted over time.*

**Recommendation 8:** *It is recommended that the City continue to apply its current residential parkland dedication rate of 1.2 hectares per 1,000 people on all new residential developments within the Growth Area with the objective of achieving new public Urban Parks, Urban Squares and Pocket Parks throughout the Growth Area.*

**Recommendation 9:** *It is recommended that every resident be located within a 5 - 10 minute walk (400 - 800 metres) from a public park outside of the Growth Area, or an Urban Park or Urban Square within the Growth Area.*

### Current Planning is Uneven in Anticipating the Evolution of Park Space in the Growth Area

The park spaces in the Downtown Core are envisioned to be both urban in character and diverse in function. The Downtown 21 Master Plan identifies a vision and policy direction for the enhancement of the park space system. Outside of the Downtown Core, there is no further anticipation of new park space or other enhancements to the public realm network components identified in the Official Plan that would respond to expected increases in

population and employment within the Growth Area, and this is considered a major deficiency that needs to be corrected.

### Mississauga's Growth Area is Somewhat Unique

Mississauga's Growth Area is somewhat unique in that it is not a greenfield development area, nor is it a typically historic downtown. It is an urban centre that is evolving and intensifying from its planned suburban context. This unique context requires a multi-faceted approach to the acquisition of new park spaces and the achievement of the public realm network, including all components of the network – all scales and types of spaces.

### Multiple Tools are Available to Achieve New Park Space in the Growth Area

The public realm network, and the park space system within it, are not “add-ons” to the needs of an urbanizing community. Park spaces, and their ongoing improvement and maintenance is fundamental to the functional “quality of place”, and the associated and resultant “quality of life” within an urban community. In essence, it is the City's responsibility to plan for, and ensure that an appropriate park space system is achieved. The City can utilize a number of planning and financial tools that will assist them in fulfilling their responsibilities, while ensuring that the private sector fulfills theirs. The following planning/financial tools are considered appropriate and essential for application in the Mississauga Growth Area:

1. The Official Plan;
2. Required Studies;
3. Parkland Dedication/Cash-in-Lieu of Land;
4. Development Agreements;
5. Development Charges;
6. Height and Density Bonusing;
7. Site Plan Control; and,
8. Parks on Structures/Strata Parks.



## The Mississauga Official Plan is the Primary Empowering Document

The Mississauga Official Plan is the primary statutory document that empowers the City to plan for and achieve its development related objectives, including the acquisition, location and design of park spaces and other public realm network components. The Official Plan translates Provincial legislation and policy, as well as Regional planning policy into a framework that represents the interests of the City of Mississauga.

**Recommendation 10:** *It is recommended that the City include in the Official Plan clear and strengthened policy wording that protects the park space inventory, both existing and proposed, within the Growth Area, including the minimum requirements for new park spaces identified in this report.*

**Recommendation 11:** *It is recommended that the City include in the Official Plan policies that articulate the character, scale and function of the Primary and Secondary Park Spaces, as identified in this report.*

**Recommendation 12:** *It is recommended that the City include in the Official Plan policies that require a Parkland Dedication Conformity Study to be carried out as part of a “complete application”.*

**Recommendation 13:** *It is recommended that the City include in the Official Plan policies that ensure that private or semi-private amenity space for the sole enjoyment of residents of a building, or building complex shall not be considered, under any circumstance, as fulfilling any component of the required parkland dedication under the Planning Act.*

**Recommendation 14:** *It is recommended that the City incorporate into its Official Plan an appropriate definition of Pedestrian Friendly.*

**Recommendation 15:** *It is recommended that the Official Plan be amended to include policy direction that requires that funds generated through Development Charges, Cash-in-Lieu of parkland, Cash-in-Lieu of parking and/or any funds generated to achieve public benefits through the application of height and/or density bonusing, be spent within the defined Growth Area boundary.*

**Recommendation 16:** *It is recommended that the Official Plan be amended to include policy direction that, as a minimum, funds accrued through Cash-in-Lieu of parkland from development within the Growth Area be used to, whenever possible, enhance the supply of Primary Park Spaces within the Growth Area.*



## Park Space Acquisition Approaches

**Recommendation 17:** *It is recommended that the City incorporate into its Official Plan a two-type approach to park space acquisition/securement within the Growth Area:*

- The “Planned Approach”; and,
- The “Opportunity Approach”.

### The “Planned Approach”

**Recommendation 18:** *It is recommended that to implement the “Planned Approach”, the City prepare a policy framework in the Official Plan that includes mapping for the Growth Area that identifies, conceptually, general locations for the establishment of the Primary Park Spaces (Urban Parks and Urban Squares). These areas are to be identified as “Future Park Acquisition Areas”, as identified in this report.*

**Recommendation 19:** *It is recommended that the Official Plan be amended to include policies that identify the requirement for the City to prepare a Growth Area Park Space Acquisition Strategy, with the objective that all of the Primary Park Spaces (Urban Parks and Urban Squares) be publicly owned, designed and maintained.*

**Recommendation 20:** *It is recommended that the required Growth Area Park Space Acquisition Strategy identify the need to establish a Growth Area Cash-in-Lieu of Park Space Bank Account to accrue the funds collected through Cash-in-Lieu of parkland from developments within the Growth Area.*

**Recommendation 21:** *It is recommended that the City acquire lands anywhere within the Growth Area as opportunities arise utilizing funds from the Growth Area Cash-in-Lieu of Park Space Bank Account, and to use the land bank, as well as funds from the Growth Area Cash-in-Lieu of Park Space Bank Account, over time to acquire lands within the areas conceptually identified as “Future Park Acquisition Areas”, as identified in this report.*

### The “Opportunity Approach”

**Recommendation 22:** *It is recommended that the City incorporate into its Official Plan the “Opportunity Approach” to park space acquisition. Given the nature of the “Opportunity Approach”, it is not possible to map the locations of these park spaces in advance of actual development.*

**Recommendation 23:** *It is recommended that an “Opportunity Approach” policy be included in the Official Plan, indicating that all significant development proposals on a site that is greater than 1,000 square metres in size within the Growth Area shall include an at-grade park space contribution.*

**Recommendation 24:** *It is recommended that an “Opportunity Approach” policy be included in the Official Plan, indicating that for all primarily residential developments in the Growth Area that are on a site that is greater than 1,000 square metres in size, not less than 7.0% and not more than 25.0%, of the net site area shall be set aside for an appropriate park space contribution.*





**Recommendation 25:** *It is recommended that an “Opportunity Approach” policy be included in the Official Plan that identifies, for all other developments that do not include a residential component, unless the park space contribution is greater than 70 square metres, Cash-in-Lieu of park space shall be required by the City.*

**Recommendation 26:** *It is recommended that the Official Plan include policies that ensure that each park space contribution achieved through the “Opportunity Approach” have minimum frontage abutting the public sidewalk system consisting of approximately 65.0% of the depth of the land area set aside for the proposed park space.*

**Recommendation 27:** *It is recommended that the Official Plan include policies that ensure that each park space contribution achieved through the “Opportunity Approach” have clear and open access to the abutting public sidewalk.*

**Recommendation 28:** *It is recommended that the Official Plan include policies that ensure that each park space contribution achieved through the “Opportunity Approach” not be encumbered by driveways, loading facilities, garbage storage facilities, or any public or private utilities.*

**Recommendation 29:** *It is recommended that the Official Plan include policies for the “Opportunity Approach” that ensure that within every development proposal, consideration shall be given to including connections, secured through public easements, to enhance community connectivity.*

**Recommendation 30:** *It is recommended that the Official Plan include policies for the “Opportunity Approach” that ensure that where the park space contribution does not fulfill all of the required parkland dedication, cash-in lieu of the balance may be accepted by the City.*

**Recommendation 31:** *It is recommended that the City recognize the contribution of Secondary Park Spaces (Pocket Parks, Sliver Open Spaces, Courtyards and/or Connecting Links) in the Official Plan, or other City policy documents to ensure that the Secondary Park Spaces that are proposed in conjunction with a development application shall be acceptable as fulfilling all or part of the required parkland dedication of the site specific development, only where all of the design, maintenance and public accessibility criteria are fulfilled and secured to the satisfaction of the City.*



**Recommendation 32:** *It is recommended that the City, in the Official Plan, or other City policy documents recognize that where a Secondary Park Space (Pocket Parks, Sliver Open Spaces, Courtyards and/or Connecting Links) does not fulfill all of the required parkland dedication, Cash-in-Lieu of the balance may be accepted by the City.*

**Recommendation 33:** *Notwithstanding that it is the preference of the City that all of the Primary and Secondary Park Spaces be in public ownership, designed and maintained by the City, the City may also consider alternative ownership arrangements, through easements or other legal instruments that allow the Secondary Park Spaces to remain in private ownership.*

**Recommendation 34:** *For a Secondary Park Space (Pocket Parks, Sliver Open Spaces, Courtyards and/or Connecting Links) to remain in private ownership, and to count toward the required parkland dedication of the City, it must be open and accessible to the public at all times, or in accordance with applicable City By-laws; be designed and maintained to City standards; and, have legal agreements in place to adequately secure and ensure the City's requirements over the long-term.*

### **An Understanding of Long-Term Maintenance Issues is Required**

The park space components of the public realm network in a highly urban context, due to their design complexity and use patterns, is much more expensive to maintain than a more suburban park system. Ongoing and enhanced maintenance protocols are essential to the long-term quality of the public realm network, including all of the park space components.

### **Funding & Coordination of Ongoing Maintenance is Crucial**

It is understood that the City of Mississauga is primarily responsible for the ongoing maintenance of the existing public realm network within the Growth Area, in collaboration with some of the major landowners, who look after their own properties. Ongoing maintenance will have a tremendous impact on the appearance, and ultimately the property values in proximity.

### **Additional Funding Will be Needed to Ensure Enhanced Maintenance**

Property taxes will be required to ensure the long-term and ongoing maintenance of the park components of the public realm network. Property taxes will also be utilized to ensure the safety and security of the area as it evolves and intensifies. Police and fire services will need to be enhanced to ensure the safety of a growing population.

**Recommendation 35:** *It is recommended that any decision to proceed with a complex park space design, requiring enhanced maintenance, must include an agreement among the design group, the development group and the parks maintenance group at the City that ensures that the park space and all its component parts can and will be maintained in accordance with required best practices.*



**Recommendation 36:** *It is recommended that the City promote a more sustainable public realm network, including the park space system that requires less maintenance over time. Park Spaces can be designed with relatively low maintenance paving materials, furniture and plant material, while recognizing that all components of the public realm network will still need to be well maintained simply because of their high use characteristics.*

**Recommendation 37:** *It is recommended that the City commit to a successful tree planting program within park spaces and throughout the public realm network within the Growth Area, in recognition that success will require careful planning based on the local climate, the characteristics of tree species, soil conditions and an understanding of local urban conditions to determine exactly what species of tree to plant, and in what locations.*

**Recommendation 38:** *It is recommended that locations where the minimum tree planting standards cannot be provided that trees not be planted in those locations, and that other sustainable greening techniques be employed.*

**Recommendation 39:** *It is recommended that the City ensure that there is a full understanding and ultimately a clear commitment to establishing the required enhanced maintenance protocols for all park spaces within the Growth Area. Any special equipment or maintenance expertise should be identified before the park space design is built.*

### **Maintenance Partnerships Need to be Explored**

A more complex and more expensive maintenance protocol will require enhanced coordination among the various City departments involved, and, of course, the exploration of new partnership opportunities.

**Recommendation 40:** *It is recommended that the City establish relationships for public realm maintenance programs with the Business Improvement Areas, Neighbourhood Associations and building owners/condo corporations.*

**Recommendation 41:** *It is recommended that the City explore the implementation of Park Maintenance Trust Funds and Adopt-a-Park Programs to assist the City with enhanced maintenance protocols and funding.*





## Appendices

<b>Appendix I:</b>	<b>Special Report-TD Economics- Urban Forests: The Value of Trees in The City of Toronto</b>
<b>Appendix II:</b>	<b>Benchmarking Review of Other Communities</b>
<b>Appendix III:</b>	<b>Park Space Hierarchy Examples</b>
<b>Appendix IV:</b>	<b>Definition of Key Terms</b>
<b>Appendix V:</b>	<b>Park Space Area Percentage of Land Area Case Studies</b>
<b>Appendix VI:</b>	<b>References</b>







Image: Svetlana Grechkina



City of Mississauga  
**Downtown  
Growth Area**  
Park Provision Strategy

APPENDIX I: SPECIAL REPORT -  
TD ECONOMICS-  
URBAN FORESTS: THE VALUE  
OF TREES IN THE CITY OF  
TORONTO



# SPECIAL REPORT

## TD Economics



June 9, 2014

# URBAN FORESTS: THE VALUE OF TREES IN THE CITY OF TORONTO

### Highlights

- Urban forests are made up of the trees, shrubs and other flora and fauna that line the streets, parks and ravines of our cities.
- Urban forests do more than beautify the scenery. They represent an important investment in environmental condition, human health and the overall quality of life.
- The trees in the City of Toronto's urban forest are worth an estimated \$7 billion, or about \$700 per-tree.
- Toronto's urban forest provides residents with over \$80 million, or about \$8 per-tree, worth of environmental benefits and cost savings each year. For the average single family household, this works out to \$125 of savings per annum.
- For every dollar spent on annual maintenance, Toronto's urban forest returns anywhere from \$1.35 – \$3.20 worth of benefits and cost savings each year.
- Maintaining the health of our urban forests is the best way to protect the value of our green investment.

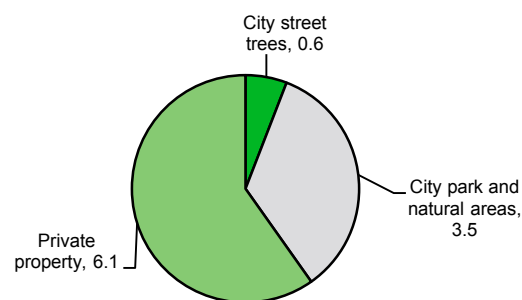
Urban forests are made up of the trees, shrubs and other flora and fauna that line the streets, parks and ravines of our cities. Urban forests play a much greater role than just beautifying the scenery. The green space provided by Toronto's urban forest is a critical factor in environmental condition, human health and the overall quality of life. Using the City of Toronto's urban forest as an example, we demonstrate how an investment in urban forests is an investment in the overall economic and environmental well-being of urban society.

### Toronto's urban forest

"Forest" might not be the first word that comes to mind when we think of a bustling urban centre like Toronto – the most populous city in Canada. However, beyond the business and condo towers lie 10 million trees comprised of at least 116 different species that make up Toronto's urban forest. From a bird's-eye view, these trees appear as a lush green canopy that covers nearly 30% (190 km<sup>2</sup>) of the City of Toronto. The density of Toronto's urban forest is on average 16,000 trees per square kilometre or about four trees per person in the city. The majority of Toronto's urban forest is located in its ravines and river valleys, such as the Don Valley, Highland Creek and Rouge River watersheds (see Chart 1), which have been largely undisturbed by the city's expansion.

There has been increasing recognition of the environmental

**CHART 1 - DISTRIBUTION OF TORONTO'S URBAN FOREST (MILLIONS OF TREES)**



Source: Toronto Parks, Forestry and Recreation; TD Economics.



**Table 1 - Annual benefits provided by Toronto's urban forest**

Benefit	Description	Tangible benefit	\$ value (millions)	\$/tree
Wet-weather flow	Reduced strain on water transportation and processing infrastructure from rain and wet-weather flow intercepted.	25,112,500 cubic metres	\$53.95	\$5.28
Air quality	Air pollutants absorbed removed and avoided by street trees.	1,905 tonnes	\$19.09	\$1.87
Energy savings	Energy saved through shading and climate moderation.	749,900 MBTU of natural gas 41,200 MWH of electricity	\$6.42	\$0.63
Carbon sequestration	Carbon sequestered from the atmosphere and emissions avoided through energy savings.*	36,500 tonnes	\$1.24	\$0.12
Energy emission abatement	Carbon emissions from fossil fuel power generation avoided through climate moderation.	17,000 tonnes	\$0.58	\$0.06
Total benefit	Sum of economic benefits provided by urban forests.	-	\$81.29	\$7.95
Cost benefit ratio	Benefits to citizens for every \$ spent on maintenance.	-	-	\$1.35 - \$3.20

\* Carbon avoided and sequestered is net of the emissions from the decomposition and maintenance of trees.

Source: Toronto Parks, Forestry & Recreation, TD Economics.

and economic benefits urban forests provide in recent years. As a result, Toronto's urban forest is viewed as an investment in the economic and environmental wellbeing of the city. In the following, we describe the dollar value of some of the benefits provided by Toronto's urban forest. It's important to keep in mind that these values only quantify a portion of the overall value provided by urban forests. Many of the benefits that are important to communities – aesthetic values, recreational spaces, community importance – are difficult to quantify and are not included in our valuation.

### Valuing Toronto's urban forest

With urban forests abundantly lining city streets, parks and ravines all around us, it's easy to forget that these trees have a monetary value. The replacement value (what it would cost to remove a tree and replant a similar one) of the 10 million trees that make up Toronto's urban forest is valued at over \$7 billion, or about \$700 per tree.

Beyond their value as a commodity, our urban forests provide a range of important environmental benefits that improve living standards, while also providing major cost savings to households.

#### Wet-weather flow reduction

Urban forests help ease the burden of managing snow, rain and other wet-weather flow by intercepting falling precipitation in their canopy, increasing the amount of water absorbed into the ground, and reducing soil erosion. Wet-weather runoff carries pollutants into the city's water supply and, in situations of heavy rainfall, can overburden processing infrastructure, which strains equipment and

shortens its lifespan. This is ultimately very costly.

Each year, Toronto's urban forest intercepts an estimated 25 million cubic metres of wet-weather flow. The annual cost savings this provides through reducing burdens on processing infrastructure and mitigating property damage is valued at over \$50 million (see Table 1) – although differences in land use and the distribution of trees in Toronto mean that the benefits of slowing wet-weather flow are more pronounced in some areas than others.

#### Air quality

Urban forests produce oxygen, absorb air pollutants, and capture particulate matter like dust, ash, dirt and pollen in their canopy. Toronto's urban forest removes about one-quarter of the annual emissions produced by industry within the city – that's about 19,000 metric tons of air pollution removed from the atmosphere annually. Comparatively speaking, the amount of particulate matter removed by Toronto's urban forest each year is equivalent to the amount released by over one million automobiles or 100,000 single family homes (See Table 2).

It is possible to place a monetary value on the indirect benefits provided by pollution removal provided by urban forests. The value of pollution removal is based on the externality costs of pollution, which are the avoided economic damages that air pollution would place on society through its impact on the population. Moreover, we can place a price on the pollution captured by urban forests relative to what it would cost to remove the same amount using technology. By using these techniques, we can estimate that the amount of air pollution abated by Toronto's urban forest generates

**Table 2 - Air pollution removed by Toronto's urban forest**

Pollutant removed	Tonnes per-year	Equivalent annual automobile emissions	Equivalent annual single family home emissions
Carbon stored	1.1 million*	733,000	367,900
Carbon sequestered	10	30,900	15,500
Carbon monoxide	10	44	180
Nitrogen oxides	297	20,700	13,800
Sulfur dioxide	62	99,900	1,700
Particulate matter	357	1,047,000	101,100

\* Refers to the total amount carbon stored in woody tissues of Toronto's urban forest - not an annual value.

Source: Toronto Parks, Forestry & Recreation; TD Economics.

an annual savings of \$19 million – just under \$2 per tree (see Table 1).

### Climate moderation and energy savings

Depending on where they are planted, trees can reduce the energy consumption of buildings by providing shade, evaporative cooling and blocking winter winds. Properly situating trees around a structure can reduce air-conditioning needs in warm seasons by one third and heating requirements in cooler seasons by one quarter. In fact, the annual net cooling effect of a young healthy tree is equivalent to ten room-sized air conditioners operating twenty hours a day. Climate moderation provided by urban forests lowers energy demand for cooling and heating, which can translate into a cost savings for households and businesses. Energy savings provided by climate moderation can also improve air quality by reducing reliance on some emission intensive energy sources.

Every year, Toronto's urban forest abates 750,000 MBTU of natural gas consumption and over 40,000 MWH of electricity. That works out to a \$6.5 million/year energy savings for businesses and households (see Table 1). Reduced energy consumption also avoids 17,000 tonnes of greenhouse gas emissions from emission intensive energy sources each year, providing an additional annual savings of \$400,000 to \$600,000. On their own, these effects might seem small, but over the long term, these benefits make a significant contribution to environmental wellbeing.

### Carbon storage and sequestration

Urban forests play an important role in mitigating the effects of climate change through the storage and sequestration of carbon. As trees grow, they naturally remove carbon

from the atmosphere and store it within their woody tissues. The total amount of carbon currently stored in Toronto's urban forest is estimated at 1.1 million tonnes. To put this in perspective, this is equivalent to the amount of carbon emitted by 700,000 automobiles each year (see Table 2). In addition to carbon storage within woody tissue, urban forests also sequester carbon from the atmosphere through the photosynthesis process. Every year, the City of Toronto's urban forest sequesters over 46,000 tonnes of carbon, which is equivalent to the annual carbon emissions from 31,000 automobiles or 16,000 single family homes (see Table 2).

The value of carbon stored within the woody tissues of Toronto's urban forest is estimated to be between \$27 and \$37 million – to put this in perspective, that's about \$160,000 – \$230,000 per square kilometre. In addition, the total amount of carbon sequestered by Toronto's urban forest through photosynthesis is valued at \$1 to \$1.5 million per annum.

### Property values

An additional benefit of urban forests is that they increase the property values of land, support higher rents and generate more property tax revenue. In some locations, rental rates of commercial office properties are about 7% higher on sites having a high quality landscape that includes trees. A study of New York City also reported that having trees on, or near, property generates an additional US\$90 in property taxes. While it's hard to pin down the exact amount our urban forests contribute to property values in Toronto, there is a clear correlation between residential property values and proximity to trees and green space.

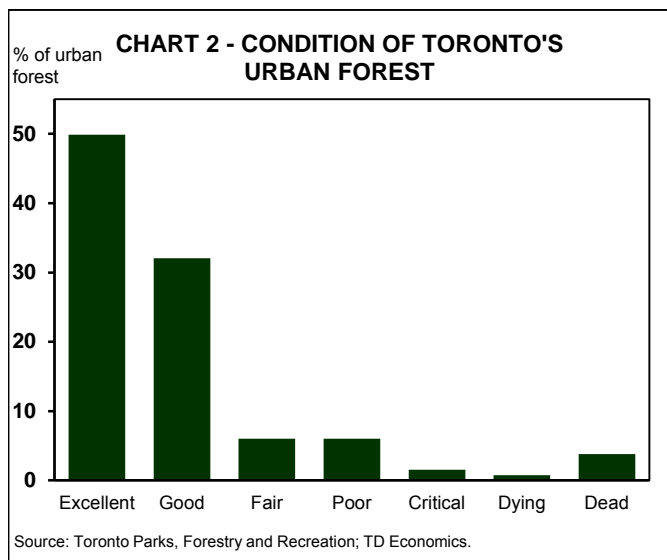
### Maintaining our urban forests

Not all trees are created equal, and the benefits they provide vary, depending on size and species. But, as a general rule of thumb, we can say bigger is better. Large, healthy

**Table 3 - Air effects of average tree in Toronto by size**

Diameter of tree	Carbon stored (kg)	Carbon sequestered (kg/yr)	Pollutants removed (kg/yr)
0cm - 15cm	9	1	0.1
15cm - 30cm	89	6	0.3
30cm - 45 cm	283	12	0.5
45cm - 60 cm	655	19	0.7
60cm - 75cm	1176	29	1.0
> 75 cm	2709	52	1.8

Source: United States Department of Agriculture, TD Economics.



trees absorb up to 10 times more air pollutants, 90 times more carbon, and contribute up to 100 times more leaf area to our urban forest canopy relative to smaller trees (see Table 3). That's not to say smaller plants don't do their fair share. The shrubs in Toronto's urban forest contribute about a quarter of the air quality benefits that trees do.

Maintaining the health of our existing urban forests is the best way to secure larger trees, grow the value of our natural capital and ensure they continue to provide environmental benefits. Maintenance is important, as there are serious threats to the health of our urban forests. Invasive species, such as the European Gypsy Moth and the Emerald Ash Borer, pose a significant threat to almost 10% (\$570 million) of Toronto's urban tree population. The Asian Long Horned Beetle – which poses a threat to \$4 billion worth of Canadian urban forests – was previously thought to be eradicated in Canada. However, it was re-discovered in western Toronto in October 2013. Efforts to maintain our urban forests make a world of difference, and the vast majority of Toronto's urban forest is in good or excellent condition (see Chart 2).

It's only natural to question if the benefits of maintaining an urban forest outweigh the costs, especially in heavily urbanized environments, where plant life has difficulty thriving naturally. Using the 2011 City of Toronto parks and forestry budget proposal as a reference point, we can say that the annual maintenance cost of a tree is roughly \$4.20. For every dollar spent on maintenance in Toronto's urban parks, trees return \$3.20 to the community, but this number can vary based on the type of land on which the trees are located. For example, trees located in areas where it is difficult for them to grow – such as street trees – return about \$1.35 of benefits for every dollar spent. Despite this variation it's clear that the benefits provided by Toronto's urban forest outweigh the cost of maintaining them.

### Bottom line

Urban forests are made up of the trees, shrubs and plants that grow in our yards and parks and that line our streets. Torontonians recognize that their urban forest represents an important investment in the city's environmental condition, human health and societal wellbeing. Indeed, the 10 million trees that make up the City of Toronto's urban forest are valued at over \$7 billion and provide an additional \$80 million of environmental benefits and cost savings each year. Although it's important to keep in mind that the true value of our urban forests is much larger than is reflected in these figures, as they do not include some important benefits such as aesthetic and cultural value, and recreational. Maintaining our urban forests makes sense, as every dollar spent on maintenance returns \$1.35 – \$3.20 worth of benefits to residents of the City of Toronto. The cost savings produced by our urban forests make it clear that keeping the green on our streets, keeps the green in our wallets.

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Image: Svetlana Grechkina



City of Mississauga  
**Downtown  
Growth Area**  
Park Provision Strategy

**APPENDIX II: BENCHMARKING  
REVIEW OF OTHER  
COMMUNITIES**



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## Appendix: Benchmarking Review of Other Communities

In the course of this assessment a number of newer community centres and recreational facilities were examined in order to determine any lessons learned in terms of partnerships developed for development or management / operation; activities and facilities contained within the centre; integration with adjacent activities and amenities; and sponsorship practices. Some of the benchmarking assessments were of new community centres in existing older urban or built-up areas (which will be the basic situation for a new community centre in Cooksville), while others were new centres serving new subdivisions and residential areas. (As was discussed earlier, even though this latter category represents a different residential context [new subdivisions] there may still be useful lessons learned in terms of best practices in these situations.) All of these examples may help inform the development of the new Cooksville facility in Mississauga.

The facilities examined are all relatively recent, having been developed within approximately the last decade. Those examined include:

New Community Centres in Older Built-Up Urban Areas	New Community Centres in New Urban Areas
<ul style="list-style-type: none"> <li>• <b>Burnaby:</b> Shadbolt Centre for the Arts</li> <li>• <b>Kitchener:</b> Downtown Kitchener Community Centre</li> <li>• <b>Oakville:</b> Queen Elizabeth Park and Community Centre</li> <li>• <b>Richmond, BC:</b> City Centre Community Centre</li> <li>• <b>Toronto:</b> Parkway Forest Community Centre</li> <li>• <b>Toronto:</b> York Community Centre</li> <li>• <b>Vancouver:</b> Community Partnership Agreements</li> <li>• <b>Vancouver:</b> Roundhouse Community Arts and Recreation Centre</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Burlington:</b> Haber Recreation Centre</li> <li>• <b>Burnaby:</b> Edmonds Community Centre</li> <li>• <b>Calgary:</b> Quarry Park, Great Plains, Rocky Ridge, Seton Community Centres</li> <li>• <b>Markham:</b> Cornell Community Centre and Library</li> <li>• <b>Newmarket:</b> Magna Centre</li> <li>• <b>Niagara Falls:</b> MacBain Community Centre</li> <li>• <b>North Vancouver:</b> John Braithwaite Community Centre</li> <li>• <b>Ottawa:</b> Shenkman Arts Centre</li> <li>• <b>Ottawa:</b> Ray Friel Recreation Complex</li> <li>• <b>Port Colbourne:</b> Vale Health and Wellness Centre</li> <li>• <b>Richmond Hill:</b> Oak Ridges Community Centre and Library</li> <li>• <b>Vaughan:</b> North Thornhill Community Centre</li> <li>• <b>Whitby:</b> Brooklin Community Centre and Library</li> </ul>

## New Community Centres in Older Built-Up Urban Areas

### North Vancouver: John Braithwaite Community Centre

<http://www.jbcc.ca/>



JBCC is a relatively new (2004) 35,000 sq. ft. community centre on four floors that offers a wide range of recreation, arts/cultural, and social services to the diverse Lower Lonsdale community in North Vancouver. Facilities include a senior's centre, a youth centre, a welcoming family centre, a modern art studio, a well-equipped fitness centre, a gymnasium, a multi-purpose dance and fitness studio, community meeting rooms and offices, a kitchen, and a public-use computer area with ten work stations. With the motto "*where neighbours meet*" JBCC strives to be accessible to all, regardless of ability, social and cultural background or economic status. The Centre engages the community on a number of spectrums: individuals to families; youth to seniors; the able bodied to those with disabilities; long-time North Vancouver residents to new Canadians; and fitness beginners to experts.

JBCC is managed by a unique partnership involving the City of North Vancouver, the North Vancouver Recreation Commission, and the North Shore Neighbourhood House, a social service agency serving the City. JBCC has also developed continuing relationships with many community partners, including collaboration in the 'Lower Lonsdale Network', a collaboration of many local service providers.

The mission of JBCC is:

*John Braithwaite Community Centre is a gathering place that provides excellent recreational, cultural and social programming, while promoting maximum participation and supporting individual and family contributions.*

Key elements in its current strategic plan that relate to the partnership include:

- active outreach to other potential funders and program providers
- to pursue other potential funders and programs sponsors in the community

- to actively engage volunteers in the community
- to adopt an accountability focus in the community



## ***Vancouver: Community Partnership Agreements***

<http://vancouver.ca/news-calendar/park-board-approves-direction-for-new-community-partnership-agreement.aspx>

The City of Vancouver operates community centres in close cooperation with Community Centre Associations (CCAs). There are 24 community centres across the City that fall under this arrangement. The basic agreement between the City Parks Board and the CCAs is that the City owns and maintains the centres, and the CCAs provide programming that is relevant to the local neighborhood or areas. The specific allocation of responsibilities is shown below:

<b>Responsibilities of the Parks Board (City of Vancouver)</b>	<b>Responsibilities of the CCAs</b>
<ul style="list-style-type: none"><li>• owns the facilities</li><li>• pays for insurance, utilities, maintenance, supplies and equipment</li><li>• provides supervisory, maintenance, programming (coordination) and clerical staff and supervisory oversight</li><li>• provides full liability insurance for CCAs</li></ul>	<ul style="list-style-type: none"><li>• promoting programs to the community</li><li>• setting pricing policies</li><li>• receiving and holding Community Centre generated revenues</li><li>• paying instructors and contractors who deliver programs</li><li>• recruiting volunteers</li></ul>

The strength of this model is that it ensures that programming responds to the unique needs of the local areas being served by each community centre, as the local CCAs are drawn from and closely representative of their communities.

The original City-CCA relationship agreement was forged in 1979. In February of 2013 the basic agreement was revised in order to ensure equity on the distribution of recreation benefits across the City (since some CCAs were 'wealthier' and more successful than others) – see [http://vancouver.ca/files/cov/2012-02-04\\_ParkBoardSpecialMeetingPresentation.pdf](http://vancouver.ca/files/cov/2012-02-04_ParkBoardSpecialMeetingPresentation.pdf).

This resulted in some change in the agreements between the City and the CCAs (e.g. a community pass arrangement that enables all residents access to all facilities) but no fundamental change in the basic partnership model.

## ***Downtown Kitchener Community Centre***

<http://www.kitchener.ca/en/livinginkitchener/DowntownCommunityCentre.asp>



Developed in 2005, the Downtown Community Centre (DCC), is located at [35B Weber St. W](#) in Kitchener features eight multi-use rooms and a large double gymnasium. The centre is fully accessible and conveniently located within walking distance of public transit. It serves the established downtown community in Kitchener.

Owned by the City of Kitchener, the centre is operated by the Downtown Neighborhoods Alliance (DNA) – see: <http://www.kitchenerdna.com/programs/>, which is an umbrella group representing seven neighborhood associations: Victoria Park, Olde Berlin Town; Auditorium; Cedar Hills; Mount Hope Breithaupt Park; Cedar Hills; and King East.

The Downtown Community Centre has an active rental program as well, and generates significant revenues from the community of users of the facilities and groups. It also contains some commercial users such as a hair salon and tuck shop, who provide community-oriented services and who lease space.

Also somewhat unusual in a community centre, the DNA group offers a wide range of free programs and services, arranging from movie nights to “workshop Wednesdays, where the various topics of interest are discussed. The DCC has a very active social media presence.

## Queen Elizabeth Park and Community Centre

<http://www.oakville.ca/culturerec/queen-elizabeth-park-community-cultural-centre.html>



In 2009, Oakville Town Council approved the renovation of the former Queen Elizabeth Park High School into a community centre that would meet the recreational as well as the cultural needs of Town residents. The resulting Queen Elizabeth Park Community and Cultural Centre (QEPCCC), which opened in March Of 2012, is the Town of Oakville's newest centre for recreation, arts and cultural activities. The facility is a unique and dynamic public space created to fulfill the recreation, arts and cultural needs Oakville. Its Vision is: *"to be a welcoming, vibrant and dynamic public space that inspires and develops active living and cultural and artistic interests."* It is felt that the mix of traditional recreational activities that are normally part of a community centre operation would be enriched by the addition of cultural uses and that this mix of activities would work to the benefit of both as well as result in more intensive use, and in greater economies of scale in operations (i.e. lower costs than running a separate recreational and cultural facility).

This one-of-a-kind, multi-use facility features more than 144,000 square feet of activity space, making QEPCCC one of the largest venues in Canada to house such a diverse collection of artistic, cultural and active living program opportunities, and cultural organizations.



QEPCCC offers inspiring programs for all ages and abilities including classes, workshops, camps and drop-in activities. The facility boasts an aquatics centre, two gymnasias, a youth centre, an older adult centre, dance studios, a recording studio, fine arts studios, a rehearsal hall, black box theatre, gallery, and community museum space.

QEPCCC operates according to a business model that combines City ownership and basic operation with community group programming and use. Community groups are charged a usage fee, but this is deliberately kept low so as to be affordable by community users. In addition, users have the option of becoming members - there are four membership categories depending upon level and types of use. (Typically rental costs for community organizations would be one rate – say \$15 / hr.; non-member community groups might be double that (e.g. \$30 / hr.) and commercial users might be half again the non-member community group rate (e.g. \$45 / hr.) Community groups are also expected to contribute a certain amount of volunteer time to the facility (depending upon their degree of use and the size of the organization. They also may serve on one of five Committees that advise the municipality in the operation of the facility: 1) special events; 2) environment; 3) programming; 4) volunteerism; 5) interior design. (Note that none of these Committees is inherently ‘arts’ or ‘recreation’ in nature.)

The projected operating budget at the end of the fifth year of operations was 2.6 million with half of this amount (\$1.3 million) coming from operating revenue from users, and the other half being contributed by the Town of Oakville.

## *City Centre Community Centre, Richmond, BC*

<http://www.citycentrerichmond.ca/further-progress-at-city-centre-community-centre>



*as of May 2014*

A new community centre is being developed as this Report is being written in downtown Richmond, BC, to replace an aging and inadequate community centre facility. The City Centre is and is projected to continue to be the area with the densest population in Richmond. Current population projections are for 64,000 residents by 2016, the majority of whom will be adults and older adults (75%) living in apartment type spaces.

Slated for completion in 2015, this 'City Centre Community Centre' (to be renamed after completion) will be a new two-storey facility located within a mixed-use development at Firbridge Way and Minoru Boulevard, in the heart of downtown. The new community centre will offer City Centre residents a variety of modern multi-purpose spaces for a range of community recreation programs and services, tailored to residents of all ages. The two-storey community centre will occupy about 3,100 square metres or 33,000 square feet. The exact features of the new facility are currently being determined, in consultation with various community groups. The design is anticipated to include amenities such as an arts studio space, preschool space, fitness facilities, games room, flexible multipurpose rooms for meetings and activities, children's activities spaces and boardrooms. The Centre is being designed with extensive input from the community.

The area is being developed to maximize use of the Canada Line Trail and to be bike and pedestrian friendly.

The Centre will be built and jointly maintained by the City and operated by the Richmond City Centre Community Association (RCCA) – see <http://www.rccca.ca/home/>. The RCCA's mission is: *On behalf of Richmond City Centre we provide accessible, quality of life programs and services at welcoming places where everyone can learn, grow and connect with our community.* The Richmond City Centre Community Association has been running recreation programs at a variety of locations in the City core since September 1993 (the organization was registered as a society in January 1994). The RCCCA has a staff of 12 and is administered by a Board of 11, who are all community members. In addition to the new downtown City Centre Community Centre, the RCCCA offers programs at a seven other facilities in the downtown area, including three elementary schools and two high schools.



## *Parkway Forest Community Centre*

<http://urbantoronto.ca/database/projects/parkway-forest-community-centre>



The Parkway Forest Community Centre, is planned to be a key component of the Parkway Forest master-planned community (called Emerald City) located at Don Mills Road and Sheppard Avenue. The new facility, designed by Diamond Schmitt Architects and being built by ELAD Canada, is a 50,000-square-foot facility with a green roof, a commercial teaching kitchen and an adjacent Rooftop Garden. Programming spaces and facilities will include the first full-size gymnasium in the neighborhood plus a running track, multi-purpose room, arts and crafts room, youth lounge, meeting room, weight room, aerobics and dance studio, and a YMCA-run daycare. An outdoor pool and pavilion with change rooms is also part of the complex. The Centre is being built to achieve Toronto's second LEED Silver Certification for a Community Centre, Childcare and outdoor pool with Pavilion. It also marks the first community recreation infrastructure to appear in the neighborhood in 20 years, making the groundbreaking special for the residents, the City and the developer.

One of the unique elements of the community centre will be an iconic sculpture by Douglas Coupland, *Four Seasons*, that will presumably act as an attraction for visitors as well as local community residents. The sculpture consists of four brightly coloured conical pylons ranging between 48 and 60 feet in height, and will be used as a defining branding element in the Centre.

The Community Centre will be part of ELAD's Emerald City, a master-planned high-rise community under construction in the neighborhood. Designed as a family-friendly, lifestyle-oriented urban option, the comprehensive plan for Emerald City includes a pedestrian-friendly plaza and 13-acre family park with children's playground in addition to the Parkway Forest Community Centre, ideal complements to existent amenities that include schools and a library. Emerald City is directly linked to the Don Mills subway station on the Sheppard line, as well as to major bus routes.

## York Community Centre

<http://wx.toronto.ca/inter/it/newsrel.nsf/11476e3d3711f56e85256616006b891f/45ee8d805635581b85257ad80055c384?OpenDocument>



A new community centre serving the former City of York is being developed at the southeast corner of Black Creek Drive and Eglinton Avenue in the City of Toronto. Having some sort of community centre facility in the area has for decades been a dream of the local community, which is well established. The new centre is currently under construction and is expected to be ready in the winter of 2014 / 2015.

The facility will be a 6,503-square-metre (approximately 68,000 sq. ft.) building featuring a double gymnasium, running track, a six-lane 25-metre indoor training pool, an indoor leisure pool, weight/aerobic/dance rooms, two multi-purpose rooms, a teaching kitchen and activity rooms. Anticipated cost is \$29.5-million.

The York Community Centre will have excellent access to public transit. Entrances will lead to the bus stop and the new Eglinton-Scarborough Crosstown LRT. The parking lot will have 113 spaces, dedicated car pool spots and covered accommodation for 16 bicycles.

The Centre has a strong environmental and sustainability agenda. Approximately 270 trees native to Ontario will be planted on the site. The building will be designed to Leadership in Energy and Environmental Design (LEED) Silver standing and will meet the Toronto Green Standard (TGS) Tier 1 level. Reportedly, the facility is expected to have 40 per cent better performance than specified by the National Energy Code of Canada for Buildings, and 25 per cent lower energy costs.

Public interest and involvement has been stimulated through extensive public involvement in the planning of the facility. As well, interest will be created through a naming contest for the new facility.

While capital funds had been held in reserve for a community centre in York following amalgamation in 1997. The land, which had been owned by the Province of Ontario, was donated the city and rezoned from its original residential designation, in order to make the facility possible

The York Community Centre will be owned and operated by the City of Toronto.

## Vancouver Roundhouse Community Arts and Recreation Centre

<http://roundhouse.ca>



The Roundhouse was a collection of buildings in Vancouver that formed the western terminus of the Canadian Pacific Railway (CPR). Including the Roundhouse itself, the complex included warehouses, workshops and various other industrial buildings. According to the Roundhouse website: *The gradual acceptance of the diesel-powered engine signaled the end of steam locomotives as workhorses of the railroad. The buildings in which they had been housed and serviced were no longer central, and slowly slid into obscurity and disrepair. The Roundhouse and the surrounding rail yards, a once vibrant transportation hub for the City were forgotten as the CPR turned its sights to more profitable adventures.*

In 1984 the then-disused complex was renovated and retrofitted for use as a pavilion in Expo '86. After the complex was a critical and popular success at the World's Fair, attention was turned to the question of what sorts of longer-term uses would be appropriate and sustainable for the facility. It was decided, through extensive community consultation, to turn the complex into a cultural community centre.

In 1994 design began and the Vancouver Park Board created a 'Roundhouse Advisory Committee' to guide the development and operation of the new community centre. The City owns and maintains the building and undertakes certain programming and on-site supervision through 11 staff.

The 'Roundhouse Advisory Committee', a charitable organization, was comprised of neighborhood representatives, heritage supporters, members of the arts community and Park Board staff. The mission statement for the Roundhouse Advisory Committee is simply: **to celebrate diversity...of people, values, ideas and activities.** This mission is made up of three key elements, stated as follows:



#### “THE ROUNDHOUSE AS PROJECT

All of us who work or play or socialize at the Roundhouse will be active participants in an evolving project to find new and creative ways to integrate the arts, community culture and sports.

#### THE ROUNDHOUSE AS OASIS

The Roundhouse is located in the centre of one of the largest urban experiments in history, transforming a few hundred acres of mostly vacant lots into one of North America’s densest and most diverse urban sites. The Roundhouse will be an oasis in the centre of this dynamic mix, enabling people to use their creativity and energy (at whatever level) to rejuvenate themselves and to be better equipped to face a blizzard of challenges and opportunities around them.

#### THE ROUNDHOUSE AS CONNECTION

The Roundhouse exists to identify and serve the needs of widely divergent communities. To do this the Roundhouse must reach out to the places and situations where those communities feel comfortable. These relationships will grow into Roundhouse programs through sponsorships, partnerships, and our own productions.”

A volunteer Board of Directors, solicited through advertising and word of mouth, guides the work of the Centre.

Programs are offered by individuals and groups, who must apply for the privilege of using the Roundhouse facility. They are judged in terms of meeting community need, ability to generate revenues, and the willingness of the proponents to become involved in volunteer activities in the Centre.

## Regent Park, Toronto

[http://www.torontohousing.ca/news/regent\\_park\\_phase\\_three](http://www.torontohousing.ca/news/regent_park_phase_three)



Regent Park is Canada's oldest and largest social housing project, started in the 1940s. It is a 69-acre complex housing project and for years suffered a largely negative reputation as an undesirable area of the City. In the mid 2000s a massive redevelopment project was begun (and is still on-going). The partners in this redevelopment were Toronto Community Housing (the operator) and The Daniels Group, contractors.

There are several components to the Regent Park revitalization. In addition to the renovation and replacement of nearly 28,000 housing units, there are major recreational and cultural facilities being developed. The 'Daniels Spectrum' is a cultural complex in the park, and houses a variety of community arts organizations and hosts a variety of activities. (See <http://regentparkarts.ca/the-magic-city-official-opening-of-the-new-regent-park/>). The Regent Park Aquatic Centre (see: <http://www1.toronto.ca/parks/prd/facilities/complex/2012/>) is a stand alone aquatic facility located in the heart of Regent Park and features a lap pool, leisure pool, warm water pool, tarzan rope, diving board and water slide. (Programs at this facility are free of charge.) The Regent Park Athletic Grounds (see: <http://mlsefoundation.org/news-events/events/unveiling-of-new-regent-park-athletic-grounds/>) is a new athletic space, developed through extensive community consultations, and featuring a refurbished hockey rink, a new basketball court, a new soccer/cricket pitch and a running track.

### *Library District Condominium and Library*

[http://news.nationalpost.com/2014/05/28/new-hi-tech-public-library-branch-set-to-open-in-fort-york-with-3d-printers-dj-equipment/?\\_federated=1](http://news.nationalpost.com/2014/05/28/new-hi-tech-public-library-branch-set-to-open-in-fort-york-with-3d-printers-dj-equipment/?_federated=1)



Toronto's 99<sup>th</sup> library branch just recently opened at 190 Fort York Blvd (May, 2014) adjacent to Fort York at the base of a 29-storey condominium development by Context Developments. The 16,000 sq. ft. library is a key amenity that will help create ambience and prestige, and thus help sell the condominiums. Described as a 'high tech' library, it has 35,00 books as well as 3-D printers, digital innovation hubs, DJ'ing booths and program space. The project was developed jointly by the City of Toronto Library Board and Context Developments, but enabled the \$9 million library branch to be developed at no capital cost to taxpayers.

While not a full community centre, this example does show the potential for partnerships and the strategy of using public amenities as a catalyst for private sector development.



## New Community Centres in New Subdivisions

### Calgary: New Community Centres

<http://www.calgary.ca/CSPS/Recreation/Pages/Research-and-development/About-the-new-facilities.aspx>

The City of Calgary is in the process of designing and constructing four new community centre facilities. These will all incorporate several aspects beyond just sports and recreation facilities, and three of the four will be operated by City partners (as opposed to directly by the City). The table below shows the facilities and amenities planned for each:

	Quarry Park	Great Plains	Rocky Ridge	Seton Recreational Facility
Size (Sq. Ft.)	100,000	85,000	300,000	320,000
Estimated Opening Date	2015	2015	2017	2017
Aquatic Facilities	☐		☐	☐
Ice		☐	☐	☐
Gymnasiums	☐		☐	☐
Fitness Centre	☐		☐	☐
Community Meeting Rooms	☐	☐	☐	☐
Library	☐		☐	☐
Youth Centre				☐
Arts / Culture Spaces			☐	☐
Community Theatre			☐	☐
Retail Spaces	- food services - private day care	- food services - private day care	- pro shop - medical clinic / physiotherapy - food services - private day care	- pro shop - medical clinic / physiotherapy - food services - private day care

Two of these facilities – Rocky Ridge and Quarry Park – will be operated by the Calgary YMCA through an operating agreement with the City of Calgary. Great Plains will be operated by Canlan Ice Sports under an operating agreement with the City. (Canlan is a North American leader in the development and operation of multi-purpose recreation facilities who currently manage 20 operations with 70 playing surfaces across Canada and the U.S.<sup>1</sup> )

This orientation towards working with partners, and ensuring multiple uses for community centres that respond to community need was articulated in the City's strategic plan approach to the development of sports facilities as outlined in its strategic plan for sports facility provision<sup>2</sup>.

## Images of New Calgary Community Centres



*Rocky Ridge Community Centre Preliminary Design*



*Quarry Park Community Centre Preliminary Design*

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<sup>1</sup> Canlan operates a 55,000 sq. ft. rink facility in Mississauga on Woldale Rd. For further information on the company, see: <http://www.icesports.com>

<sup>2</sup> See: ***A Ten Year Plan for Sport Facility Development and Enhancement***, City of Calgary, May 2008.



***Great Plains Community Centre Preliminary Design***



## **Niagara Falls: MacBain Community Centre**

<https://www.niagarafalls.ca/living/community-facilities/macbain-centre/>



The relatively recent (2005) 107,000 sq. ft. MacBain Community Centre facility in Niagara Falls is another example of a shared-use facility. The Centre building houses seven organizations including: Niagara Falls Public Library, Community Centre Branch; YMCA of Niagara; Coronation 50 Plus Satellite Fitness Program; Niagara Falls Big Brothers Big Sisters; Recreation & Culture office - City of Niagara Falls; the United Way of Niagara Falls; and the Ontario Early Years program. The \$21 million Centre is operated as the result of a partnership between the City of Niagara Falls, the Niagara Falls Public Library and the YMCA, who all contribute to its operating budget. Other tenant partners include Heart Niagara Inc., Big Brothers Big Sisters of Niagara Falls, the Coronation 50 Plus Drop-in Centre and the Niagara Falls United Way. The facility is completely barrier-free and offers a two pool aquatic centre with a slide, three-sectioned gymnasium, multipurpose rooms, indoor track, library, racquet courts, studio, five locker rooms, a cafe, clinics, park with splash pad, and skatepark. A significant philanthropic donation (from the MacBain family) was helpful in the development of the facility.

### *Newmarket: Magna Centre*

<http://newmarket.ca/en/townhall/magnacentreupdate.asp>



Another example of corporate sponsorship of a community centre was the Magna Centre, opened in Newmarket in 2007. This facility features an Olympic-sized and three NHL-sized ice rinks, a 25-metre competition pool and 21-metre learning pool, a full-sized gymnasium and walking track, three multi-purpose rooms, a restaurant and a pro shop.

In exchange for naming rights of the centre overall, Magna International donated \$5 million towards the operation of the \$37 million the facility. Magna's contribution was for \$500,000 per year over a 10-year period towards the operating cost of the facility. (Magna International's first automotive parts plant was located in Newmarket and thus there is a strong long-term corporate connection to the community.) Magna allows a maximum of 2% of its pre-tax profits to go towards charitable enterprises in the health care, community, sports and recreation, and educational fields.

Other major contributors for parts of the capital cost include Newmarket Hyundai, Midas Muffler, and Pfaff Motors who sponsored indoor arenas; Tim Horton's who sponsored the gym and running track; and Dominion who made the swimming facility possible.

The Magna Centre is located on the Stickwood-Walker property, a 90-acre piece of land purchased by the municipality in 2003 for a variety of community uses including a new community recreation centre. After an extensive public consultation process, the property was used for the community recreation centre (54 acres), the retention of the Stickwood-Walker farmstead as an historical community asset, green space, and two lots reserved for Habitat for Humanity use (since relocated elsewhere in the community). The remainder of the property, some 36 acres, is being re-zoned and sold for residential development to offset costs.

### ***Burlington: Haber Recreation Centre***

<http://cms.burlington.ca/Page5284.aspx#.U3DQsq1dXVk>



Burlington's new community centre is also an example of a joint partnership with other community agencies. The new Haber Recreation Centre is located in the fast-growing Alton community of northeast Burlington. Opening in 2013, the new, fully accessible building is home to a sports and recreation facility, featuring eight competition-sized gyms, a three-storey public high school, a 'sports square' (Hall of Fame) and an integrated public library branch. The new recreation centre (the city's largest community construction project ever) was made possible through a three-way partnership between the City of Burlington, the Halton District School Board and Burlington Public Library. The Haber Recreation Centre shares a site with the Dr. Frank J. Hayden Secondary School, which opened to students in 2012.

In addition, a naming sponsor was sought and identified. The Burlington law firm of Haber and Associates has agreed to give the city more than \$1.3 million over 20 years for the naming rights (\$68,000 per year). This sponsorship money will go into a newly created reserve fund, which will contribute to capital repair and renewals of the recreation facility. In addition to these naming rights, City staff is actively continuing to solicit sponsors for naming rights of the rooms, estimating annual values of \$12,000-\$15,000 for each of the multi-purpose room and the sports room, \$15,000-\$17,500 for the sports square and \$15,000-\$20,000 for each of the four gyms.



## *Ottawa: Shenkman Arts Centre*

[http://www.shenkmanarts.ca/en/aboutus\\_apropos/strategic\\_planning/index.htm](http://www.shenkmanarts.ca/en/aboutus_apropos/strategic_planning/index.htm)



For larger cities such as Ottawa (population base approximately one million) ‘specialized’ community facilities can be developed that cater to more specific and niche-oriented community needs than a more generalized community centre. However, some of these share many of the same characteristics of community recreation centres and thus are equally instructive to examine.

The 84,000 sq. ft. Shenkman Arts Centre (SAC), which opened in June 2009, is a multi-purpose arts-oriented community centre serving the citizens of the City of Ottawa. It consists of a 500-seat performing arts facility (the Harold Shenkman Hall), a smaller ‘black box production facility (the Richcraft Theatre), the Ottawa Citizen Dance Studio, the Orléans Star L’Express Music Studio, the Ottawa Young People’s Theatre School Studios, a new media centre (consisting of a sound studio and a multipurpose room), lobby and Board room space. The facility is owned by the City of Ottawa and is operated by them in collaboration with five ‘Resident Partners’. These ‘Resident Partners’ are Orléans based organizations that make their home at the SAC. They include the Arts Ottawa East Arts Council; Mouvement d’implication francophone d’Orléans (MIFO); Orléans Young Players Theatre School; the Ottawa School of Art - Orléans Campus; and the Gloucester Pottery School. Collectively these organizations offer professional programming in the fields of instruction, visual arts exhibitions, and performing art presentations. The Cultural Services Department of the City of Ottawa operates the building, with a team of 15 full-time, 40 part-time and 150 volunteers. This team operates the two performance halls, and handles numerous services such as room rentals, event production, promotion, guest services, and a membership program.

The Centre hires professional artist instructors in order to offer recreational and professional development programming complimentary to that provided directly by the community partners. Courses, camps and workshops are offered for all ages in music, dance, literary and media arts. The Centre also coordinates Arts a la Carte, a program of workshops for school groups tailored to the Ontario arts curriculum. In addition, they manage the Trinity Art Gallery, Lalande + Doyle

Exhibition space and coordinate Beau's Art, a monthly event that features meeting the artist and discussing the work on display.

Each Resident Partner delivers something unique adding to the variety of offerings at the Centre. MIFO offers over 30 professional Francophone shows at the Centre in various disciplines including music, comedy, dance, theatre, film, conferences and youth programming. AOE Arts Council supports, promotes and develops the arts in Ottawa by offering workshops, networking activities, gallery space, an annual juried art show, ARTnews magazine, and e-news bulletins, as well as meeting room rentals. They are also responsible for ARTicipate, an endowment fund that supports innovative programming at the Centre. OYP Theatre School offers accessible instruction in theatre by professionals who encourage students to explore story, voice and movement and develop skills in costume, set and lighting design. The courses culminate in a production in one of the Centre's state-of-the-art theatres. The Gloucester Pottery School is widely known for providing exceptional instruction for potters at every level. The Ottawa School of Art - Orléans Campus is the leading centre for visual arts education and creative expression in the Ottawa region. The Orléans Campus offers a full range of art courses and camps for adults, teens and children in drawing, painting, photography, animation and cartooning, sculpture and printmaking, all in specialized art studios.

The development of the Shenkman Arts Centre relied very heavily upon naming rights and corporate support in its development. The Ottawa-based Shenkman Foundation donated \$1 million towards the naming rights to the arts centre. Other donors for naming rights include the Minto Foundation (naming rights to the front courtyard), the Trinity Development Group (the arts centre gallery) Bel-Air Toyota for the naming rights to the art studio. Arts Ottawa East, a community-based support organization, is in the process of raising a \$5 million endowment fund to be used to assist in offsetting operating costs. (Alanis Morissette is the Chair of the fundraising effort.)

The SAC is part of a larger P3 (Public-Private Partnership) initiative between the City of Ottawa and the Orléans Town Centre Partnership (OTCP). This P3 agreement concerns the much larger Orléans Town Centre, of which the SAC is an important part. With respect to the SAC, the agreement is that the City is responsible for coordinating programming opportunities (working with the Resident Partners) over a 30-year period, and for paying an annual lease to OTCP, which looks after interior and exterior maintenance, and all janitorial services. After a 30-year period, ownership of the SAC facility will revert to the City of Ottawa.

## ***Ottawa: Ray Friel Recreation Complex***

<http://ottawa.ca/en/residents/parks-and-recreation/recreation-facilities/recreation-centre-locations/ray-friel-9>



Located in the Orléans/Cumberland community of the greater Ottawa area, the 100,000 sq. ft. Ray Friel Recreation Complex offers six halls; meeting and boardroom space; an aquatic centre with wave pool, sauna and whirlpool; a restaurant and café; a physiotherapy clinic; and a modern fitness facility that provides over 30 cardio and weight-lifting machines. The complex also contains three NHL-sized hockey arenas with full-sized dressing and referee rooms, which can be rented for skating parties.

Originally built in the 80's, the Complex was refurbished and expanded in 2005. Part of the renovation was to improve (reduce) the environmental footprint of the facility. It is estimated that as a result of improved operations, 700 metric tons of greenhouse gas emissions is saved, which is equivalent to taking 160 cars driving 20,000 km each per year off the road.

The Ray Friel Recreation Complex is operated through a reportedly successful public private partnership (PPP) between the City of Ottawa and Serco Facilities Management Ltd<sup>3</sup>, with the Complex being owned by the City, and managed by Serco. Residents of Ottawa's eastern communities benefit from the expanded recreational and community programming while taxpayers will benefit from significant long-term savings.

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<sup>3</sup> A global private sector firm devoted to assisting public sector agencies with various aspects of facility and program management: see: <http://www.serco.com/about/index.asp>

### *Port Colborne: Vale Health and Wellness Centre*

[http://portcolborne.ca/page/Health\\_and\\_Wellness\\_Centre](http://portcolborne.ca/page/Health_and_Wellness_Centre)



Opened in 2013, the Vale Health & Wellness Centre is a \$32 million, state-of-the-art facility for sport, recreation, health, wellness, entertainment, and commerce – all under one roof - the first of its kind in the Niagara region. The 145,000 square foot venue includes two NHL-sized ice pads, a walking/jogging track for all season use, six outdoor bocce courts and through partnership with the YMCA, an aquatic centre with lap and leisure pools, a gymnasium and a fitness area. It is contained within the T.A. Lannan Sports Complex that includes six soccer fields, three baseball fields, playground and recreation trails that connect with the Welland Canal Multi-Use Trails. The federal government contributed approximately \$7 million towards the facility, and Vale Inco gave \$1.25 million over 10 years towards operating costs in exchange for the naming rights to the facility.



### ***Markham: Cornell Community Centre and Library***

<http://www.markham.ca/wps/portal/Markham/RecreationCulture/CommunityCentres/locations/cornell-community-centre>



Markham's new (opened 2012) Cornell Community Centre and Library is a 129,000-square-foot centre that was designed to meet LEED Silver Certification requirements. The \$70-million, 129,000 sq. ft. facility features a range of unique features promoting education, community, fitness, inclusion and accessibility. These features include a multi-level, fully equipped health and fitness centre, an indoor playground, a youth centre, three pool areas (including a therapy pool, water slide and splash pad), a triple gym, a multi-sensory room for toddlers and individuals with autism and developmental disabilities, dementia or brain injury. There are also many all-purpose rooms and a 200-seat rehearsal/performance hall available for rent. Cornell also contains a state-of-the-art Library with medical resources, children and youth sections and study rooms. The facility has a direct connection to the Markham Stouffville Hospital and thus creates a unique "campus" environment promoting health & wellness through active lifestyles.

The Community Centre is located in the midst of the new Cornell subdivisions, which is being designed and built out according to principles of 'new urbanism'. The housing mix of the new area comprises townhomes, semi-detached (with rear lane garage housing), and some detached houses (non rear lane garages housing). A key development requirement of the area is that new housing is built with central amenities in order to contain suburban sprawl. Cornell was seen by the Town of Markham as a way to deter the ongoing sprawl by encouraging density. The underlying intention of the Town is to create, to the extent possible, a 'live-work-play' community in the Cornell area to promote a new style of suburban living. The Cornell Community Centre is an essential component of this lifestyle, emphasizing health and wellness in its programming, and with its direct connection to the Markham Stouffville hospital.

In addition to the Cornwell Community Centre and Library, the Town has also recently broken ground on the 121,000 sq. ft. Southeast Community Centre, Library and Park. Like the Cornell Community Centre, this facility will also incorporate a community library branch.



***Markham Southeast Community Centre***

### *Whitby: Brooklin Community Centre and Library*

<http://www.whitby.ca/en/residents/communitycentres.asp>



Costing \$14 million, the 40,000 sq. ft., two-storey building Brooklin Community Centre and Library opened in November 2010. The facility includes a seniors' activity room, a youth centre, a dedicated pre-school program space, gymnasium, craft room, multi-purpose banquet room, meeting rooms, and a branch library. The centre offers a variety of recreational and educational programming.

There is a definite 'youth orientation' to the facility. The local Optimists Club pledged \$100,000 to the project, specifically in order to promote facilities and programming for youth. It is worthy noting in this context that Whitby is one of only five communities in the province to be a 'youth-friendly community' as identified by the Play Works Partnership of Ontario<sup>4</sup>. The Brooklin Community Centre and Library clearly helps to support this overall brand positioning of the community.

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<sup>4</sup> See: <http://playworkspartnership.ca/>

### *Richmond Hill: Oak Ridges Community Centre and Library*

<http://www.markham.ca/wps/portal/Markham/RecreationCulture/CommunityCentres/locations/corell-community-centre>



The Oak Ridges Community Centre is a 56,000 sq. ft. facility in the Oak Ridges area of Richmond Hill on the shores of Lake Wilcox, and in Lake Wilcox Park. Opened in 2012, it offers a wide-variety of recreation and leisure opportunities for Richmond Hill residents and is a leading example of environmental sustainability. The design and operation of the building are according to LEED standards and the building has received a *Silver* LEED Certification. The community centre is located in a setting that enables visitors to enjoy dramatic views of Lake Wilcox, while the architecture provides a sensitive visual amenity within the waterfront setting.

The recreational amenities of the facility include a six-lane leisure pool (including a slide component, a separate teaching tank and change rooms); a fitness studio and aerobics studio; a 7,000 sq. ft. gymnasium; kitchen facilities; two general program rooms; a seniors'/youth Program room; and an administration area. The building is, of course, accessible.

In addition to these recreational amenities, the community centre also houses the Oak Ridges Moraine Eco Centre. The Centre provides a variety of resources, displays and interactive activities that interpret the natural and cultural history of the Oak Ridges Moraine and the surrounding environment in general. The intention is that as the parks and trails around the community centre develop over time, programs, workshops and outdoor wellness programs will be delivered from this unique space.



### *Burnaby: Edmonds Community Centre*

<http://www.burnaby.ca/Things-To-Do/Community-Centres/Edmonds-Community-Centre.html>



Opened in July 2013, the new Edmonds Community Centre is a \$32 million, 95,000 sq. ft. facility located in the rapidly developing north end of the City. The complex features a 12,000 square foot twin gymnasium, fitness centre, a large-scale community kitchen, an active studio, multi-purpose rooms, a senior's lounge, a youth room and a preschool play care area that features an indoor playground. Adjacent to and actually part of the complex is the Fred Randall Pool, which includes both a six-lane, 25-metre pool and a 15-metre warm-water leisure pool that features a lazy river, beach entry, and water toys that compliment the adjacent double-waterslide. The entire complex is designed to LEED silver certification.

Of particular note is the 'youth room' - a 980 square foot lounge room for youth to relax, study, and take part in afterschool programs. The youth lounge amenities include computer kiosks, a pool table, a video gaming area, a TV area and a small kitchen. Adjacent to the facility is a gymnasium for afterschool basketball and volleyball games.

### *Burnaby: Shadbolt Centre for the Arts*

<http://www.burnaby.ca/Things-To-Do/Arts-and-Heritage/Shadbolt-Centre-for-the-Arts.html>



In addition to a number of community centres (of which Edmonds, above, is the newest), the City of Burnaby also offers the Shadbolt Centre of the Arts (SCA). Originally built in 1995 but refurbished in 2012, the 35,00 sq. ft. Shadbolt Centre for the Arts describes itself as a ‘centre for excellence in the fine and performing arts’. The facility serves the citizens of Burnaby by offering multiple opportunities for participation, observation and involvement in direct educational opportunities and presentations of professional performing arts events.

Specifically, the SCA provides three areas of programming: theatre services, program services, and special events. In the theatre area, it produces a subscription theatre season in two theatres – the James Cowan Theatre, a traditional proscenium theatre with a capacity of 285 seats and the multi-purposed black box Studio Theatre with flexible seating up to 160 seats – featuring local and national talent in music, dance, comedy, drama, musicals and film. Generally twenty or so individual performers or groups are presented over single or multiple days in a program from September to June.

The Shadbolt Centre for the Arts responds to the needs of the community in the following ways: (1) offering professional arts presentations to the city of Burnaby and the Metro Vancouver region; (2) offering educational opportunities exploring all aspects of the fine arts; (3) creating opportunities for

established and emerging artists to develop and present their work; (4) making available the services of its professionally trained teachers, technicians and administrators to provide a high calibre, accessible rental facility for community-based groups; and (5) presenting a varied program of events and opportunities for the entire family, including free festivals, classes, art events and volunteer opportunities.

In program services the facility offers visual and performing arts programs for children through to adult. Special workshops, adjunct program activities and weekly classes are offered in music, dance, visual arts, ceramics, theatre and literary arts. It is estimated that in any given week, the centre offers 225 classes plus another 220 private or semi-private lessons in music and speech arts at the Shadbolt and facilitates another 45 programs in the community – either at other city recreation centres or community schools.

In addition to the indoor activities each year, the Shadbolt Centre annually hosts popular outdoor special events on behalf of the City such as the Rhododendron Festival in May, Symphony in the Park in July and the Burnaby Blues + Roots Festival every August. These are held in the 10,000 seat outdoor natural amphitheatre adjacent to the community centre itself.

## *Vaughan: North Thornhill Community Centre*

[http://www.vaughan.ca/services/recreation/community\\_centres/north\\_thornhill\\_cc/Pages/default.aspx](http://www.vaughan.ca/services/recreation/community_centres/north_thornhill_cc/Pages/default.aspx)



Opened in 2010, the 95,000 sq. ft. North Thornhill Community Centre offers a variety of community facilities for a multitude of purposes. Venues include activity rooms, an art studio, a multipurpose room, and swimming pool, and users can purchase a membership or a one-time use. Facilities may be rented for business meetings, parties, conferences and sporting events. The project also includes a surrounding park featuring two mini soccer fields, four tennis courts, water play area, children's play area, swing area and outdoor theatre.

In November 2014, an addition to the centre will be finished that will accommodate the new Pleasant Ridge Library, an 8,500 sq. ft. library branch.

The North Thornhill Community Centre (and its new library addition) is adjacent to Stephen Lewis Secondary School, so the entire area becomes a 'learning and activity precinct' serving the relatively new community of North Thornhill in Vaughan.





Image: Svetlana Grechkina










City of Mississauga  
**Downtown  
Growth Area**  
Park Provision Strategy

**APPENDIX III: PARK SPACE  
HIERARCHY EXAMPLES +  
PUBLIC COMMENTS**





- Urban Parks
- Urban Squares
- Pocket Parks







Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
<div>Millennium Park – Chicago</div> <div>URBAN PARK</div>	   	<p><b>Location:</b> 300 Gardner Street</p> <p>You might never guess that Millennium Park, recipient of the 2009 Rudy Bruner Award for Urban Excellence, was once an industrial wasteland transformed into a world-class public park. In fact, from the 1850s until 1997, the land that is now occupied by Millennium Park was controlled by the Illinois Central Railroad. Visionary Chicago leader Daniel Burnham considered the railroad's control of the area to be so untouchable that he developed the Grant Park portion of his 1909 "Plan for Chicago" around it.</p> <p>Thus, the area, which was covered with unsightly railroad tracks and parking lots, remained blight on Chicago's lakefront throughout the 20th century.</p> <p>What is now Millennium Park was first conceived in late 1997 with Mayor Richard M. Daley's vision of turning the area into a new public space for residents of Chicago. The original plan called for a 16-acre park and outdoor music venue in the traditional Beaux Arts style of Grant Park. Over time, with the commitment of the private sector and the involvement of world-renowned architect Frank Gehry, the project evolved into an ambitious undertaking featuring a collection of world-renowned artists, architects, planners, landscape architects and designers.</p>	<p><b>Size:</b> 24.5 acres (99,150m<sup>2</sup>)</p> <p><b>Cost:</b> \$475 million (\$173.5 million from private sector)</p> <p><b>Plants:</b> Perennials and Bulbs (159 types), Grasses (19 types), Shrubs (11 types), Trees (16 types)  <a href="http://www.luriegarden.org/plantlife/overview">http://www.luriegarden.org/plantlife/overview</a></p> <p><b>Features:</b> Fountain, Pavilion, Lurie Garden, Welcome Centre, Cloud Gate Sculpture, pedestrian bridge</p>	Public-Private partnership	<p>12/27/2013 – 5 stars  <i>I love Millennium Park. This time I got to listen to some Jazz, have a drink...great place to visit in summer. Walk around, see the bean and the fountains. One of my favorite places in the city.</i></p> <p>01/26/2014 – 5 stars  <i>What an amazing space! You can take your own food and beverage, admission is free and the entertainment is world class! We spent a whole afternoon and evening here. Make sure you take a blanket or some festival chairs!</i></p> <p>02/27/2014 – 5 stars  <i>Millennium Park is a great place to just go and hang out when the weather is nice. It is alive with people and activity. Kids can run and play in the water, take fun pictures in front of the "Bean" or grab a hot dog.</i></p>





Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
<div>Bryant Park – NYC</div> <div>URBAN PARK</div>	  	<p><b>Location:</b> Behind the New York Public Library in midtown Manhattan, between 40th and 42nd Streets &amp; Fifth and Sixth Avenues.</p> <p>Originally established in 1992, the Rockefeller Brothers created the Bryant Park Restoration Corporation under the founding leadership of Andrew Heiskell, then Chairman of Time Inc. and the New York Public Library, and Daniel A. Biederman, a Harvard Business School graduate with a reputation as an innovator in management. They created a master plan for turning around the park including maintenance, temporary kiosks, and public events, which reduced crime by 92 percent and doubled the number of annual park visitors.</p> <p>Bryant Park reopened in April 1992, to lavish praise from citizens and visitors, the media, and urbanists. And as the Urban Land Institute wrote, "the success of the park feeds the success of the neighborhood." Soon the chorus was joined by the business community, which benefits from higher rents and property values.</p> <p>Source: <a href="http://www.yelp.ca/biz/bryant-park-new-york-2">http://www.yelp.ca/biz/bryant-park-new-york-2</a></p>	<p><b>Size:</b> 9.603 acres (38,850m<sup>2</sup>)</p> <p><b>Cost:</b> \$8.9 million (renovation)</p> <p><b>Plants:</b> 100 species of woody shrubs and herbaceous perennials, flowering plants (alendula, cosmos, asters, sweet william, dianthes, gajenium, ornamental cabbages and salvia), rose plants, 20,000 bulbs, London plane trees (Platanus acerifolia), camphor tree, silver maple, creeping juniper, alnus tress, blue gum, gingko, crabapple, bald cypress, swamp white oak, red maple, Eastern redbud, willow, rye/fescue/bluegrass mix (lawn)</p> <p><b>Features:</b> Gardens, Promenades, Lawn, Fountain, Rink, Carrousel, Games, Reading Room</p>	<p>Public park, privately operated by a not-for-profit and business improvement district of neighbouring property owners.</p>	<p>12/9/2013 – 5 stars <i>Bryant Park is totally transformed from the summer. In the winter, there is a FREE skating rink for those who have their own skates. The rink is surrounded by Xmas stalls, which were by in large tasteful.</i></p> <p>2/20/2014 – 5 stars <i>We love Bryant Park, especially in winter. Lots of people, ice skating and all the great specialty kiosks make it a real oasis in the city no matter what time of year.</i></p> <p>3/3/2014 – 4 stars <i>We weren't looking for the park but found it walking by. It has a nice atmosphere and when we were there we saw a lot of winter activities. A restaurant called Celsius but also the ice rink where we watched a local 3-on-3 ice hockey game. If you are in the neighborhood don't miss this!</i></p>



Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
<div>Kariya Park – Mississauga</div> <div>URBAN PARK</div>		<p><b>Location:</b> 3605 Kariya Drive, close by the Civic Centre</p> <p>Park was designed in 1989 and opened in July 1992, honouring the eleventh anniversary of our twin-city relationship with Kariya, Japan. Like a tranquil lake of serenity at the heart of busy Mississauga, Kariya Park lies calmly in the city core, with the famous Civic Centre clock-tower easily glimpsed through the greenery.</p>	<p><b>Size:</b> 7.5 acres (30,350m<sup>2</sup>)</p> <p><b>Plants:</b> woodland plants and ferns, redbud trees, ash trees, ginkgo trees, sweetgum trees, Japanese cherry trees, katsura tree, Zelkova tree, Japanese maple, tree peonies, Japanese irises, Iris laevigata</p> <p><b>Features:</b> Pond, Pavilion, Bridge, Garden Wall</p>	Public	<p>7/21/2013 – 3 stars</p> <p><i>I'm a stone's throw away from this little park and it was donated by Mississauga's sister city in Japan. It's very popular for wedding and prom pictures but it is also a serene escape from the city. In the summer, there are cute little ducks and squirrels running around making you feel like you are in a small oasis. Its definitely a hidden gem within Mississauga. Wish it was bigger though.</i></p>
	  	<p>The City of Kariya symbol can be viewed in various areas of the park. It includes a wild goose (kari) about to take flight and a figure eight (ya), both symbolic of future development. The open area above the figure eight indicates vibrant activity. The combination of the two symbols produces the city's name of Kariya.</p> <p>The park's various features are being phased in as funding becomes available. When the project is complete it will encompass several different forms of Japanese garden. Initially, meandering walkways lead visitors in and around a quiet pond and hill garden and through a stroll garden with shrubbery, rocks and low flowerbeds. A pavillion at the north end of the park and a dry courtyard garden round out the development to 2001.</p>			<p>5/18/2013 – 4 stars</p> <p><i>This is more like a parkette really, but although it's across the street from Square One, it's actually quite peaceful!</i></p> <p><i>Anyway, it's a cute place to retreat for a picnic, read a book, de-stress a bit, &amp;/or take your engagement photos. You'll def need a permit though since it's a small-ish &amp; popular place for that!</i></p> <p>10/14/2013 – 5 stars</p> <p><i>An amazing hidden gem in the heart of Mississauga...want to exercise, de-stress, relax, take a walk or even a photo shoot you name it. Its perfect for everything.</i></p> <p><i>A must see!</i></p>





Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
<div>Celebration Square – Mississauga</div> <div>URBAN PARK</div>	   	<p><b>Location:</b> 300 City Centre Drive, across from Square One Shopping Mall</p> <p>Mississauga Celebration square is the premier location for free outdoor events, connecting residents and community groups through arts, culture, and heritage. Located in the heart of downtown Mississauga, across from Square One Shopping Mall, Celebration Square boasts a main stage with a state-of-the-art sound and lighting system, two digital program screens, a lawn, an interactive water feature which converts in to an ice rink during the winter months, an amphitheatre, as well as a cafe which is set to open this summer.</p> <p>Visitors to the Square can enjoy a wide mix of free events such as community festivals, concerts, movies, and fitness classes, or can relax with a book, play in the fountain, connect with free WiFi and grab a bite to eat in the cafe. In 2011, Mississauga Celebration Square attracted over 450,000 people, and proudly hosted over 90 free outdoor events.</p> <p><i>Source:</i>  <a href="http://www.mississauga.ca/portal/celebrationsquare/aboutthesquare">http://www.mississauga.ca/portal/celebrationsquare/aboutthesquare</a></p>	<p><b>Size:</b> 6.6 acres (26,700m<sup>2</sup>)</p> <p><b>Cost:</b> \$40 million</p> <p><b>Features:</b> Screens, Main Stage, 300 seat Amphitheatre, Market Trellis/serviced vendor area, Lawn, Fountain/Rink, Jubilee Garden, Raised Gardens, Forested Garden, Glass Pavilion and Terrace.</p> <p><b>Capacity:</b> 50,000 people</p>	<p>Infrastructure Stimulus Fund (ISF) project, joint investment by Canadian, Ontario and municipal governments</p>	<p>1/30/2013 – 5 stars  <i>Love this place, especially during the warmer months! Winter months don't really cut it for me 'cause not only do I tend to hibernate, but I can't coax many friends who may have access to a pair of ice skates. :(</i></p> <p><i>I did make it out for a tree lighting event, but that was mainly 'cause there were food trucks there.</i></p> <p><i>During the warmer months, I've been to outdoor movies, Canada Day (w/ Carly Rae Jepsen, Dragonette), Ribfest, live World Cup being broadcasted, witnessed a movie/tv shoot, Superstore Tasting Event (&amp; no, Galen Weston was NOT there!), &amp; other live music event...all for FREE!</i></p> <p><i>Before/after events, it is also nice to take a stroll of the upcoming buildings, Sheridan College grounds, and other architectural stuff that makes you sorta forget that you're in the 905. Been meaning to actually eat at the C Café located inside the Civic Centre, but haven't gotten 'round to it!</i></p> <p>7/21/2013 – 4 stars  <i>Living in the Hurontario/Burhamthorpe area of Mississauga is a compromise between super suburbia and downtown T.O. You get to experience some "downtown-like" atmosphere but without the huge crowds. With Celebration Square, it's gotten even better. It's clean, has a good stage and sound system and always has good events (Canada Day, NYE, ribfest, South Asian festivals, etc.). In addition, they also have free movie nights.</i></p> <p><i>The Canada Day events are really top notch too since they always have a star singer (Down with Webster - 2013 and Carly Rae Jepsen - 2012).</i></p> <p><i>I think this place will start getting better and better attractions than Yonge-Dundas and Nathan Phillips soon too.</i></p>











Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
<div>Sherbourne Common – Toronto</div> <div>URBAN PARK</div>	   	<p><b>Location:</b> Queens Quay East, east of Lower Sherbourne Street</p> <p>Opened September 2010 (south) and July 2011 (north)</p> <p>Located just east of Lower Sherbourne Street, the 1.5 hectare park spans more than two city blocks, from Lake Ontario in the south to Lake Shore Boulevard in the north, on both sides of Queens Quay.</p> <p>Sherbourne Common was designed by renowned landscape architects Phillips Farevaag Smallerberg to bring a feeling of "life at the lake" to the area. The park features a wide open greenspace, a skating rink that doubles as a splash pad in the summer, a striking zinc-clad Pavilion, and a stunning water channel with three dramatic art sculptures. Sherbourne Common will become a well-used destination for city residents and visitors all year-round. Sherbourne Common is the first park in Canada to integrate an ultraviolet (UV) facility for neighbourhood-wide stormwater treatment into its design. The UV facility for East Bayfront's stormwater management system is located in the basement of the park's Pavilion. Collected stormwater is treated in the UV facility and released from three dramatic art features into a 240-metre long water channel – or urban river – and back out to Lake Ontario.</p> <p>Source:  <a href="http://www.waterfrontoronto.ca/sherbourne_common">http://www.waterfrontoronto.ca/sherbourne_common</a></p>	<p><b>Size:</b> 3.63 acres (14,700m<sup>2</sup>)</p> <p><b>Cost:</b> 28.7 million + 1.9 million (public art)</p> <p><b>Plants:</b> 192 trees – 108 Pacific Sunset Maple, 45 Red Oak Maple, 29 American Beech. Kentucky Blue Grass and fescue</p> <p><b>Soil:</b> Silva Cell</p> <p><b>Features:</b> UV stormwater treatment facility, rink, splash pad, snack bar, Lawn</p>	Public	<p>8/2/2011 – 4 stars  <i>Love how all water theme has been implemented in the set up of Sherbourne Common! Those huge waterfalls like structure "Light Showers" for sure a sight to behold. There is also a huge area of water fountain park which transformed into a skating ring in the winter! I didn't realize how innovative Sherbourne Common is until I did some research online!! It had received an Award of Merit from the 2009 Canadian Architect Awards of Excellence. What a cool public spaces and for kids a great place to hang with all the facilities!!</i></p> <p>8/25/2011 – 4 stars  <i>This is an interesting park at the bottom of faceless industrial area that is Donlands. This is part of the revitalization project that is underway in this area. I think this area will improve a lot when its done and will provide an entertainment for the residents who will reside here. It small but has modern finish with waterfalls that provide an interesting scenery with the lights up in the evening. With the new Sugar Beach nearby I can see this being popular with families and alike. Beware though this area has a lot of bugs in the evening.</i></p> <p>11/20/2012 – 4 stars  <i>BOTTOM LINE: Well-designed and a rad spot to chill out in. As part of the first step in revitalizing one of the ugliest harbourfronts by any modern standards, Sherbourne Common is pretty sweet. Large grassy knolls outlined with hanging waterfalls and concrete streams, it's a wonderfully designed spot. Also being next to Sugar Beach and Against the Grain, you have a few options to check out. Now if only they can start building more bike lanes to get here...</i></p>

Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
<div>Miami Soundscape Lincoln Park – Miami Beach</div> <div>URBAN PARK</div>	  	<p><b>Location:</b> Washington Avenue and 17th Street</p> <p>Park opened January 2011. Urban site strives to establish a new precedent for parks in the City of Miami Beach. While an urban park this size might often receive a design that has more hard surface than soft, Lincoln Park's site-specific conditions, context and program elicited a unique response. A decision was made early in the design process for this public space to feel 'green' and more like a park.</p> <p>With West 8 firmly positioned to deliver its mission of a green park, not a plaza, a park that feels intimate, shady, and soft was created; a park that will support the world-class attraction of the New World Symphony Building. Miami SoundScape Lincoln Park reflects the spirit and vitality of Miami Beach and will support a multitude of day and night uses, either under the shade of the trees or a starlit sky.</p> <p><i>Source:</i>  <a href="http://www.west8.nl/projects/miami_beach_soundscape/">http://www.west8.nl/projects/miami_beach_soundscape/</a></p>	<p><b>Size:</b> 3.05 acres (12,350 m<sup>2</sup>)</p> <p><b>Cost:</b> \$13 million</p> <p><b>Plants:</b> Veitchia and Hurricane Palms, Live Oak, Royal Poincianas, Bougainvillea, Celebration Bermuda Turf</p> <p><b>Features:</b> projection tower, pergolas, integrated lighting and audio</p>	Public	<p>12/24/2012 – 5 stars  <i>In a town with so little to do that's totally free, this is a refreshing change that makes Miami a little more livable and a lot more like a "real city" as I sometimes put it.</i></p> <p><i>Not long ago I was in San Francisco visiting a friend, she told me about the movie nights they do out in nearby Delores Park, and it reminded me of how little we have back home... And then this happens and my hope that Miami will one day suck a little less comes one step closer. Thank you.</i></p> <p>11/18/2013 – stars  <i>So fun &amp; great date night! Pack up the pup, blanket, wine, and snacks and catch a movie under the stars.</i></p> <p>12/12/2013 – 4 stars  <i>Love the soundscape! I've been here a few times since moving to MB...first time, I saw the famous film noir, Sunset Blvd...nostalgic for me since I grew up watching the oldies with my mom. My second time around was JAWS...totally different experience seeing it outdoors on a WallCast so close to the ocean! What a great time; relaxing outside on crisp Miami winter evenings with so many other locals, enjoying the classics (and sometimes newer releases)!</i></p> <p><i>***Relaxing, exciting, FREE, great date night, great pre-gaming spot, BYO Blanket &amp; booze. No glass allowed. Pet friendly. Good times!</i></p>



Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
Sugar Beach – Toronto	 	<p><b>Location:</b> 11 Dockside Drive, across from Redpath Sugar Refinery</p> <p>Park opened August 2010. Located at the foot of Lower Jarvis Street adjacent to the Redpath Sugar Factory, the park is the first public space visitors see as they travel along Queens Quay from the central waterfront. The park's brightly coloured pink beach umbrellas and iconic candy-striped rock outcroppings welcome visitors to the new waterfront neighbourhood of East Bayfront.</p> <p>The design for Canada's Sugar Beach, by Claude Cormier + Associés draws upon the industrial heritage of the area and its relationship to the neighbouring Redpath Sugar factory. The park features three distinct components: an urban beach; a plaza space; and a tree-lined promenade running diagonally through the park.</p>	<p><b>Size:</b> 2 acres (8,100 m<sup>2</sup>)</p> <p><b>Cost:</b> \$14.3 million</p> <p><b>Plants:</b> Freemanii maples (Marmo, Jeffersred Autumn Blaze, Autumn Fantasy), Weeping Willow, White Pine</p> <p><b>Soil:</b> two-deep Silva Cell system</p> <p><b>Features:</b> beach chairs, umbrellas, splash pad</p>	Public	<p>7/23/2011 – 4 stars  <i>Paris has "Paris Plage" along the bank of Seine river. Toronto has something even better, a playful urban oasis that consists of water fountain, white sand beach and tree-line promenade.</i></p> <p><i>I visited the beach on a beautiful Tuesday morning and was very impressed with the cleanliness and the overall designed of the park. Love the pink-sculptural umbrellas and white beach chairs, they are whimsical and practical.</i></p>
	 	<p>The park's plaza offers a dynamic space for public events. A large candy-striped granite rock outcropping and three grass mounds give the public unique vantage points for larger events and the spaces between the mounds result in a natural performance space for smaller events.</p> <p><i>Source:</i>  <a href="http://www.waterfronttoronto.ca/explore_projects2/east_bayfront/canadas_sugar_beach">http://www.waterfronttoronto.ca/explore_projects2/east_bayfront/canadas_sugar_beach</a></p>			<p>8/6/2011 – 4 stars  <i>A surprising find in this neighborhood. White sands are plenty so you actually feel like you are on a beach. The retro colors and look complete the picture. The view is great and I guess this place hasn't been discovered by the rest of the city as I saw most of the neighbors lounging around :) A small water fountain will keep the kids entertained. The place is a small stretch so don't expect a huge area here. They do have a nice patio bar nearby will try it out one of these days.</i></p> <p>5/26/2013 – 5 stars  <i>Awesome views and real sand. Really good and worth the trip.</i></p>
URBAN SQUARE					




Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
<div>Post Office Square – Boston</div> <div>URBAN SQUARE</div>	   	<p><b>Location:</b> 130 Congress Street, in the Financial District</p> <p>Norman B. Leventhal Park is an intimate and friendly park that is beloved by thousands of office workers, shoppers, visitors and residents of the City. It provides a sense of delight, refuge, quality and exemplary maintenance to what would otherwise be a grey and hard-surfaced setting - a welcoming room within the City, a significant and comfortable public space to be enjoyed and revisited by people seeking relaxation and refuge - simply as it was intended.</p> <p>The design of Norman B. Leventhal Park accommodates passive individual activities such as eating, reading, conversations and people watching.</p> <p>In 1987 Friends of Post Office Square purchased the dilapidated Post Office Square garage and the remaining years on the garage operator's lease from the City of Boston. Demolition of the 950-space parking garage began on October 1, 1988. Construction of the Garage at Post Office Square was completed and the new facility opened on October 1, 1990. The Park was completed in June of 1992 and rededicated as the Norman B. Leventhal Park on September 16, 1997.</p> <p>Source: <a href="http://www.yelp.ca/biz/post-office-square-boston-2">http://www.yelp.ca/biz/post-office-square-boston-2</a></p>	<p><b>Size:</b> 1.7 acres (6,900m<sup>2</sup>)</p> <p><b>Cost:</b> \$80 million (park and garage)</p> <p><b>Plants:</b> over 125 different kinds of plants including witch hazels, blossoming trees, shrubs and bulbs. Hybrid Red Oak, Giant Western Arborvitae trees</p> <p><b>Soil:</b> 54 inch deep layer of soil  <a href="https://www.boston.com/beyond_bigdig/cases/post-office.htm">https://www.boston.com/beyond_bigdig/cases/post-office.htm</a></p> <p><b>Features:</b> Lawn, Fountains, trellis and pavilions</p>	Public with Private management with funds from parking garage	<p>11/22/2011 – 5 stars            GORGEOUS park in the middle of the financial district. Beautiful fountain with nice breeze in the summer. A hidden gem! Perfect for wedding photos as it is quiet here during the weekend.</p> <p>7/2/2013 – 5 stars  <i>Beautiful little patch of a park with a fountain among tall industrial buildings. Great place to cool off and sit on the grass for a bit!</i></p> <p>1/31/2014 – 5 stars  <i>This is such a great little park. A respite for the weary office worker seeking out a small patch of nature on which to enjoy their lunch. Situated a short walk from Quincy Market or the Jewelry District. Such a nice place, if you're in the area, stop by with your lunch!</i></p>





Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
<div>YORKVILLE PARK – TORONTO</div> <div>URBAN SQUARE</div>	   	<p><b>Location:</b> Cumberland Street, close by Bay Subway Station in the Yorkville BIA</p> <p>In the 1950s, the Bloor subway line was being built and a row of Victorian row houses were demolished to make way for construction. Residents voiced their desire for a park to be built over the subway, but instead a parking lot was constructed to provide spaces for commuters. In 1973, the City agreed to create a park, and in 1991 the City hosted a design competition. Oleson Worland Architects, in association with Martha Schwartz / Ken Smith / David Meyer Landscape Architects were selected. A scheme to turn the parking lot into a park that celebrates the history of the Village of Yorkville and reflects the diversity of the Canadian landscape was presented.</p> <p>The park was designed in a series of gardens. The gardens vary in width and the frames of the gardens are symbolic of the lot lines of the row houses that once stood on the site. Each contains a distinct collection of plant communities - from upland conifer and deciduous species at the east end of the park to lowland/wetland varieties and a granite outcropping in the west end.</p> <p><i>Source:</i>  <a href="http://www1.toronto.ca/wps/portal/contenonly?vgnextoid=5c39dada600f0410VgnVCM10000071d60f89RCRD">http://www1.toronto.ca/wps/portal/contenonly?vgnextoid=5c39dada600f0410VgnVCM10000071d60f89RCRD</a></p>	<p><b>Size:</b> 1.1 acres (4,450 m<sup>2</sup>)</p> <p><b>Cost:</b> \$3.5 million</p> <p><b>Plants:</b> shadblow serviceberry trees, ferns, Virginia bluebells, white trillium, flowering dogwood, hosta, daylily, astilbe, alders, Joe-pye Weed, Cardinal Flower, White Turtlehead, variety of sedges, purple clematis, red honeysuckle, white silverlace vines, Makamik crabapples, perennial herbs and alpine species, river birch trees and mixture of prairie grasses and wildflowers</p> <p><b>Features:</b> table and chairs, waterfall, large Canadian Shield granite boulder</p>	<p>City-owned. The Bloor-Yorkville BIA takes an active role in the management and programming of the park.</p>	<p>7/14/2010 – 4 stars</p> <p><i>Yorkville Park is located in "the Village" of Yorkville on the south side of Cumberland Street running between Avenue Road and Bellair Street.</i></p> <p><i>Unlike most parks, you'll find no grass or benches here. What used to be a parking lot is now filled with gardens, native plant species, prairie meadow, marsh, and trees. A silver-coloured metal structure houses a waterfall bordering one side of a courtyard. At the other end you'll find a rock "outcropping" (a 650 ton rock, coaxed out of the Canadian Shield and reassembled in the park)</i></p> <p><i>The park draws many visitors, tourists and is a great place for celebrity sightings during the Toronto Film Fest. Workers (like me!) eat lunch and people-watch at the bistro tables and chairs scattered throughout the park.</i></p>












Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
<div>Tudor City Greens – NYC</div> <div>URBAN SQUARE</div>	  	<p><b>Location:</b> On either side of 42<sup>nd</sup> Street, east of Second Avenue.</p> <p>Tudor City Greens is an elevated park. Fred F French, a real estate developer, saw the need for a tranquil residential area for busy middle class New Yorkers and began building Tudor City around green open space in 1927. The buildings and park space were sold and in 1987 the current owner, Time Equities Inc, demonstrated its understanding of the importance of the parks to the community by donating them to The Trust for Public Land, a national conservancy organization dedicated to the preservation of such open spaces. The development rights of the parks were extinguished, which effectively eliminated any possibility of future development.</p> <p>Tudor City Greens Inc formed in 1987 to maintain and preserve the parks.</p> <p>Source:  <a href="http://www.tudorcitygreens.org/outside_home.asp">http://www.tudorcitygreens.org/outside_home.asp</a></p>	<p><b>Size:</b> .737acres (2985 m<sup>2</sup>)</p> <p><b>Plants:</b> Various.</p> <p><b>Features:</b> Seating, planting.</p>	<p>Open to public but privately owned and managed by not-for-profit organization.</p>	<p>6/1/2013– 4 stars  <i>This is a cool little park near the Tudor City Bridge, which hovers above 42nd street. The park itself is small and pretty, and the surrounding old apartment buildings are spectacular. If there was more to do around the neighborhood, I might even want to move there.</i></p> <p>3/24/2008– 5 stars  <i>The best place to disconnect from work, co-workers, workstations, workaholics...Perfect balance of sun, shade, and fresh air.</i></p>


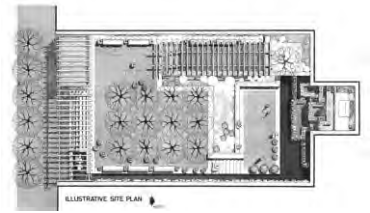
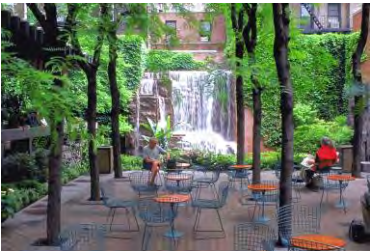

Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
<div>Town Hall Square – Toronto</div> <div>URBAN SQUARE</div>	   	<p><b>Location:</b> 34 Yorkville Ave, across the street from the Toronto Reference Library</p> <p>Commemorating the site of the Yorkville Town Hall, this small urban oasis has paths and benches sheltered between rows of hedges, trees and oversized pots. The French inspired square was completed in 2006. The trees are surrounded by precast concrete discs that provide seating. The plant material was specifically chosen to withstand harsh urban conditions. Large precast concrete pots with custom tint and hand rubbed finish house boxwood balls. An eight-metre cartan and aluminum sculptural piece entitled "Piercing a Cloud" by Canadian artist Jean-Pierre Marin is a focal point, drawing people to the park.</p> <p>Continuous tree pits and structural soils were used to effectively maximize tree and plant growth and provide necessary levels of compaction for hard paving surfaces. The park is also equipped with an irrigation system, which is connected to a remote computer. Daily rainfall levels are recorded and irrigation levels adjusted accordingly.</p> <p>Town Hall Square is a successful urban space that accommodates pedestrian movement and allows for a variety of events. Town Hall Square works perfectly with Yorkville's historical identity and reputation for being an international gathering place.</p> <p><i>Source:</i>  <a href="http://issuu.com/kevinchoy/docs/public-square-landscapes/118">http://issuu.com/kevinchoy/docs/public-square-landscapes/118</a></p>	<p><b>Size:</b> 0.66 acre (2,700 m<sup>2</sup>)</p> <p><b>Plants:</b> 20 Ginkgo biloba, Boxwood balls</p> <p><b>Soil:</b> topsoil, structural soil and gravel  <a href="http://www.hort.cornell.edu/uhi/outreach/csc/article.html">http://www.hort.cornell.edu/uhi/outreach/csc/article.html</a></p> <p>Containers are 1.5 metres in depth</p>	<p>Strata park owned and maintained by the City.</p>	<p>8/27/2011 – 4 stars</p> <p><i>This is a small oasis at the edge of Yorkville, on the site of what I understand was at one time the town hall for Yorkville. Benches, trees, businesspeople lunching.</i></p>




Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
<div>The Porch – Philadelphia</div> <div>POCKET PARK</div>	  	<p><b>Location:</b> Adjacent to 30<sup>th</sup> Street Station, Philadelphia</p> <p>The Porch at 30th Street Station is located adjacent to the second busiest train station in the States, between two historic buildings and sits amidst a dense concentration of Philadelphia's education, medicine and innovation sectors and is used by thousands of daily commuters and first-time visitors, and surrounded by more than 16,000 jobs.</p> <p>Once a congested parking lane and bland, barren sidewalk, The Porch has become one of the most animated public places in Philadelphia, with amenities such as abundant seating, vibrant seasonal plantings, ongoing performances, fitness classes and a variety of special events such as The Porch Beer Garden and mini-golf.</p> <p>The vision for the site is the creation of an inviting, animated public place, with amenities to become a vibrant magnet and a source of civic pride. In fewer than two years, The Porch has developed into an oasis of activity, respite and interaction. It is envisioned that a capital-intensive future phase of improvement will follow with elements such as food kiosks, denser plantings, functional art, and a permanent landscaping buffers.</p> <p>Source: <a href="http://universitycity.org/the-porch">http://universitycity.org/the-porch</a></p>	<p><b>Size:</b> .631 acres (approx.2554 m<sup>2</sup>)</p> <p><b>Plants:</b> Selection of seasonal plantings.</p> <p><b>Features:</b> Seating, umbrellas, plantings, changing active programming of the space, food trucks.</p>	<p>Managed by University City District, a partnership of anchor institutions, small businesses and residents that creates opportunity, improves economic vitality and quality of life in the University City area of West Philadelphia with the primary mission of community revitalization.</p>	<p>9/28/2013– 4 stars  <i>A solid addition to 30th Street Station that actually succeeds at making it a fairly solid destination when you don't need to ride a train.</i></p> <p>5/20/2013– 3 stars  <i>I didn't think much of it when I first saw all the tables, umbrellas, etc going up.... but it's a crowd pleaser. It's colorful, well kept (cleaning staff are often out there), there is eco friendly decor around, tons of flowers... and food trucks! You ARE kind of literally steps away from a main road, but if you're stuck at 30th waiting for a transfer, why not sit outside.</i></p>







Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
<div>Courthouse Square –Toronto</div> <div>POCKET PARK</div>	 	<p><b>Location:</b> Court Street, Church and Adelaide, Toronto</p> <p>Courthouse Square (rumored to be the location of Toronto's last hanging) is a mixed-use area of offices and condominiums.</p> <p>The creation of the square was part of a revitalization of a network of historical green spaces in downtown Toronto. It brought back a planting of native species with a focus on medicinal plants, referencing the era of the original courthouse.</p> <p>Espaliered crab apple trees, rarely used in public spaces, were planted because they had existed at the site in years past. Axial views and corridors create a variety of intimate spaces, while establishing vital connections to the surrounding streetscapes, buildings, and open space.</p> <p>Source:  <a href="http://www.jrala.ca/content/courthouse-square">http://www.jrala.ca/content/courthouse-square</a></p>	<p><b>Size:</b> .199 acres (806m<sup>2</sup>)</p> <p><b>Plants:</b> Native plants, seasonal planting, crab apple trees.</p> <p><b>Features:</b> Seating, steps and grass for seating, stage area.</p>	Public park.	<p>Winner of several awards: <i>Urban Plazas Commendation, 47th International Making Cities Livable Conference, Toronto Urban Design Award and Regional &amp; National Honour, Canadian Society of Landscape Architect</i></p>



Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
Greenacre Park– NYC		<p><b>Location:</b> East 51<sup>st</sup> Street between Second and Third Avenues</p> <p><b>Cost:</b> \$1.6 million</p> <p>Greenacre Park is a "vest-pocket" park—a style of urban open space popularized in the 1970s in response to the high cost of city center land, high intensity of use, and the need to secure the park after hours.</p>	<p><b>Size:</b> .137 acres (557 m<sup>2</sup>)</p> <p><b>Plants:</b> Honey Locust Trees. Evergreens— rhododendron, azalea, Japanese holly, and andromeda— are planted amid a pachysandra ground cover. A star magnolia, azaleas, and rhododendron provide early spring blossoms. Seasonal flowers fill urns which are placed informally about the park, and Boston ivy on the brick walls turns a brilliant red color in early fall.</p> <p><b>Features:</b> Multi-level sitting areas integrated with plantings and water displays.</p>	Public park, privately owned.	<p>4/3/2014– 5 stars</p> <p><i>A small hideaway on 51st street just steps away from the hustle and bustle of the many businesses, restaurants, and avenues around it - the greenery and waterfall drowns out all background noise and creates a serenity that is difficult to find in the Big Apple.</i></p>
	  	<p>A water sculpture outside the park serves as an invitation to enter. A trellis articulates the entry to the park and leads to the central sitting area, which is slightly elevated above the sidewalk. The main sitting area accommodates informal groupings of tables and chairs. Ample seating walls and broad steps provide additional places to sit during peak times such as lunch hour and a small snack bar serves food and coffee throughout the day.</p> <p>Honey locust trees allow sunlight to penetrate into the area and, at the same time, create a protective canopy to screen out adjacent buildings. The entire length of one wall is a relief sculpture. Water trickles over its surface into a runnel which leads, in turn, to a main fountain at the end of the park. Water cascades over the granite face, producing a strong visual focus as well as a sound-screen against traffic noise.</p> <p>Source:  <a href="http://www.sasaki.com/project/111/greenacre-park/">http://www.sasaki.com/project/111/greenacre-park/</a></p>			<p>10/23/2013– 5 stars</p> <p><i>One of the nicest parks in all of Manhattan. Waterfall included. Really. Too bad it closes at night.</i></p>
POCKET PARK					

Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
<div>Paley Park – NYC</div> <div>POCKET PARK</div>		<p><b>Location:</b> 53<sup>rd</sup> Street between Madison and Fifth Avenues in Midtown Manhattan</p> <p><b>Cost:</b> \$1 million &amp; reconstruction \$700,000 in 1999</p>	<p><b>Size:</b> .096 acres (390 m<sup>2</sup>)</p> <p><b>Plants:</b> Green ivy, honey locust trees, removable planters</p> <p><b>Features:</b> Waterfall, tables and chairs</p>	<p>Public park, privately owned.</p>	<p>4/6/2008 – 5 stars  <i>The hidden jewel of NYC! Right off of 5th by Rockefeller Center, this park is merely some trees, seating, and a beautiful waterfall to drown out the noise of your day. The lucky office workers of this area has the greatest sanctuary I've seen in any city!</i></p>
	 	<p>Completed in 1967, Paley Park is celebrated as one of the smallest manageable urban parks, and a prime example of a successful privately owned public space. The design for this 4200 square foot space, created by Zion and Breene Associates for the William S. Paley Foundation, proves that in even a small space can serve both a popular meeting ground and a place for relaxation and calm. Slightly elevated from street level, the sidewalk blends with the park allowing for easy access from passer-by. The park's 20-foot cascading waterfall, running at 1800 gallons per minute, creates a backdrop of sound that causes the city noise to fade away.</p> <p>The walls are covered with dense, green ivy and 17 honey locust trees provide a thin overhead canopy. The park's wire mesh chairs and tables help to make it a popular luncheon spot. Paley Park has an intimate relation with the street. Low and inviting steps and trees that canopy the sidewalk often influence passer-by to stroll through the park on impulse.</p> <p><i>Source:</i>  <a href="http://www.pps.org/great_public_spaces/one?public_place_id=69">http://www.pps.org/great_public_spaces/one?public_place_id=69</a></p>			<p>5/21/2013 – 5 stars  <i>Peaceful little park. Always cooler than the hotter stretches. The waterfall is soothing and the park is not usually rife with bums. Great place to relax for a bit during your busy week. Kept clean and I love that.</i></p> <p>8/25/13 – 5 stars  <i>Get breakfast or lunch from next door and bring your book for a perfect cooling spot on a hot summer day!</i></p>

Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
POCKET PARK Castro Commons/Jane Warner Plaza – San Francisco		<p><b>Location:</b> End of 17th Street at the intersection of Castro and Market Streets, San Francisco.</p> <p><b>Cost:</b> \$20,000 (not including donated design services)</p> <p>The creation of this pocket park was undertaken as part of the City's Pavement to Parks program. The plaza was initially a temporary pilot project reclaiming space at a key intersection. A local design firm donated their time and resources to help design and acquire materials for the plaza, including one of its more innovative features; the use of "Sonotube" concrete forms as temporary bollards/planters. In addition to the planters, the plaza features salvaged granite curbs and chairs and tables to provide a diversity of seating options in the plaza. The surface was painted a terracotta color to delineate it from surrounding streets and the streetcar right-of-way. The Castro CBD (Community Benefit District) has taken on the responsibility of managing and activating the plaza. In addition to special events planned by the CBD, the plaza's moveable seating allows for a wide flexibility of use. From the morning till late evening dozens of people can be found using the space to people watch, relax, walk their dog, meet a friend, or enjoy a bite to eat.</p> <p>Source:  <a href="http://pavementtoparks.sfplanning.org/castro_commons_phase1.html">http://pavementtoparks.sfplanning.org/castro_commons_phase1.html</a></p>	<p><b>Size:</b> .074 acres (approx.300 m<sup>2</sup>)</p> <p><b>Plants:</b> Various in planters.</p> <p><b>Features:</b> Movable seating, planters, painted surface.</p>	<p>City owned, managed by local business association.</p> <p>Public access 24 hours a day but moveable chairs from 9am to 9pm.</p>	<p>06/06/2010– 7.8/10  <i>Great place to sit and have a sandwich from one of the many neighborhood eateries or simply enjoy a cup of coffee while watching all the eye candy walk by.</i></p>
					
					
					





Park	Photos	Description (as per website)	Technical	Ownership	Public Comments
<div>Chestnut Park – Philadelphia</div> <div>POCKET PARK</div>	 	<p><b>Location:</b> 1707 Chestnut Street, between Chestnut and Ranstead</p> <p>Chestnut Park was inspired by New York City's Paley Park. The unique space offers a quiet urban oasis in the midst of the bustling city through the careful use of falling water, airy trees, distinctive ornamental iron gates, ivy-covered walls, lightweight furniture and simple spatial organization.</p> <p>Designed by the Delta Group, the original Chestnut Park was dedicated on June 5, 1979. The William Penn Foundation funded its construction. For 20 years, the park was owned and maintained by the PenJerDel Regional Foundation until January 2010, when it was transferred to the Center City District Foundation.</p> <p>While the park won an award from the American Society of Landscape Architects, over the decades it suffered periods of disinvestment. Chestnut Park underwent revitalization with a restored fountain and new benches, landscaping and lighting. Programming within the park includes live music at lunch-time and a portable café.</p> <p><i>Source:</i>  <a href="http://www.examiner.com/article/for-30-years-chestnut-park-has-been-an-oasis-center-city-philadelphia">http://www.examiner.com/article/for-30-years-chestnut-park-has-been-an-oasis-center-city-philadelphia</a></p>	<p><b>Size:</b> .056 acres (approx.230 m<sup>2</sup>)</p> <p><b>Plants:</b> The selection of plants, shrubs and trees are native to the Delaware and Wissahickon Valleys.</p> <p><b>Features:</b> Seating, water feature, artist made ornamental iron work.</p>	<p>Managed by Center City District Foundation, a private-sector sponsored organization promoting the central business district.</p>	<p>3/18/2013 – 5 stars  <i>This little park is so beautiful. My first time there was over the summer for live music at lunch time. I loved how crowded it was and all of the activity going on, and the music was great. So this summer I ate my lunch there really often. More recently though, I've been in the park alone and that's amazing too. It feels so peaceful and like a secret, hidden place in the middle of a busy city. I wish I had a book with me, I probably would have stayed all day. I would love to see more of these types of parks in Philly. The park does have hours and the fence closes, so it's not open all the time.</i></p> <p>7/6/2010 – 4 stars  <i>There's nothing better than when one comes upon an unexpected calm and green space in the middle of a city. Especially when that city is unbearably hot, muggy, sticky and stinks to the high heavens. This space provides a little piece of shade, a water fountain, outdoor sculptures, native plants and trees - and that is a much welcomed respite when one feels that they are melting away amongst the concrete and the exhaust fumes.</i></p>





Image: Svetlana Grechkina



City of Mississauga  
**Downtown  
Growth Area**  
Park Provision Strategy

**APPENDIX IV: DEFINITIONS OF  
KEY TERMS**



## APPENDIX IV: Definitions of Key Terms

The following key terms are words regarding the public realm network that are commonly used in the Downtown Local Area Plan or other sections of the Official Plan, or that are common catchphrases, but which are not clearly defined, and as such are not awarded sufficient weight in decision-making. In addition, a few additional key terms from the Mississauga Official Plan Glossary are listed.

The following terms are used throughout the Mississauga Official Plan, and bear further clarification to support informed decision-making.

### Pedestrian friendly

Pedestrian friendly refers to a place or design that can be easily accessed and navigated by people of all ages, abilities and incomes, with clear, safe and direct access routes, and enhanced amenities to meet the unique needs of pedestrians, particularly with regard to shade, seating and weather protection, and street-level animation and interest. Pedestrian friendly design has given a thorough consideration to the key elements of convenience, coherence, safety, accessibility, comfort and attractiveness as those elements affect pedestrians.

### Pedestrian-oriented

Pedestrian-oriented refers to an area or approach to design where the location and access to buildings and other components of the public realm network are based on the needs and characteristics of people travelling by foot as a first priority.

### Pedestrian scale

Pedestrian scale refers to the arrangement of buildings, streets and spaces, at distances that can be comfortably travelled by foot, with street wall heights and massing that relate to human proportions. Key measures often address block size (i.e. no larger than 80 x 150 metres), intersection density, frontage conditions and street wall height - no less than 3-storeys, and no greater than the height proportional (1:1) to the width of the street as measured from building face to building face.

### Pedestrian connectivity

Pedestrian connectivity refers to the creation of safe and direct walking routes that are provided as part of the street network and the broader public realm network, and that enhances the trip characteristics for pedestrians, thereby improving proximity and access to amenities and/or reducing trip distance or time.

### Complete Streets

Another common term in people-oriented design and planning is complete streets, which is defined by Complete Streets for Canada as streets that are “designed for all ages, abilities, and modes of travel. On Complete Streets, safe and comfortable access for pedestrians, bicycles, transit users and the mobility-impaired is not an afterthought, but an integral planning feature”.

## Terms Defined in the Mississauga Official Plan

The Mississauga Official Plan includes a Glossary for key terms used in the policies, as well as a cross-reference to Places to Grow for provincially-defined planning terms. A selection of those terms most relevant to the public realm network are provided below.

### Public Realm

“The public realm consists of streets and boulevards, public open spaces, squares and civic buildings and is an integral component of the urban form of the city” (MOP, p.9-13). Important elements of the public realm include landmarks, routes, gateways, public art, open space, landmark buildings, which contribute to placemaking and legibility. All components of the public realm are included in the public realm network discussed throughout this Report. This Report uses public realm to include those components of the network that may be publicly owned, or semi-public, or privately owned.

### Streetscape

“Means the character of the street, including the street right-of-way, and adjacent properties between the street right-of-way and building faces” (MOP, Glossary, p. 20-6). The MOP clarifies that streetscape includes both public and private lands, and character-defining elements, which “may include planting, furniture, paving, etc.”. Those character-defining elements also contribute to pedestrian comfort.

### Universal Design Principles

“Means the principles by which the environment can be designed in order to accommodate the abilities of all” (MOP, Glossary, p. 20-7). A broader definition that is more commonly used encapsulates designing the built environment so that it is usable by everyone regardless of his or her age, ability, or status in life. Universal design includes barrier-free design, and is essential for achieving “accessible” environments.

### Multi-modal

“The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine” (Places to Grow, Section 7). Most commonly the term is used to clarify that the transportation system, or “movement system” – a term used in the MOP, is inclusive of active transportation modes - walking and cycling - and facilities - bicycle lanes and paths, sidewalks, and public transit.

### Active transportation

“Any form of self-propelled transportation, which relies on human energy and mobility assisted devices such as, walkers, wheel chairs and scooters. Active transportation modes include: walking, jogging, cycling and in-line skating. Typically these modes utilize on-road and off-road facilities such as sidewalks, cycling lanes, and multi-use trails and may be combined with public transit” (MOP, Glossary p. 20-1).



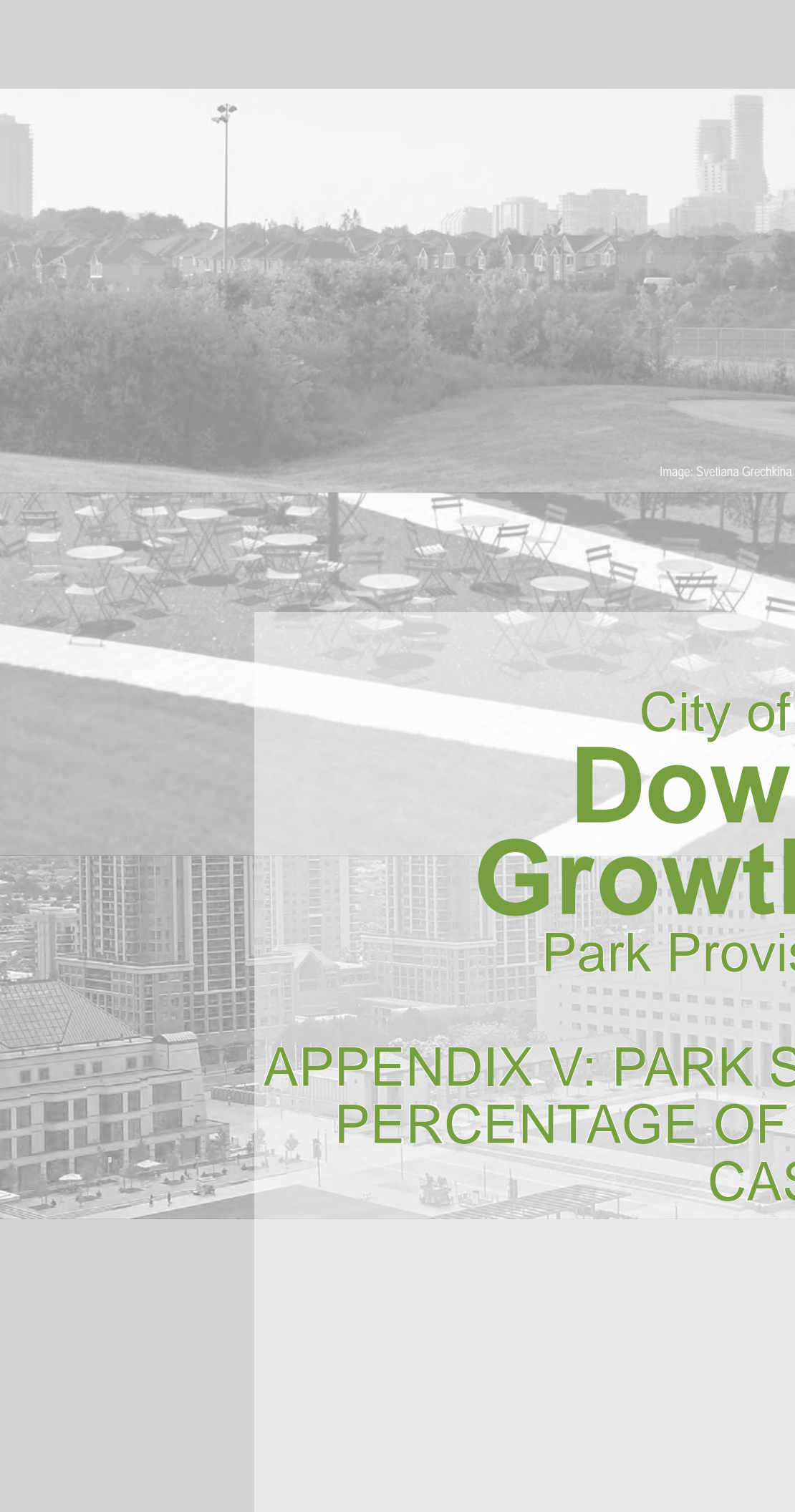


Image: Svetlana Grechkina

City of Mississauga  
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Park Provision Strategy

**APPENDIX V: PARK SPACE AREA  
PERCENTAGE OF LAND AREA  
CASE STUDIES**



# STUDY METHODOLOGY

The research conducted for this project was completed in three phases:

1. Phase one was comprised of identifying the cities that would be surveyed.
2. Phase two involved defining the urban area boundaries for the purpose of the study.
3. Phase three consisted of data collection and analysis.

## Identifying the Subject Cities

Specific cities were identified in order to present a broad array of parkland distribution within highly developed urban cores. Emphasis was placed on urban areas without the presence of a single large park but with a varied distribution of parkland through different sized parks and open space.

Cities were also chosen amongst those that ranked well in terms of city-wide parklands percentage in the 2010 City Park Facts prepared by the Trust for Public Land. Selection included major Canadian Urban Centres and two European examples of recently developed/redeveloped Central Business Districts.

Proposed and Planned Urban Areas were selected from the most significant/highly publicized in recent Greater Toronto Area development plans in various municipalities.

## Defining the Study Area

Within each of the selected cities, the study area was further refined as “Existing Urban Core Areas”. These study areas are typically

Downtown Cores of the selected cities as well as some other highly developed business and commercial districts. The common traits that these areas share are the intensity of development and mix of uses contained within their boundaries, expected to be similar, in time, to the Mississauga Growth Area.

## Data Collection

For the “Existing Urban Core Areas” data collection was conducted through the use of Google Earth Pro in order to calculate the General Area of the urban core that was under analysis, as well as identify and calculate the parklands contained within the defined boundaries. Parks included in these calculations were those identified through data available in Google Earth Pro as well as through an analysis of the areas via satellite images and Google Streetview. The numbers collected through this methodology were then used to derive a percentage of the of the study area that was occupied by parklands.

For “Planned and Proposed Urban Areas” the supporting documents such as Master Plans, Precinct Plans and Secondary Plans were used to extract the information pertaining to the general area as well as the amount of land designated as parkland. For plans that did not have this data available, any accessible schematics were imported into CAD, scaled and individually calculated.

It is important to note that the park spaces identified do not represent the entire range of pedestrian realm components, but rather, just park spaces. The same approach was used in reviewing the park supply of the Mississauga Growth Area, and as such data is considered reasonably comparable.

# URBAN PARKLAND STATISTICS

## EXISTING URBAN CORE AREAS

	General Area (ha)	Parklands (ha)	Parkland %
Downtown Minneapolis, MN	703	34.66	4.93
Downtown Montreal, QC	269	9.57	3.6
Lower Manhattan, NY	351	40.61	11.56
Downtown Ottawa, ON	79	8.19	10.36
Downtown Philadelphia, PA	549	45.1	8.2
Downtown Portland, OR	164	16.83	10.26
Downtown San Francisco, CA	88	5.83	6.63
Downtown Savannah, GA	267	29.08	10.8
Downtown Vancouver, BC	349	33.3	9.6
Downtown Washington, DC	217	6.26	2.88
Yorkville, Toronto, ON	57	1.77	3.1

## PLANNED AND PROPOSED URBAN AREAS

Canary Wharf, London, England	54.6	2.72	4.98
La Defence, Paris, France	168	22.5	13.4
Langstaff Gateway Markham, ON	43.7	6.09	13.93
Vaughan Corporate Centre	194	29.01	25.9



# EXISTING URBAN CORE AREAS

# DOWNTOWN MINNEAPOLIS, MN USA

## DOWNTOWN MINNEAPOLIS PARKLANDS STATISTICS:

General Area - 703 ha  
Parkland- 34.66 ha (4.93%)

### LEGEND:

- Study Area Boundary
- Parkland



# DOWNTOWN MONTREAL, QC

## DOWNTOWN MONTREAL PARKLANDS STATISTICS:

General Area - 269 ha  
Parkland- 9.57 ha (3.6%)

### LEGEND:

Study Area Boundry

Parkland







# DOWNTOWN OTTAWA, ON


## DOWNTOWN OTTAWA PARKLANDS STATISTICS:


Study Area - 79 ha  
Parkland - 8.19 ha (10.36%)


East of Rue Elgin  
Area - 11.5 ha  
Parkland - 4.64 ha (40%)

West of Rue Elgin  
Area - 67.5ha  
Parkland - 3.55 (5.25%)

### LEGEND:

 Study Area Boundary

 Parkland

 Rue Elgin

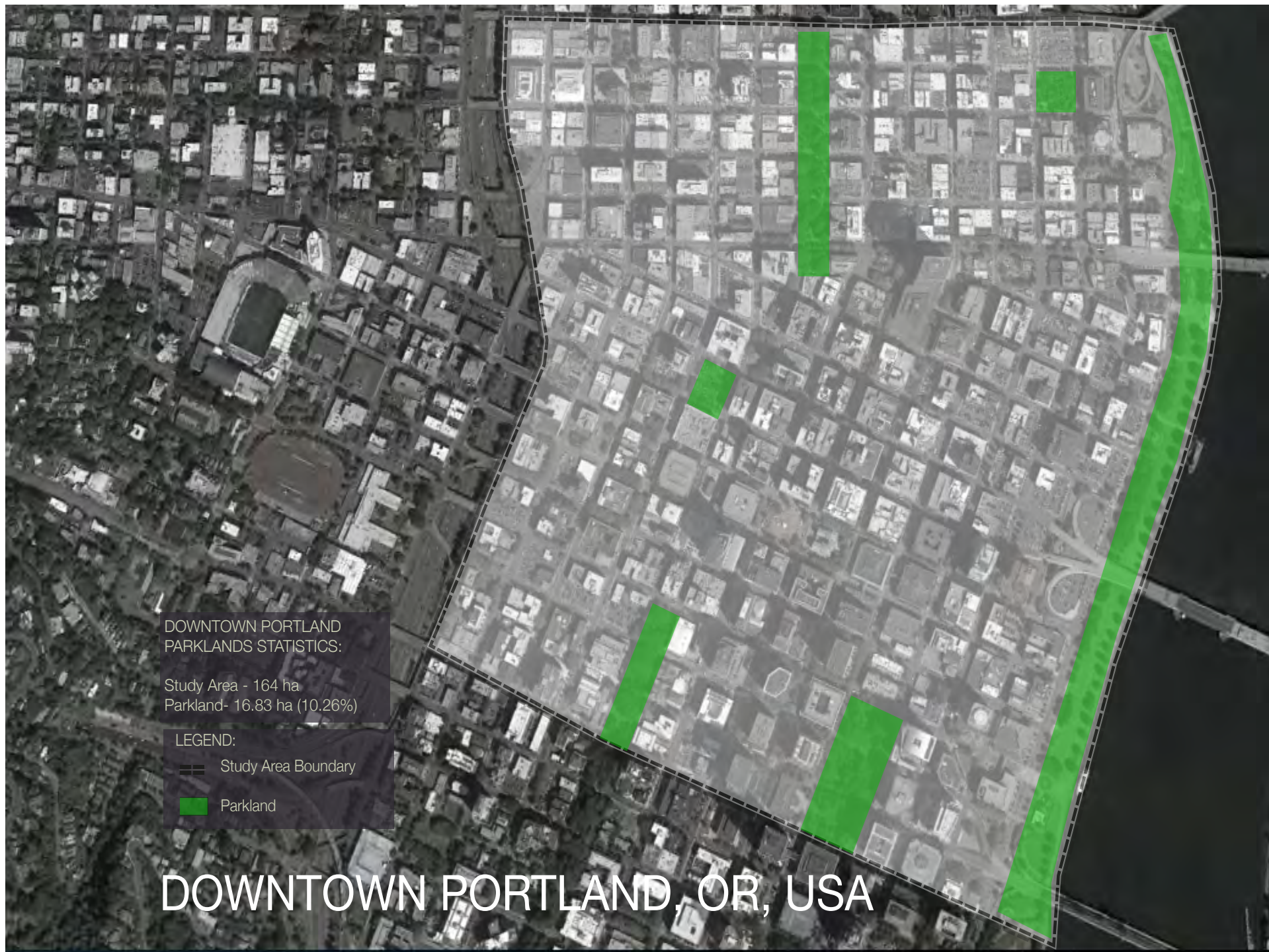




# DOWNTOWN PHILADELPHIA, PA, USA











# DOWNTOWN SAN FRANCISCO CA, USA

## DOWNTOWN SAN FRANCISCO PARKLANDS STATISTICS:

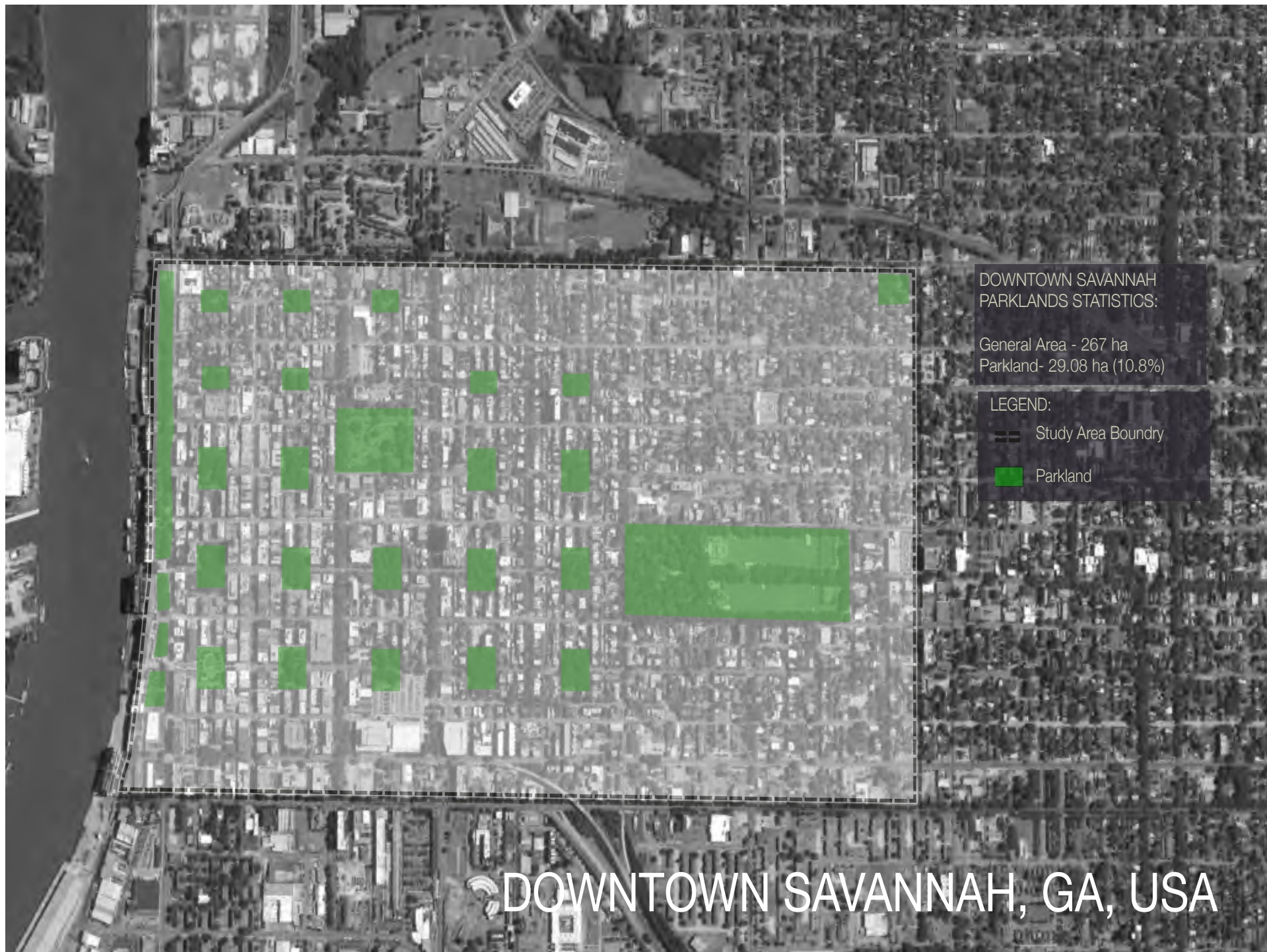
General Area - 88 ha  
Parkland- 5.83 ha (6.63%)

### LEGEND:

-  Study Area Boundry
-  Parkland









# DOWNTOWN VANCOUVER, BC

## DOWNTOWN VANCOUVER PARKLANDS STATISTICS:

General Area - 349 ha  
Parkland- 33.3 ha (9.6%)

### LEGEND:

- Study Area Boundry
- Parkland



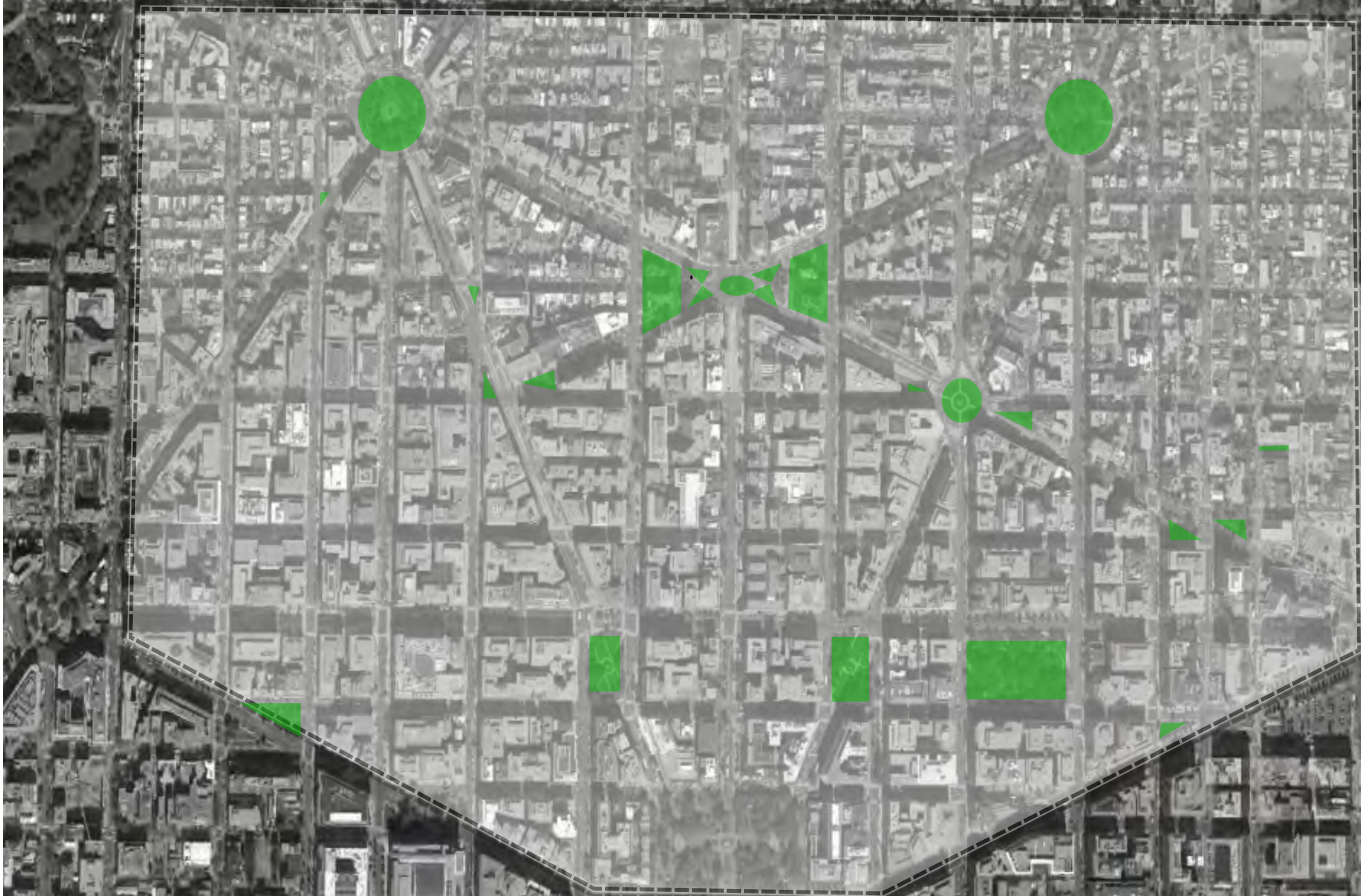
# DOWNTOWN WASHINGTON DC USA

## DOWNTOWN WASHINGTON PARKLANDS STATISTICS:

Study Area - 264 ha  
Parkland - 12.98 ha (4.92%)

## LEGEND:

- Study Area Boundary
- Parkland





# YORKVILLE, TORONTO, ON

## BLOOR-YORKVILLE PARKLANDS STATISTICS:

Study Area - 57 ha  
Parkland - 1.77 ha (3.1%)

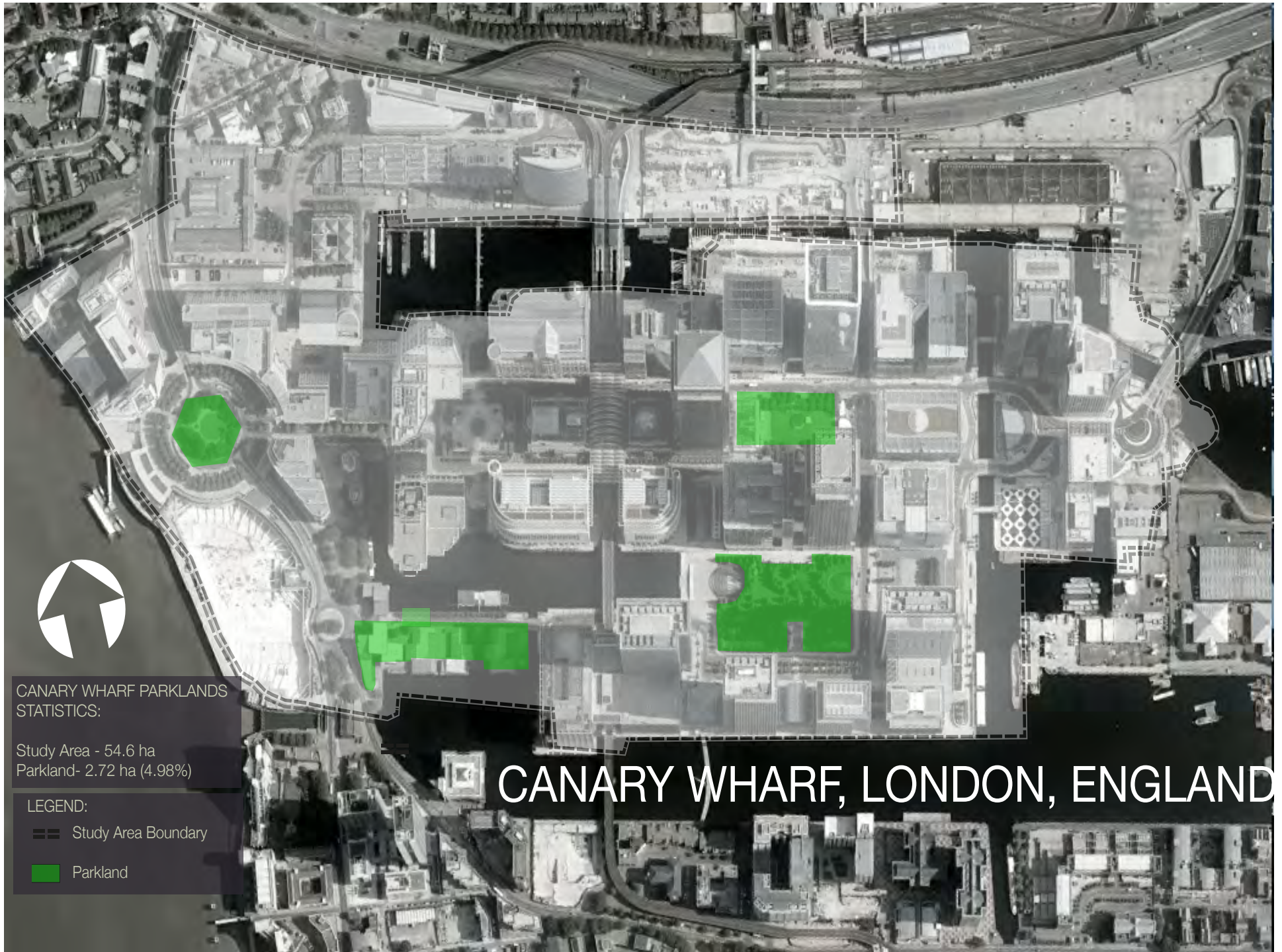
## LEGEND:

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- Parkland

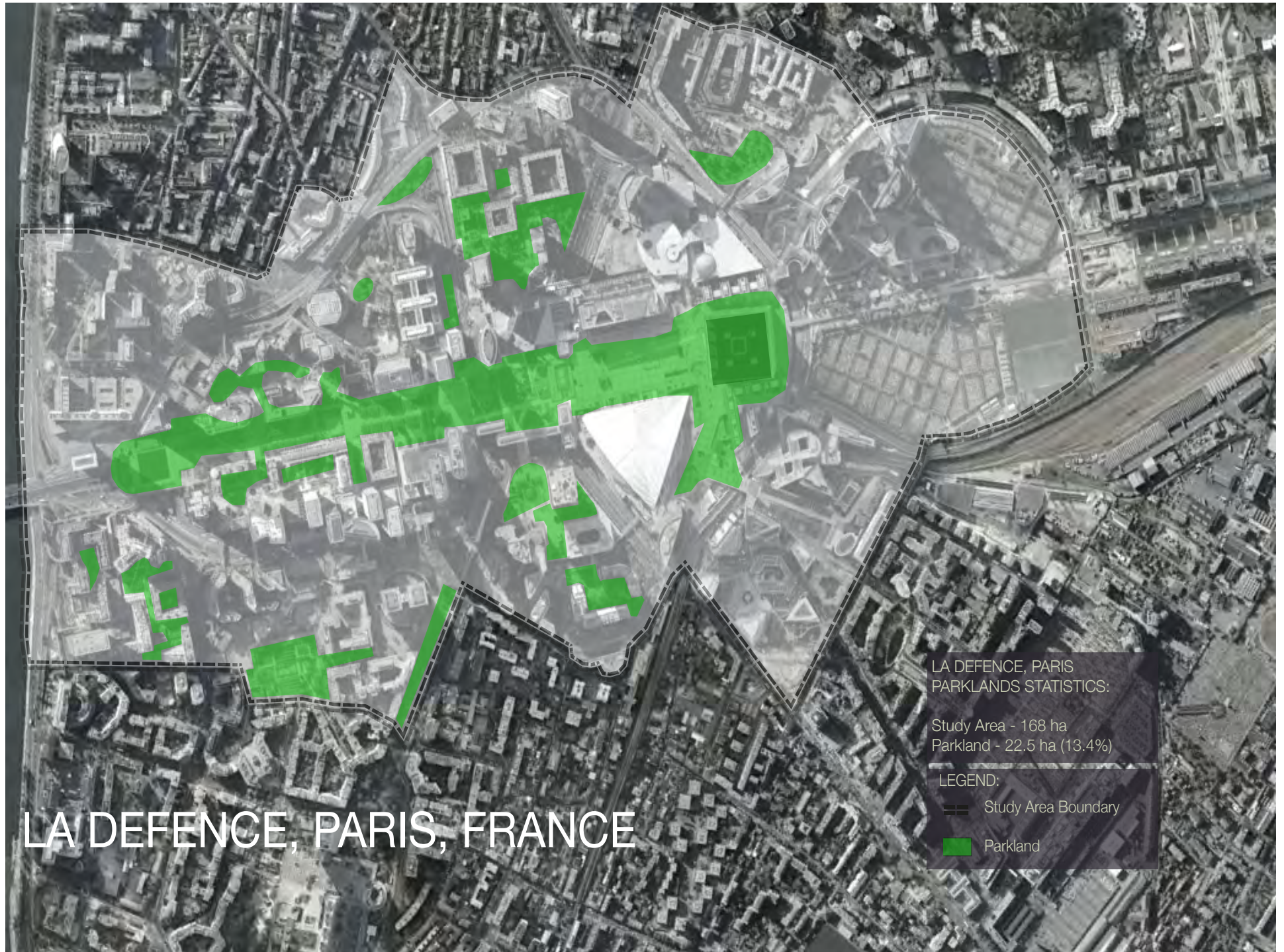


# PLANNED AND PROPOSED URBAN AREAS

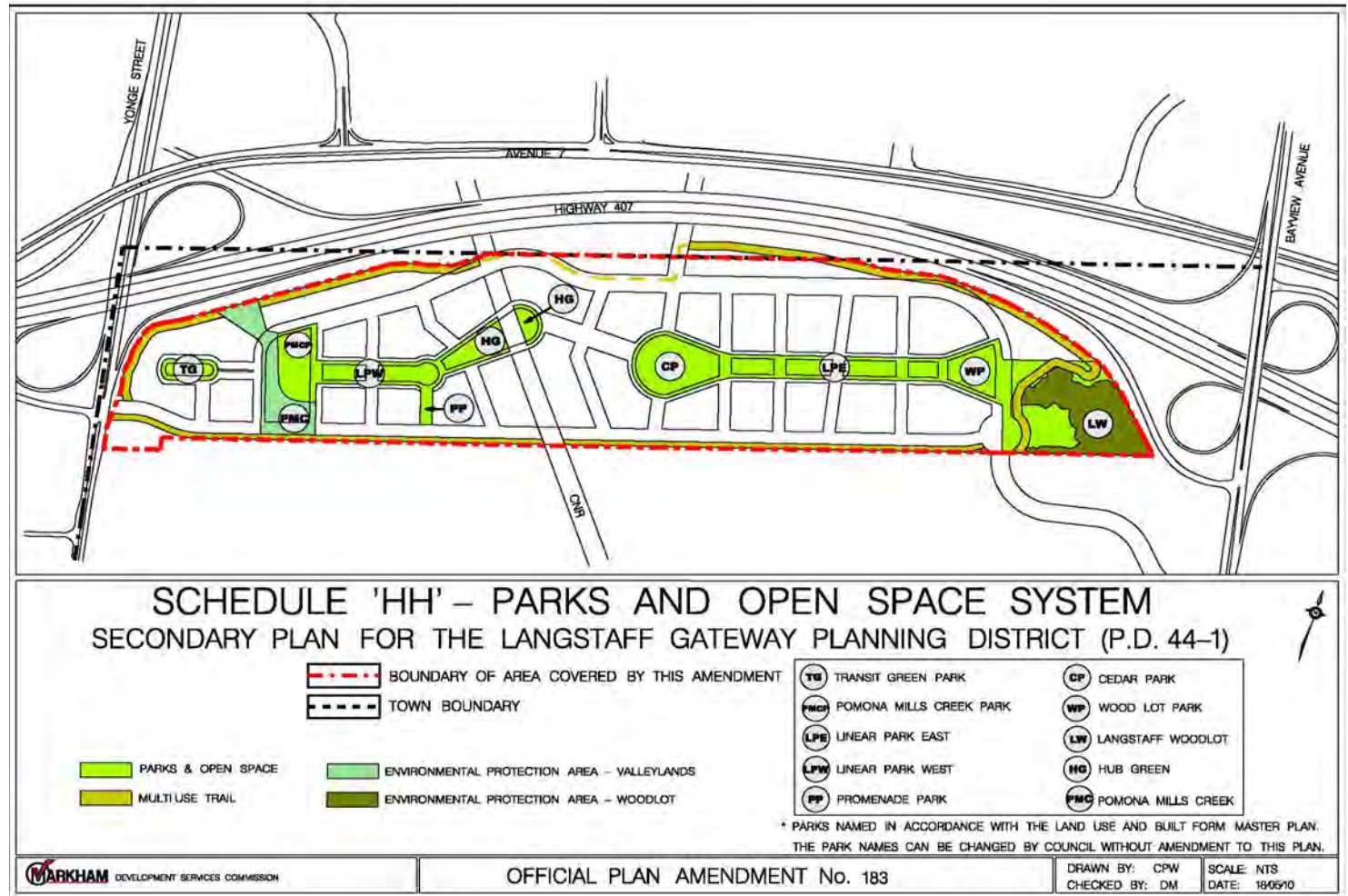












(Source - Official Plan Amendment No. 183 and Langstaff Gateway Secondary Plan, June 2010)

## LANGSTAFF GATEWAY, MARKHAM, ON

### PARKLAND STATISTICS<sup>1</sup>

Study Area - 43.70 ha

Parkland - 6.09 ha (13.93%)

<sup>1</sup> Markham, February 2010, Secondary Plan PD 44-1 Langstaff Gateway Planning District, pp. 39-40



LEGEND

- vaughan metropolitan centre boundary
- urban growth centre boundary
- existing buildings
- existing and planned streets
- major parks and open spaces

# VAUGHAN METROPOLITAN CENTRE, VAUGHAN, ON

## PARKLAND STATISTICS

Study Area - 194 ha

Parkland - 29.01 ha (25.9%)

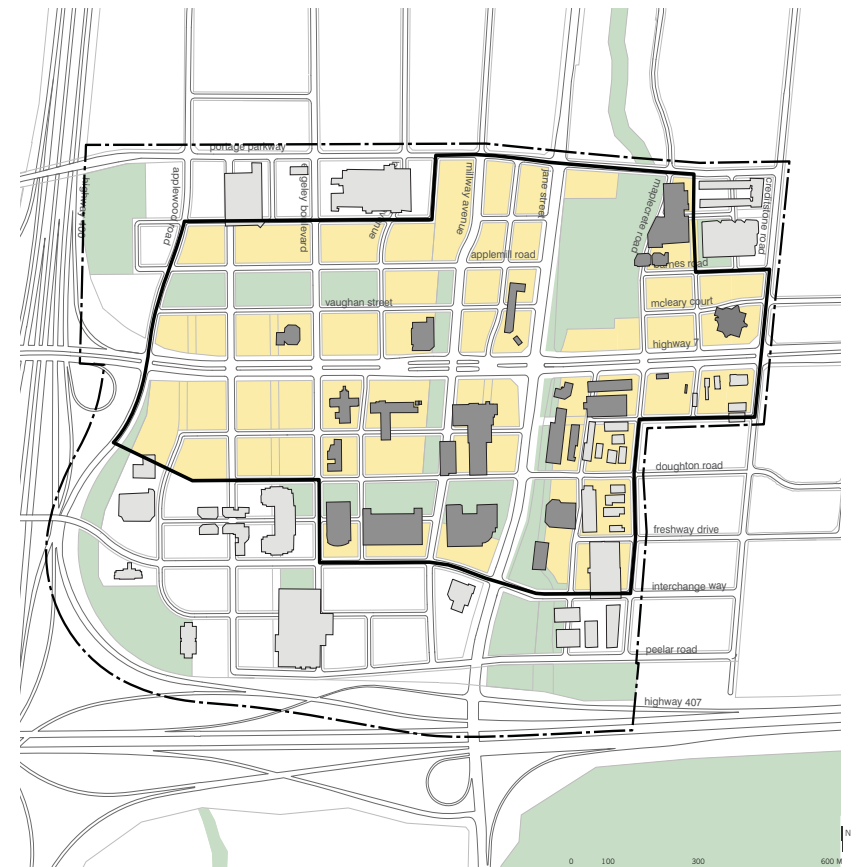






Image: Svetlana Grechkina



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**APPENDIX VI: REFERENCES**





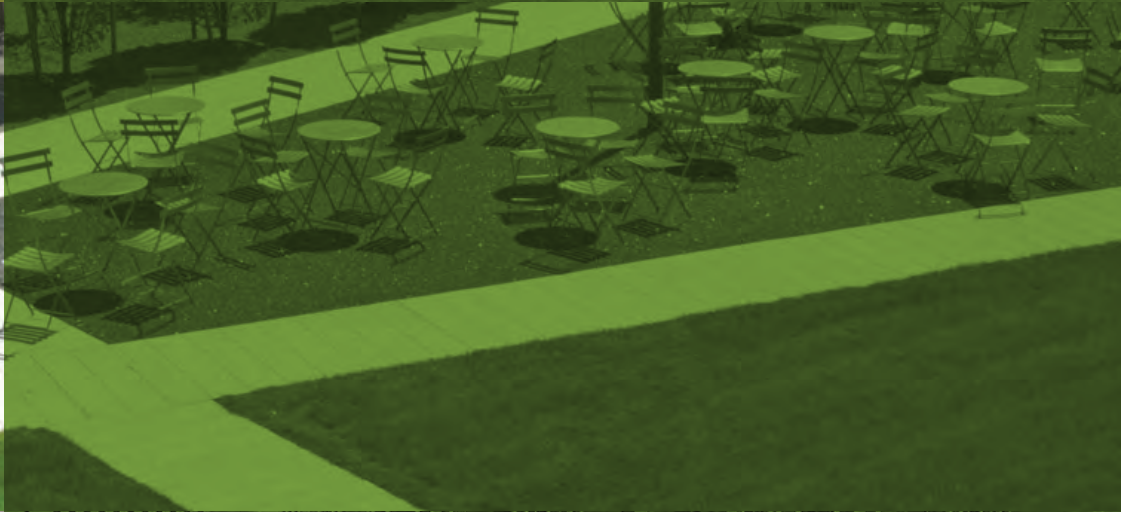
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# City of Mississauga Corporate Report



4.

		<div>General Committee</div> <div>NOV 04 2015</div>	Originator's files:  MG.23.REP
Date:	October 21, 2015	Chair and Members of General Committee	Meeting date:  November 4, 2015
To:			
From:	Martin Powell, P.Eng. Commissioner of Transportation and Works		

## Subject

Mississauga-Peel Capital Coordination Committee

## Recommendation

1. That the report dated October 21, 2015 from the Commissioner of Transportation and Works titled "Mississauga-Peel Capital Coordination Committee" be received for information.
2. That the Mississauga-Peel Capital Coordination Committee and associated working groups made up of members of both the City of Mississauga and Region of Peel staff, continue to regularly meet to monitor coordination of Capital works initiatives.

## Report Highlights

- With the increasing number and complexity of construction projects on City roads by the Region and the City, improved coordination and communication between agencies is required.
- The Mississauga-Peel Capital Coordination Committee (MPCCC), made up of City and Regional staff, was established to improve coordination and communications reporting, and the planning and implementation of construction projects.
- Four main areas were identified for improvement: mapping, current construction, pavement restoration strategy, and communications. Working sub-groups were established to address each of the areas identified.
- A number of initiatives were developed from the working groups, which include: an infographic - an active construction map accessible internally and externally to the City; improved methodology for road construction following underground construction; and scheduling of regular coordination meetings between City and Regional staff.



## Background

Staff at the City of Mississauga and Region of Peel have been working together for many years to plan and coordinate their respective capital works programs. With the increasing number and complexity of projects, improved coordination and communication of capital works programming and delivery is required. As a result, a Mississauga-Peel Capital Coordination Committee (MPCCC) was formed and tasked with reviewing and improving how capital works from both jurisdictions are programmed and carried out.

Both the City of Mississauga and the Region of Peel have comprehensive capital programs that are delivered on an annual basis. The City of Mississauga is substantially built out and given the age of its infrastructure, capital infrastructure both at and below grade often requires rehabilitation or replacement. This includes work on major roadways and local roadways within neighbourhoods. There are also a number of other major capital initiatives, including the Mississauga Transitway and the Hanlan Water Project.

With the general increased congestion on roadways, combined with improved access to information, residents and businesses have expressed a desire to be better informed on specific construction projects and other on-going works that impact them. Similarly, Council has expressed a need to better coordinate and communicate information to their constituents.

The MPCCC has developed both short- and long-term measures to address the needs for improved Capital infrastructure construction coordination and consistent communication to residents, businesses and Council.

## Comments

The main purpose of the MPCCC is to establish a collaborative program whereby City of Mississauga and Regional staff better coordinate capital works projects related to underground infrastructure and roadway replacement. The efforts between both parties addresses the common interest of establishing a program whereby:

- Infrastructure projects initially led by the Region are effectively transitioned to City roadway restoration projects while minimizing the impact to local residents;
- Overlapping projects are effectively managed between both parties so that impact to the public and travelling public is minimized;
- Communication to residents, businesses and Council members is standardized, effective and easily accessible;
- Conflicts between programs are effectively and proactively managed, including communication between parties when program changes occur;
- Future infrastructure planning and replacement activities are shared between parties in the interest of properly coordinating infrastructure replacement activities; and
- Input from the public and/or Council is received and effectively managed.

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Several working groups have been created to help focus on coordination efforts and include:

- Mapping Tool Development Team;
- Current Construction Program Coordination Team;
- Pavement Restoration Team; and
- Effective Communication Team.

The MPCCC has both short- and long-term improvements.

### **Short-Term Improvements**

The short-term focus has been on sharing the progress of construction work details more frequently to ensure that they are well-coordinated, transitioned and communicated. The short-term focus has also been on reviewing and improving communication materials, particularly for locations that have works involving both jurisdictions. To support coordination efforts, a Capital Projects Mapping Tool has been developed that enables both parties to share and collaborate on current as well as future construction projects. In its current phase, the mapping tool focusses primarily on water, wastewater and City roads projects currently under construction or scheduled for construction in 2016.

### **Infographic**

As part of the communication and education program for the public, an infographic (Appendix 1) has been developed that illustrates the basic household servicing infrastructure that is provided by the City and the Region. The Infographic will assist residents in directing inquiries to the responsible jurisdiction as details can be seen when you mouse over an infrastructure label. The Infographic has been posted on the City's web page and will be posted on the Region's web page as well as promoted through our Communications Plan.

### **Long-Term Improvements**

#### **Active Construction Map**

The future vision for the mapping tool is to display longer-range City and Regional capital projects with the possibility of expanding its use to include other utility agencies. This will allow staff to more easily identify and resolve conflicts between projects. Ultimately, the mapped information will be published and available for public viewing and use. An example of the Active Construction Map is shown in Appendix 2.

There are many other agencies that have utilities located in the road right-of-way and it is envisioned that the construction map may be expanded at a future time to include all planned utility work to better coordinate with City and Regional construction projects.

## Trench Restoration

Each year, the City of Mississauga prioritizes and selects 50 to 70 streets for the road resurfacing/refurbishing program. The City works closely with the Region to align the streets selected for this program to follow the completion of the Region's watermain or sanitary sewer underground works. However, there are a number of streets each year, approximately 20 to 25, where the Region has completed underground construction, but these streets are not included in the City's resurfacing/refurbishing program. The reason being is that the pavement is still in fair to good condition and as a result does not warrant full resurfacing or refurbishing as per the City's program. Hence, the Region fully restores the trench and pavement, typically three-metres (9.84 feet) in width, along the length of the road. This results in some City roads having pavement of two different ages, consistency and colors, and does not address pavement, curb, sidewalk or boulevard deficiencies outside the limits of Regional construction. Further, the amount of Regional resources spent to fully restore the three-metre (9.84 feet) trench width comes at a premium cost greater than the City's resurfacing contract prices. The trench is resurfaced/refurbished again in the future as part of the City's resurfacing/refurbishing program.

A change in the current practice is being examined jointly by City and Regional staff to include all residential road pavement and curb restoration into the City's resurfacing/refurbishing program where the Region has completed all underground work in the previous year. The Region would no longer be required to do final trench restorations on City roads. The City would fully restore the trench and resurface the balance of the roadway in the following year as part of the City's resurfacing/refurbishing program. The Region would contribute funds to the City's resurfacing/refurbishing program for final trench restoration based upon agreed criteria and rates. This change will improve pavement quality, consistency and aesthetics.

The City and Region are prepared to pilot a joint trench restoration program in 2016. It is anticipated that the joint trench restoration program would not significantly impact the current road resurfacing program and would assist in future planning.

The trench restoration pilot program will include development of a joint City/Region communications strategy to deliver a clear and consistent message. The message will provide information on the staging and timing of both Regional and City construction activities on residential streets. The strategy will reduce the current two to three sets of communication pieces between agencies provided to residents into one single communications product.

## Financial Impact

There will be no impact in the budget, only a change in how roads are prioritized for resurfacing/rehabilitation.



## Conclusion

The City of Mississauga and the Region of Peel each year perform numerous Capital infrastructure projects within City road allowances. These projects include watermain and sanitary sewer replacements/new installations by the Region of Peel and road resurfacing/refurbishing by the City. Because of the increasing number and complexity of these construction projects, the need for greater coordination and planning between the City and the region has become evident.

The Mississauga Peel Capital Coordination Committee (MPCCC) was formed to address the growing need for better coordination of construction projects on City roads. The MPCCC identified four areas for improvement to better plan and coordinate construction projects by the City and the Region. Four working groups made up of members from both City and Regional staff were created to address each area. The areas targeted for improvement were:

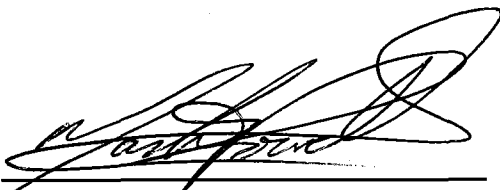
- Mapping of current and future construction projects;
- Current construction planning;
- Pavement restoration; and
- Internal and external communications.

A number of initiatives developed by each of the working groups in these areas address the need for improved construction coordination. These initiatives are proposed to be piloted in 2016 and to be monitored by the respective working groups through regular ongoing meetings.

## Attachments

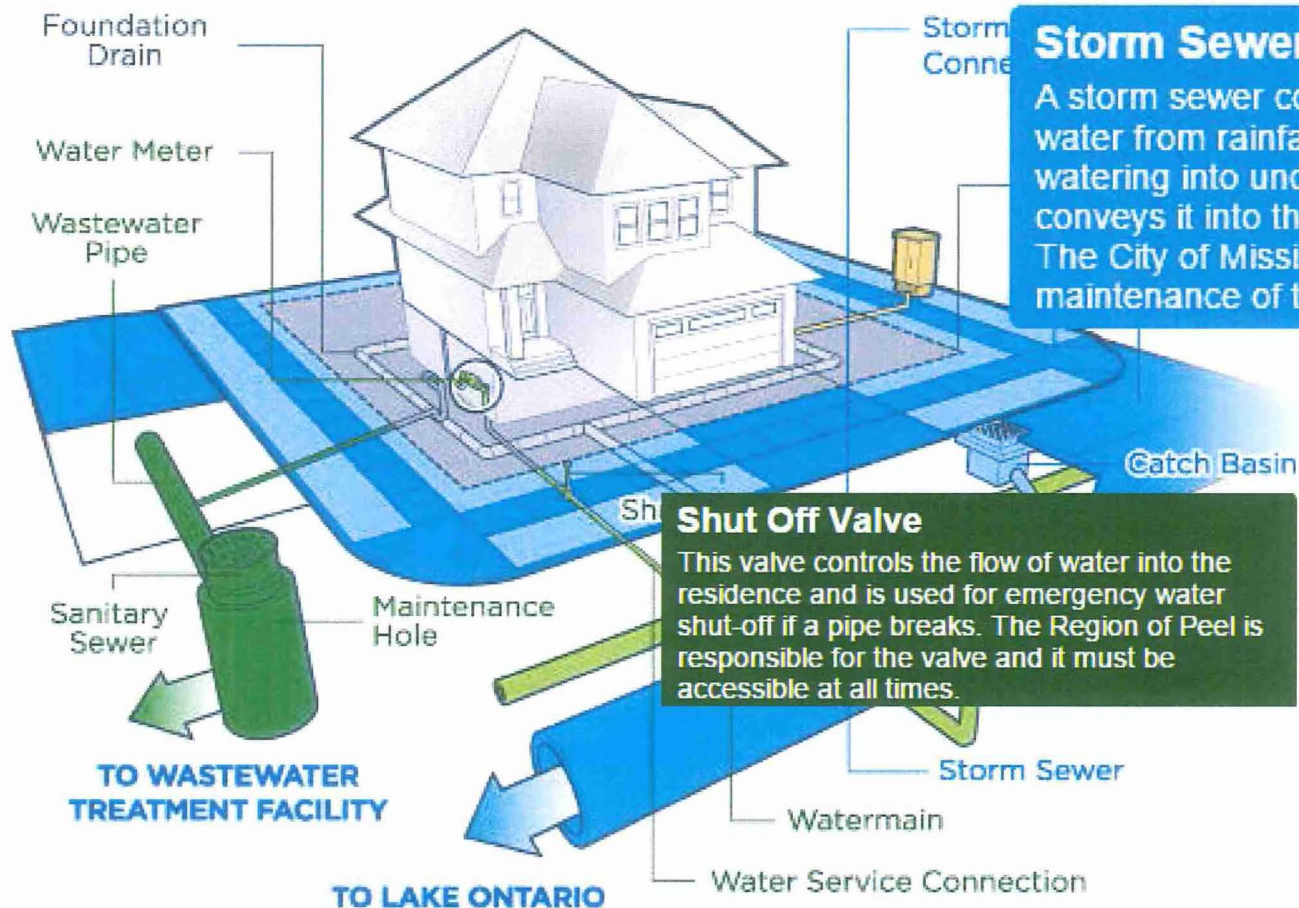
Appendix 1: Infographic

Appendix 2: Active Construction Map

  
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Martin Powell, P.Eng.

Commissioner of Transportation and Works

Prepared by: Andy Harvey, MBA, P.Eng., PMP, Director, Engineering and Construction



## Storm Sewer Connection

A storm sewer connection collects ground water from rainfall, snowmelt or excessive lawn watering into underground pipes before it conveys it into the lake and prevents flooding. The City of Mississauga is responsible for the maintenance of the storm sewer connection.

## Shut Off Valve

This valve controls the flow of water into the residence and is used for emergency water shut-off if a pipe breaks. The Region of Peel is responsible for the valve and it must be accessible at all times.

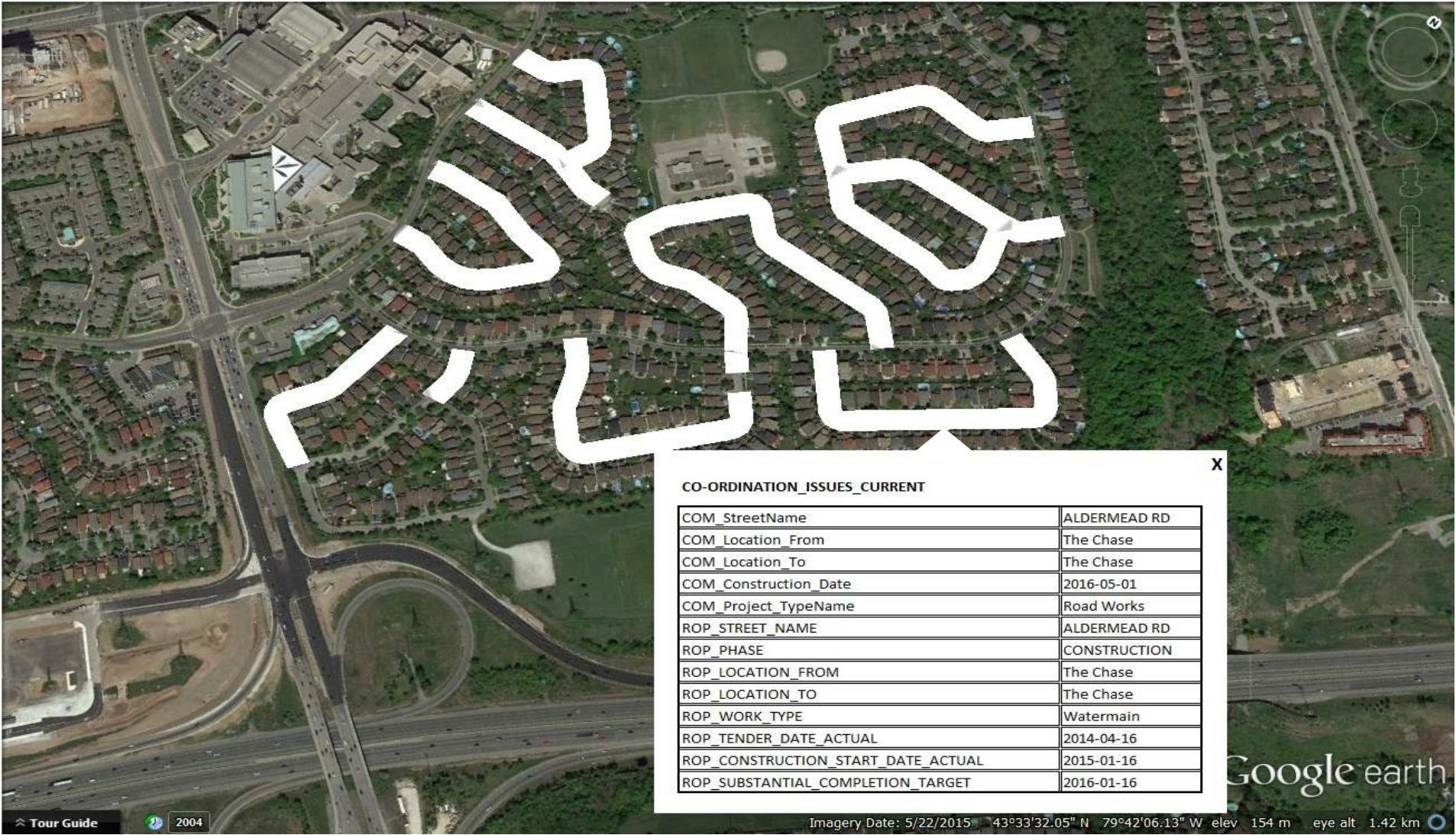


**FOR REPORTING ISSUES CALL:**  
**CITY OF MISSISSAUGA — 3-1-1**  
**REGION OF PEEL — 905-791-7800**

## LEGEND

- City of Mississauga
- Region of Peel
- Homeowner
- Other Utilities (Cable, Hydro, Phone, etc.)







# City of Mississauga Corporate Report



<div>General Committee NOV 04 2015</div>		Originator's files: MG.23.REP
Date:	October 20, 2015	
To:	Chair and Members of General Committee	
From:	Martin Powell, P.Eng. Commissioner of Transportation and Works	Meeting date: November 4, 2015

## Subject

2015/2016 Winter Maintenance Operations Overview

## Recommendation

That the report dated October 20, 2015 entitled, "2015/2016 Winter Maintenance Operations Overview" from the Commissioner of Transportation and Works be received for information.

## Report Highlights

- This report provides a general overview of the 2015/2016 Winter Maintenance Operations program.
- This is the second year of a seven-year Winter Maintenance Contract which was previously approved by Council in June 2014.
- Communications tactics for providing residents with operational updates and information is highlighted.

## Background

The City's winter maintenance program is delivered through a mix of private contractors and City forces with approximately 80% of winter maintenance operations being contracted out.

In June of 2014, Council authorized the execution of a new seven-year winter maintenance contract starting with the 2014/15 winter season. Prior to issuing this tender, staff reviewed winter maintenance operations with a focus to ensure operational efficiency and to establish equipment levels to enable delivery of the Council-approved service levels for winter maintenance operations.

This report provides General Committee an overview of the annual winter program as it relates to operations, service levels and how residents can stay up to date and informed of winter operations during snow events.

## Comments

### Overview of the Annual Winter Maintenance Program

As previously described, approximately 80% of winter maintenance operations is performed by private contractors. It is the City's responsibility to monitor weather conditions and patrol roads to determine when to engage winter operations. Once the decision has been made, City staff call in contractors who are on 24/7 stand-by. The City is also responsible to monitor and inspect contractor performance as well as the material supply of salt being used.

The City provides winter maintenance on a range of City assets including roads (priority and secondary), sidewalks (priority only), parking lots, pedestrian crossings and transit infrastructure (the Transitway, transit terminals, bus stops and parking lots).

The City also maintains the following Regional Roads on behalf of the Region of Peel in Mississauga: Cawthra Road, Queensway from Mavis Road to Etobicoke and Winston Churchill Boulevard from Lakeshore Road to Dundas Street.

### Anti-Icing Program

As part of the new contract, an Anti-Icing program began last winter on selected major routes such as Dundas Street, Hurontario Street, Mavis Road, The Queensway, Winston Churchill Boulevard, Mississauga Road and the Transitway. The Anti-Icing Program is a proactive approach that consists of a brine solution that is applied prior to a winter event. This helps break the snow/ice bond with the pavement. It allows for the use of less road salt and can return roads to normal driving conditions in a shorter period of time. We will be continuing the program this year and will monitor to compare these routes to others not in the program. Known areas of concern such as bridges and steep hills are also included in this program.

### GPS (Global Positioning System)/AVL (Automated Vehicle Location)

Our GPS/AVL program is used as a fleet management tool. It allows for the tracking of winter equipment, route completion and salt use. It assists with the general oversight of winter operations including contract management, road patrols as well as limiting our liability through claims investigations. The system can show vehicle location in real time, track salt application rates, and spinner modes. New for 2015 is the addition of plow up/down sensors.

The data collected also feeds into the Mississauga Roads Mobile App and the new Mississauga511 web app (detail below).

### Service Levels

When snow accumulation is less than 8 cm (3"), only salting operations are utilized. The following table provides an overview of the established service levels for snow events greater than 8 cm (3"):

	Amount of Snow		
	< 15 cm (6")	> 15 cm (6") < 30 cm (12")	> 30 cm (12")
Priority Roads	Cleared within 12 hrs	Cleared within 24 hrs	More than 24 hours
Secondary Roads Priority Sidewalks Bus Stops Pedestrian Crossings	Cleared within 24 hrs	Cleared within 36 hrs	More than 36 hours

*Note: time to clear is based at the end of a snowfall*

### Public Information

Staff manage a number of different communication channels to keep council, staff and the public informed on the status of winter maintenance operations:

- **Web ([mississauga.ca/snow](http://mississauga.ca/snow))**

The winter maintenance web page provides a comprehensive overview of the annual program. The site includes a Live Updates page, information on levels of service, route maps, information on winter parking restrictions, sidewalks and the windrow program.

During snow events, updates are posted on the status of operations. A banner on the City's main web page is also displayed that directs users to the winter maintenance web page. Twitter messages are also displayed in real time on the winter maintenance home page as well as the Live Updates page.

- **Twitter (@MississaugaSnow)**

The @MississaugaSnow twitter page currently has close to 2,800 followers and is a great way to stay informed of upcoming weather patterns as well as live updates during snow events. The City's main twitter account (@citymississauga) will also retweet messages from @MississaugaSnow to over 27,000 followers when relevant.



- **Mississauga Roads App**

The Mississauga Roads App was launched last winter and is available for most smartphones (Apple and Android compatible) and provides a number of features that can be utilized year round. Of note for winter maintenance is the ability to track, in real time, the location of snow plows as they travel their routes. As the routes become treated, they change colours indicating when they were last serviced. The app also provides local weather forecasts, traffic cameras, social media feeds, push notifications and alerts.

- **Snow Information Line (905-615-SNOW)**

In addition to the channels above, residents are able to call 3-1-1 for information Monday to Friday between 7:00 am to 7:00 pm. If the call is urgent after hours, residents have the option to press 2 to speak to Transportation and Works after-hours Dispatch. During a snow event when we are plowing and temporary parking permits (parking considerations) are suspended, a recorded message that provides an update on winter operations is available on the Snow Information Line at 905-615-SNOW (7669). The same message is also recorded for 3-1-1 and the Transportation and Works Dispatch line (3000).

- **Mississauga511**

New for 2015 is a "Where's my Plow" Web Application called Mississauga511. This website also allows users to track their plows and see when their street was last serviced. The site is completely scalable in which users can view the information on a computer, laptop, tablet or smart phone. The app is currently under development and will be available in early November 2015.

**Driveway Windrow Snow Clearing Program**

The Driveway Windrow Snow Clearing Program is a City-wide program to clear snow windrows at the end of the driveway. The program is offered to seniors (65 years or older) and individuals who are physically disabled as verified by a regulated health professional. The cost of the program is \$200 or free depending on whether the applicant meets financial assistance criteria.

The application period was extended again for 2015 to encourage more qualified residents to apply. Applications are received at Community Centres, Mississauga Seniors' Centre or the Recreation Customer Service Centre from Monday, August 10, 2015 until 9 p.m. on Friday, November 13, 2015. The completed and signed form with supporting documentation must be submitted in person.

The program will be in effect from November 30, 2015 to March 11, 2016.

## **Financial Impact**

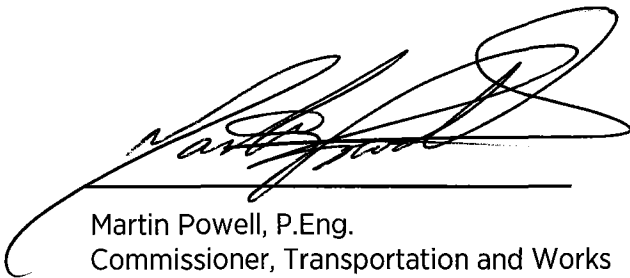
There are no financial impacts associated with this report.

## Conclusion

The City's winter maintenance program is delivered through a mix of private contractors and City forces with approximately 80% of winter maintenance operations being outsourced.

The City has a combined owned fleet and contractor equipment of 377 vehicles to manage the winter maintenance program to ensure that the City's roads are cleared within service levels.

With the many sources of public information available to our residents, they are able to keep informed of how each storm is being dealt with and where we are in our operations (such as our Mississauga Roads App, Snow page Twitter etc.).



Martin Powell, P.Eng.  
Commissioner, Transportation and Works

Prepared by: Scott Holmes, Manager Works Operations

# City of Mississauga Corporate Report



6.

<div data-bbox="587 357 974 499"><b>General Committee</b> NOV 04 2015</div> <p>Date: October 8, 2015</p> <p>To: Chair and Members of General Committee</p> <p>From: Martin Powell, P.Eng. Commissioner of Transportation and Works</p>	<p>Originator's files: MG.23.REP</p> <hr/> <p>Meeting date: November 4, 2015</p>
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## Subject

Port Credit and Clarkson On-Street Parking Fees – Request for Fee Holiday (Ward 1 & Ward 2)

## Recommendation

1. That General Committee provide direction regarding the Port Credit Business Improvement Area's request to waive on-street parking charges within the Port Credit Business Improvement Area for the month of December 2015.
2. That General Committee provide direction regarding the Clarkson Business Improvement Area's request to waive on-street parking charges within the Clarkson Business Improvement Area for the month of December 2015.

## Background

The Christmas shopping season is important to the success of the Port Credit and Clarkson area Business Improvement Areas (BIA's). The retail members of these BIA's must compete with shopping malls and plazas that do not charge for parking.

The Transportation and Works Department is in receipt of requests from the Port Credit BIA and the Clarkson BIA to waive on-street parking charges within their respective areas during the month of December 2016. This would allow customers of the respective BIA's to park at no cost. Both BIA's Board of Directors feel that this initiative will be well received by the community and will assist their member businesses during the holiday season.

## Comments

Parking charges function as a tool to manage parking demand and create additional streams of revenue for parking maintenance and the development of new parking facilities. Developing and



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maintaining parking is costly, particularly with respect to the purchase of land and the construction of parking structures. While some funding is collected through the Payment-in-lieu of Parking (PIL) program in various parts of the City, additional funding is generated through the implementation of parking charges.

Parking charges are implemented throughout the commercial district of Port Credit through a program of individual parking meters and parking pay and display machines (multi-bay pay-and-display ticket spitters) located within the lay-bys along Lakeshore Road East, Port Street East, and on each side street adjacent to the commercial developments. Parking charges in Clarkson are implemented in two lay-by's along Lakeshore Road West through pay and display machines.

Pay for parking is used to regulate prime storefront parking through enforcement of a maximum two-hour parking duration. This encourages more frequent vehicle turnover, which is necessary to ensure that prime storefront parking spaces are available for customer rather than employee parking. Long-term customer and employee parking are encouraged in the municipal parking lots located in various locations throughout the BIA's. Removal of the charge for parking would also remove the incentive for employee and long-term parking customers to use the off-street parking lots.

To help ensure that prime storefront on-street parking continues to be made available for valued customers during the busy holiday shopping season, the Transportation and Works Department and Smart Commute Mississauga will work with the Port Credit BIA and the Clarkson BIA to issue a communiqué to BIA member businesses encouraging them and their employees to use alternatives like public transit, carpooling and walking.

The anticipated revenue for the month of December has been estimated at \$15,000 for the Port Credit BIA and \$500 for the Clarkson BIA. Waiving parking charges in the Port Credit BIA and Clarkson BIA would eliminate this revenue and the ultimate contribution to the PIL fund. To facilitate the waiving of parking charges, Transportation and Works Department staff would bag the parking meters and pay and display machines on Monday, November 30, 2015 and un-bag the parking meters and pay and display machines on Monday, January 4, 2015.

## **Financial Impact**

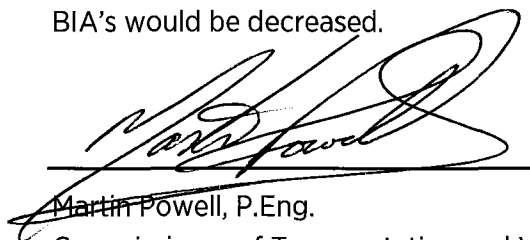
Parking charges waived within the BIA's during the month of December would result in an estimated gross revenue loss of \$15,500 which would not be contributed to the PIL Fund.

## **Conclusion**

The Port Credit Business Improvement Area (BIA) and the Clarkson Business Improvement Area (BIA) have requested that parking charges be waived within their respective districts for the

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month of December to coincide with the Christmas shopping season. As a result, approximately \$15,500 in gross parking revenues would not be contributed to the PIL fund and the incentive for long-term parking customers to utilize off-street parking lots within the Port Credit and Clarkson BIA's would be decreased.

A handwritten signature in black ink, appearing to read "Martin Powell", is written over a horizontal line.

Martin Powell, P.Eng.

Commissioner of Transportation and Works

Prepared by: Tomasz Brzeziak, Parking Coordinator

# City of Mississauga Corporate Report



7.

<div>General Committee</div> <div>NOV 04 2015</div>		Originator's files:  MG.23.REP RT.10.Z-8
Date:	October 9, 2015	
To:	Chair and Members of General Committee	Meeting date:  November 4, 2015
From:	Martin Powell, P.Eng. Commissioner of Transportation and Works	

## Subject

**Designated On-street Parking for the Disabled - Benson Avenue (Ward 1)**

## Recommendation

That a by-law be enacted to amend The Traffic By-law No. 555-00, as amended, to implement disabled on-street parking, at anytime, on the west side of Benson Avenue from a point 45 metres (148 feet) north of Lakeshore Road West to a point 7 metres (23 feet) northerly thereof.

## Background

The Transportation and Works Department is in receipt of a request from The COMPASS Community Food Bank Centre located at 310 Lakeshore Road West, with respect to the implementation of one (1) disabled parking space on Benson Avenue in the vicinity of their facility in order to provide an accessible on-street parking space for an employee that requires wheelchair accommodation.

## Present Status

Presently, parking is prohibited on the west side of Benson Avenue between Lakeshore Road West and 45 metres (148 feet) northerly thereof. Three-hour parking is permitted on both sides of Benson Avenue between Lakeshore Road West and High Street West outside of this restricted area.

## Comments

The COMPASS Community Food Bank Centre located at 310 Lakeshore Road West lacks any on-site parking and, therefore, employees must utilize available on-street parking on Benson Avenue and Lakeshore Road West. A site investigation revealed that most of the on-street parking spaces in the vicinity of this facility are often occupied.



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Transportation and Works Department staff reviewed the available on-street parking in the vicinity of The COMPASS facility and found that a parking space available on the west side of Benson Avenue 45 metres (148 feet) north of Lakeshore Road West is most suitable for designating it for the disabled. The implementation of one disabled parking space within this section of Benson Avenue would not affect any parking restrictions or have adverse effect on nearby businesses. Additionally, an existing curb cut is provided in the vicinity of the proposed disabled parking space in order to allow for safe and efficient access to the sidewalk.

The Transportation and Works Department have consulted with Accessibility Coordinator and received no concerns regarding the proposal.

Therefore, the Transportation and Works Department supports designating one on-street parking spot on the west side of Benson Avenue 45 metres (148 feet) north of Lakeshore Road West for the disabled.

The Ward Councillor supports the implementation of one disabled on-street parking spot on Benson Avenue.

## Financial Impact

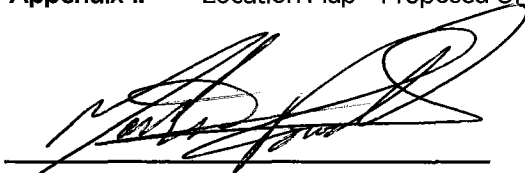
Costs for the signs installation can be accommodated in the 2015 Current Budget.

## Conclusion

The Transportation and Works Department supports implementation of disabled on street parking, at anytime, on the west side of Benson Avenue from a point 45 metres (148 feet) north of Lakeshore Road West to a point 7 metres (23 feet) northerly thereof.

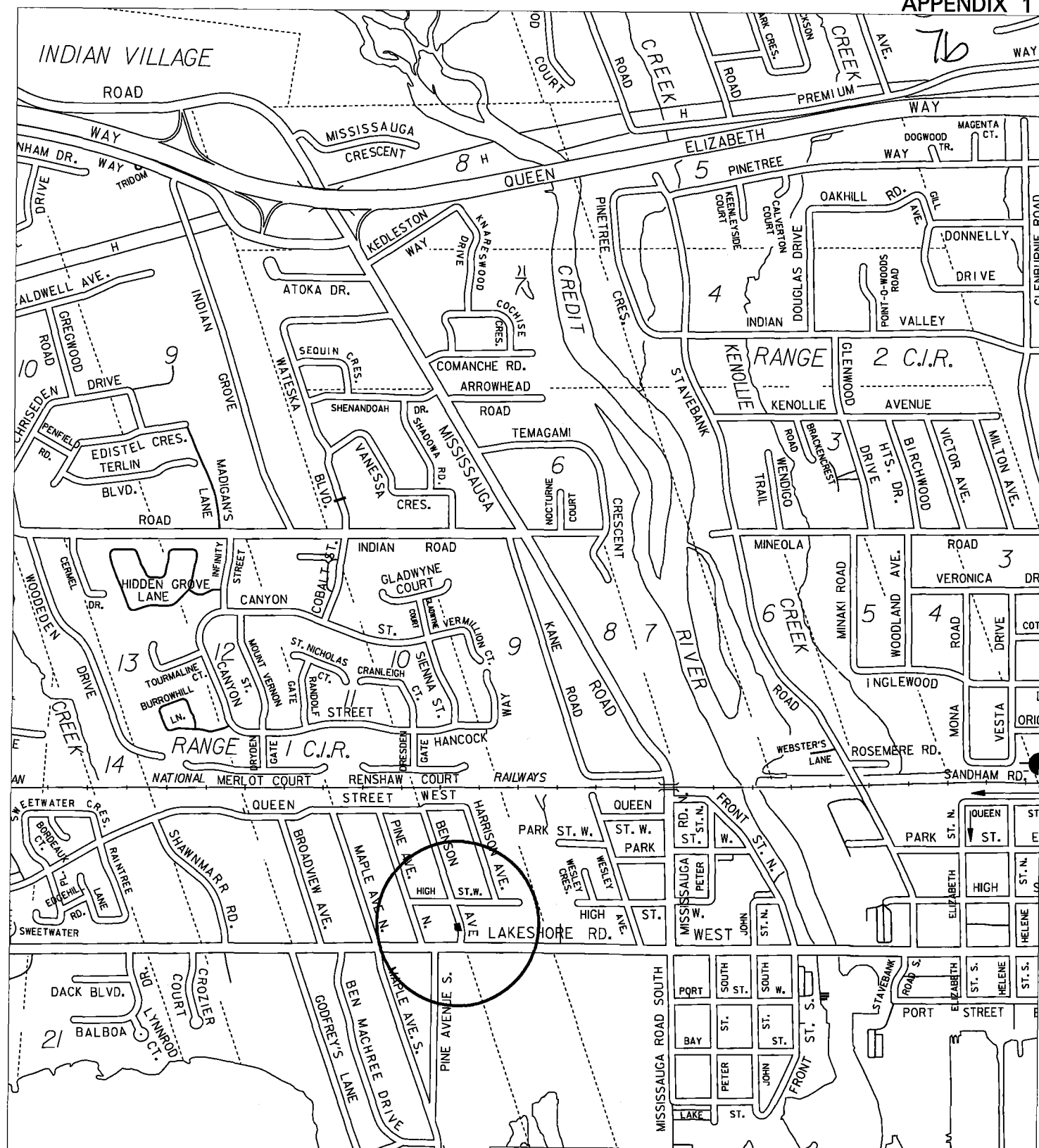
## Attachments

**Appendix 1:** Location Map – Proposed On-Street Disabled Parking – Benson Avenue (Ward 1)

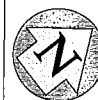


Martin Powell, P. Eng.  
Commissioner of Transportation and Works

Prepared by: Ouliana Drobychevskaia, Traffic Operations Technologist



**MISSISSAUGA**



**Transportation and Works  
Works Operations & Maintenance**

**Proposed On-Street Disabled Parking  
Benson Avenue (Ward 1)**

SCALE FOR REDUCED DRAWINGS  
0m 50m 100m 200m 300m 400m 500m 1000m

# City of Mississauga Corporate Report



<div>General Committee NOV 04 2015</div>		Originator's files: MG.23.REP RT.10.Z-2
Date:	October 23, 2015	
To:	Chair and Members of General Committee	Meeting date: November 4, 2015
From:	Martin Powell, P.Eng. Commissioner of Transportation and Works	

## Subject

Parking Prohibition Removal West Side - Finfar Court (Ward 2)

## Recommendation

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to remove a parking prohibition on Fridays between 12:00 p.m. and 3:00 p.m. on the west side of Finfar Court.

## Background

In the fall of 2011, the City received complaints from various commercial businesses on Finfar Court with respect to the overflow parking emanating from the ISNA Centre of Canada (2200 South Sheridan Way). The parking issue has impacted several locations in the vicinity, on public and private properties, including Iona Catholic Secondary School. In response to the complaints, City staff conducted a site inspection which revealed that numerous vehicles were parked on both sides of Finfar Court, including some that were illegally parked in front of fire hydrants. Parked vehicles were also observed to be blocking access points to private property, including a Peel Region Emergency Medical Services building. Additionally, vehicles were obstructing the view of motorists exiting and entering Finfar Court and creating a line of sight issue which is a safety hazard. As a result of all of these safety issues, a report was approved by General Committee and subsequently adopted by City Council recommending the implementation of a parking prohibition on Fridays between 12:00 p.m. and 3:00 p.m., on both sides of Finfar Court.

## Comments

In December 2014, the City contemplated a proposal to amend the current by-law to allow parking on the west side of Finfar Court. The rationale behind the proposal was to provide City staff with an opportunity to determine whether the current and complete ban on parking is required or if it would be possible to allow parking in some areas while maintaining public safety and addressing the concerns of local business operators.



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Accordingly, the City agreed to propose a six-month trial period during which parking would only be restricted on Friday afternoons on the east side of Finfar Court. Further, the City's Enforcement Division proactively patrolled the street to enforce all existing by-laws and to ensure that access to driveways is not blocked. City staff have assessed whether the initial public safety concerns that were the impetus for the complete parking ban can be addressed with a partial ban on parking. It has now been determined that the existing condition whereby parking would only be restricted on Friday afternoons between 12:00 p.m. and 3:00 p.m. on the east side of Finfar Court is acceptable and that this condition be maintained.

## Financial Impact

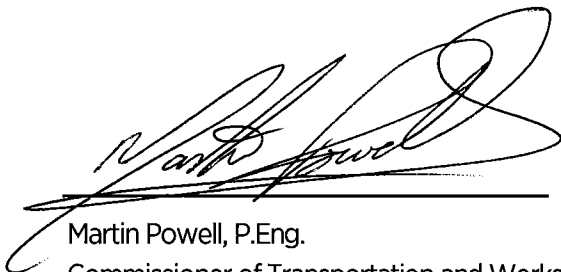
Not Applicable.

## Conclusion

City staff have assessed whether the initial public safety concerns that were the impetus for the complete parking ban on Finfar Court can be addressed with a partial ban on parking and have determined that the existing condition whereby parking would only be restricted on Friday afternoons on the east side of Finfar Court is acceptable and that this condition be maintained.

## Attachments

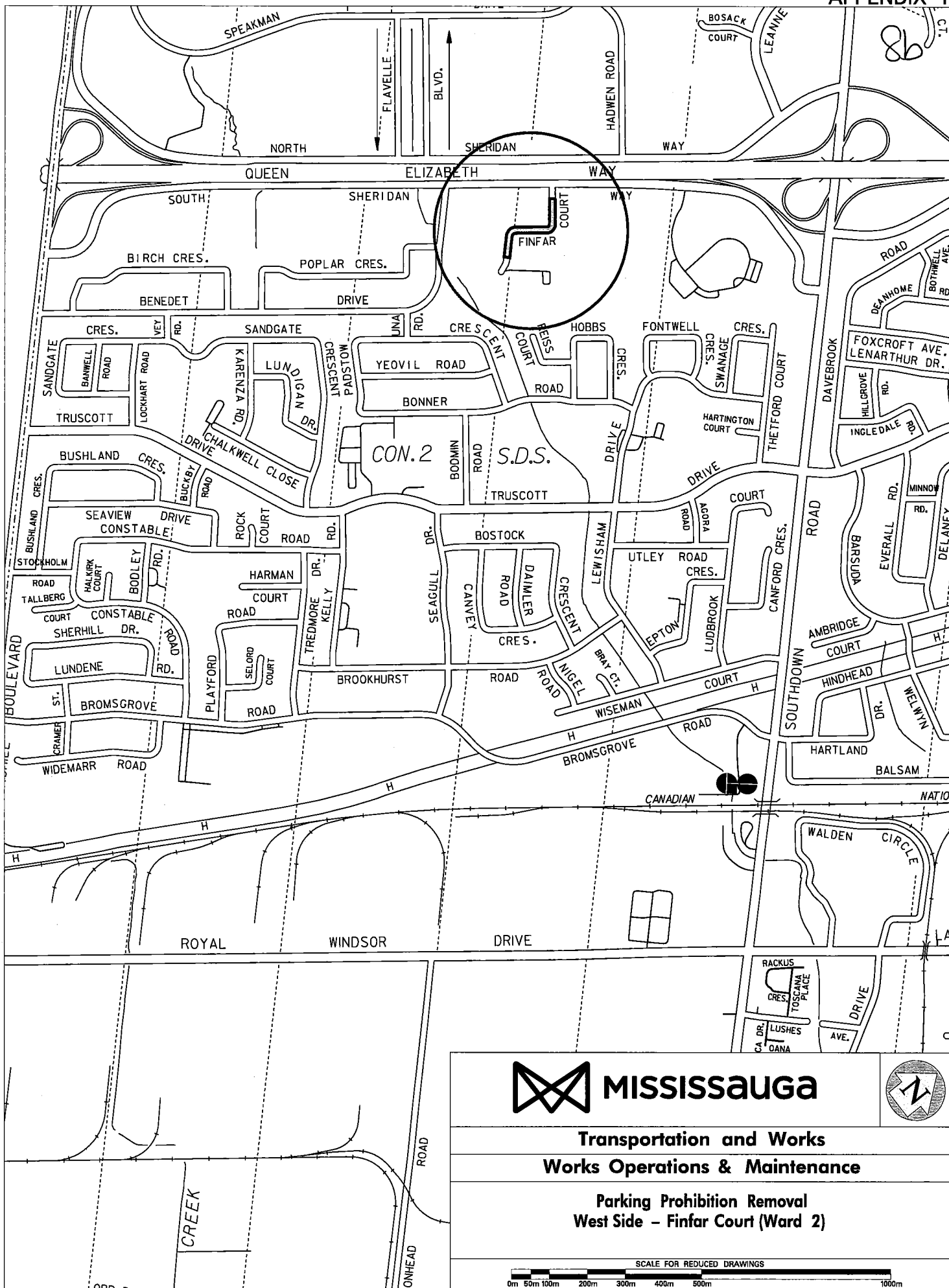
Appendix 1: Location Map - Parking Prohibition Removal West Side - Finfar Court (Ward 2)



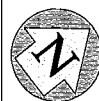
Martin Powell, P.Eng.  
Commissioner of Transportation and Works

Prepared by: Andy Bate, Supervisor, Traffic Operations

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**MISSISSAUGA**



**Transportation and Works  
Works Operations & Maintenance**

**Parking Prohibition Removal  
West Side - Finfar Court (Ward 2)**



# City of Mississauga Corporate Report



<div data-bbox="662 363 1047 499" data-label="Text"><p>General Committee NOV 04 2015</p></div> <p>Date: October 13, 2015</p> <p>To: Chair and Members of General Committee</p> <p>From: Martin Powell, P. Eng. Commissioner of Transportation and Works</p>	<p>Originator's files:</p> <p>MG.23.REP RT.10.Z-39E</p> <hr/> <p>Meeting date:</p> <p>November 4, 2015</p>
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## Subject

15-Hour Parking Anytime – William Street (Ward 11)

## Recommendation

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement 15-hour parking any time on the west side of William Street between a point 5 metres (16 feet) south of James Street and a point 90 metres (295 feet) southerly thereof.

## Background

According to the Traffic By-Law, parking is prohibited on the west side of William Street from the centre line of James Street and a point 67 metres (220 feet) southerly thereof. The Transportation and Works Department is in receipt of a request from the Ward Councillor with respect to implementing 15-hour parking anytime on the west side of William Street. The Ward Councillor has also requested that three-hour parking be maintained on the east side of William Street.

## Comments

Typically this type of request for a parking regulation change is addressed by the Resident Parking Petition process where a questionnaire is circulated to the affected residents to determine the level of support. As this is a request by the Ward Councillor, the Resident Parking Petition process has been omitted. The Ward Councillor has requested a report be brought forward.

It should be noted that when 15-hour parking anytime is implemented on one side of a roadway a parking prohibition will typically be implemented on the opposite side of the roadway. However, due to the width of the roadway and ability for two-way traffic to navigate safely, the Transportation and Works Department can support this proposed scenario.



9a

## Financial Impact

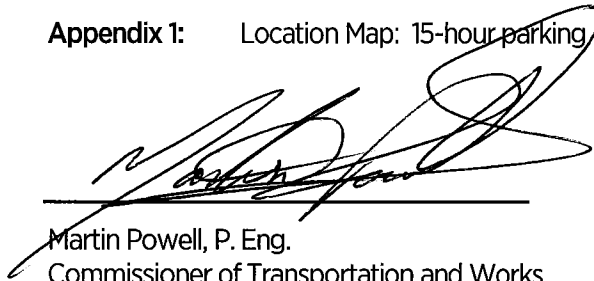
Costs for the sign installation can be accommodated in the 2015 Current Budget

## Conclusion

The Transportation and Works Department supports the implementation of 15-hour parking anytime on the west side of William Street from 5 metres (16 feet) south of James Street and a point 90 metres (295 feet) southerly thereof.

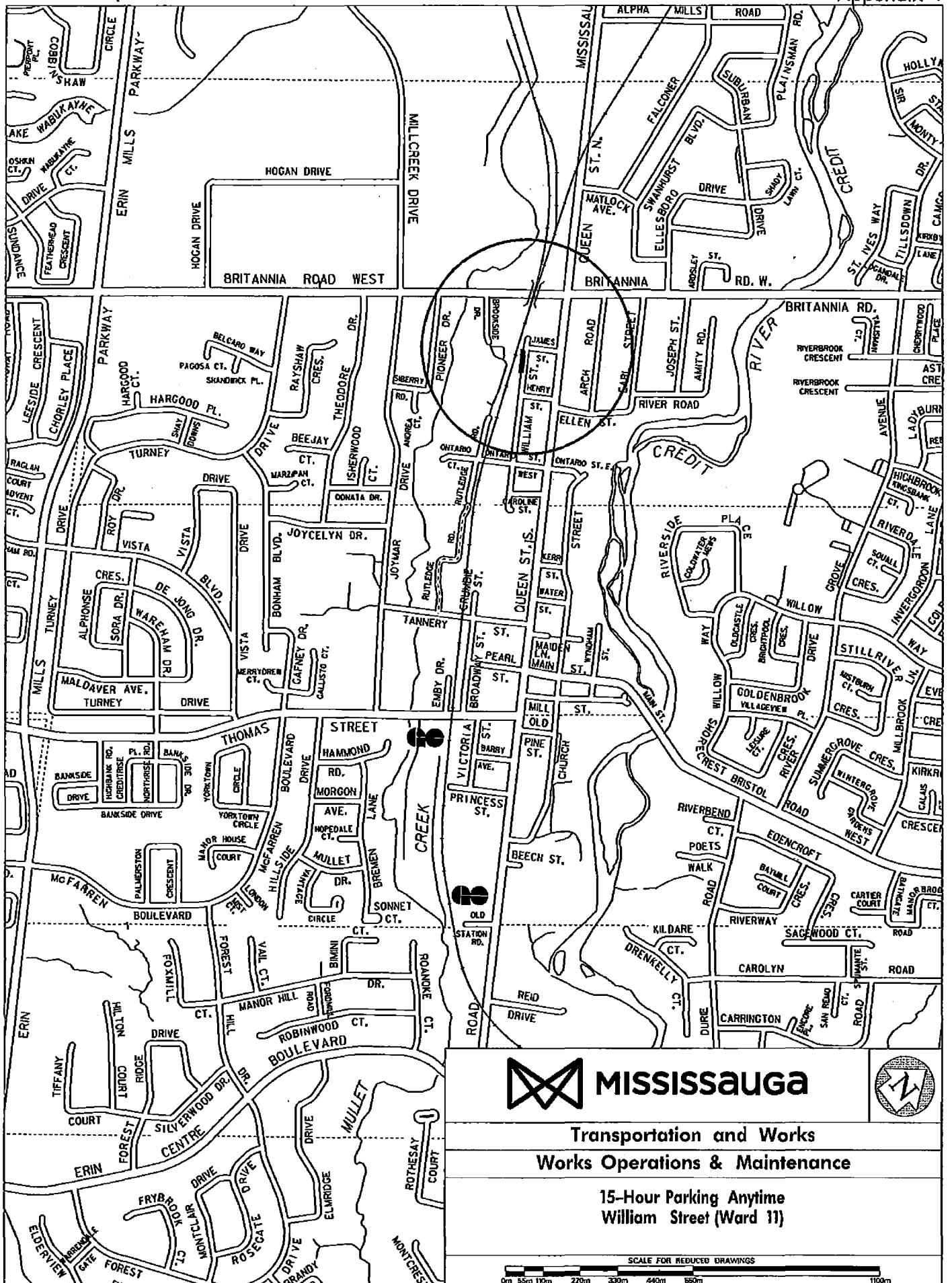
## Attachments

**Appendix 1:** Location Map: 15-hour parking - William Street (Ward 11)

A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P. Eng.  
Commissioner of Transportation and Works

Prepared by: Alex Liya, Traffic Operations Technician



# City of Mississauga Corporate Report



<div>General Committee</div> <div>NOV 04 2015</div>	
Date: October 13, 2015	Originator's files: MG.23.REP RT.10.Z-38W
To: Chair and Members of General Committee	Meeting date: November 4, 2015
From: Martin Powell, P.Eng. Commissioner of Transportation and Works	

## Subject

Parking for Restricted Periods - Maiden Lane (Ward 11)

## Recommendation

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement two-hour parking for three (3) parking spaces between the north and south curb at the east limit of Maiden Lane from a point 42 metres (138 feet) east of Queen Street South to a point 48 metres (158 feet) easterly thereof from 7:00 a.m. to 9:00 p.m. No parking will be permitted outside of these hours.

## Background

The Transportation and Works Department is in receipt of a request from the Ward Councillor to implement three (3) parking spaces at the east limit of Maiden Lane east of Queen Street South. The Ward Councillor's Office has received numerous requests over the past several years from a nearby business to allow parking at the east limit of the roadway. The business owner indicated that implementation of parking spaces at the end of Maiden Lane would be beneficial for their business.

## Comments

Maiden Lane is a local roadway between Queen Street South and Wyndham Street which is presently divided into two road parcels. The west section of Maiden Lane runs between Queen Street South and approximately 48 metres (158 feet) easterly thereof where the road is physically blocked by a guardrail. The east section of Maiden Lane runs between Church Street and approximately 53 metres (174 feet) easterly thereof where the road ends at the access point to 190 Wyndham Street. Presently, the Transportation and Works Department does not have immediate plans to connect both parts of Maiden Lane, however, this possibility might be considered in the future.

Presently two-hour parking is permitted on the south side of Maiden Lane between Queen Street South and Church Street from 7:00 a.m. to 9:00 p.m., which allows for legal parking on the south side at the road end for



one vehicle only. In accordance with the general provision of the Traffic By-Law, parking is permitted on the right side of the roadway, having reference to the direction of travel and not more than 30 centimetres (1 foot) from the curb. Based on this, parking at the north curb (facing east) and in the middle available area at the east limit of the road is illegal.

Since the connection of both parts of Maiden Lane is not proposed at this time, the Transportation and Works Department does not have objections to implement three (3) parking spaces at the end of Maiden Lane, and can support permitting parking for two hours from 7:00 a.m. to 9:00 p.m. and prohibiting parking outside of these hours. This would enable additional parking opportunities by providing higher daily turnover for parking spaces and be consistent with existing parking regulations on Maiden Lane. Additionally, the implementation of an overnight parking prohibition at this location would increase efficiency with winter maintenance and snow removal.

The implementation of parking spaces at the east limit of the western section of Maiden Lane should not preclude the possibility of connecting both parts of Maiden Lane should such proposal be considered in the future. Therefore, these parking spaces will be lawful until such time when both parts of Maiden Lane become connected.

The Ward Councillor supports this parking regulation change.

## Financial Impact

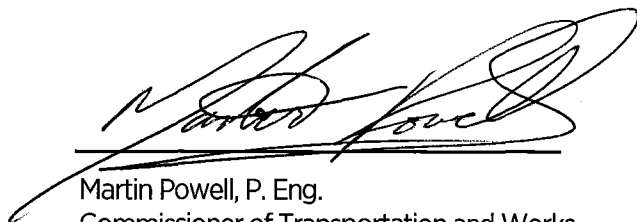
Costs for the signs and pavement markings installation can be accommodated in the 2015 Current Budget.

## Conclusion

The Transportation and Works Department supports the implementation of two-hour parking from 7:00 a.m. to 9:00 p.m. and no parking from 9:00 p.m. to 7:00 a.m. for three (3) parking spaces between the north and south curb at the east limit of Maiden Lane from a point 42 metres (138 feet) east of Queen Street South to a point 48 metres (158 feet) easterly thereof.

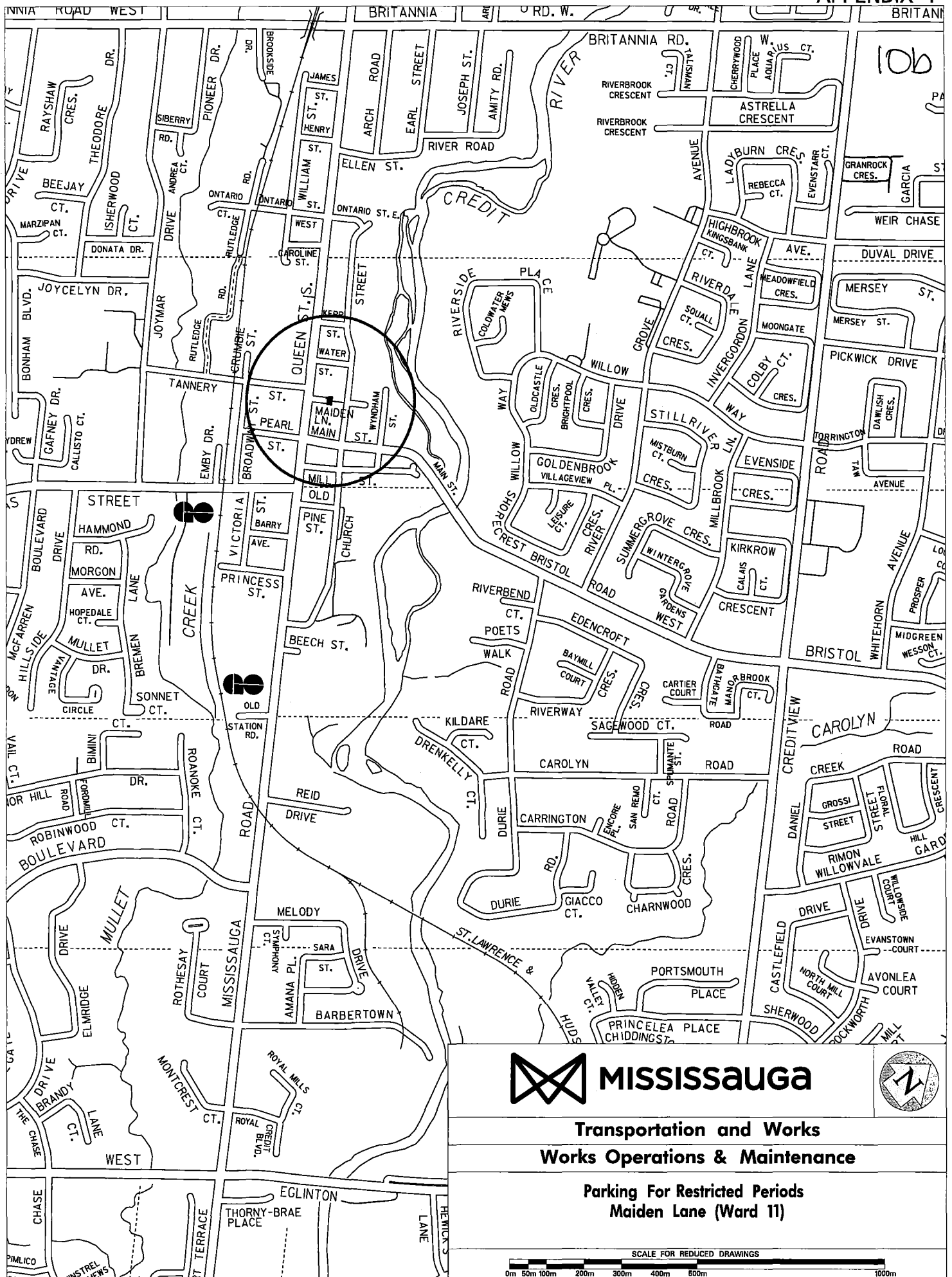
## Attachments

**Appendix 1:** Location Map – Parking for Restricted Periods – Maiden Lane (Ward 11)



Martin Powell, P. Eng.  
Commissioner of Transportation and Works

Prepared by: Ouliana Drobychevskaia, Traffic Operations Technologist



**MISSISSAUGA**



**Transportation and Works  
Works Operations & Maintenance**

**Parking For Restricted Periods  
Maiden Lane (Ward 11)**

SCALE FOR REDUCED DRAWINGS  
0m 50m 100m 200m 300m 400m 500m 1000m

# City of Mississauga Corporate Report



<p>Date: October 9, 2015</p> <p>To: Chair and Members of General Committee</p> <p>From: Martin Powell, P.Eng. Commissioner of Transportation and Works</p>	<p>General Committee</p> <p>NOV 04 2015</p> <p>Originator's files: Z-30 Creditview Road</p> <p>Meeting date: November 4, 2015</p>
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## Subject

Road Establishing By-law for Creditview Road (Ward 6)

## Recommendation

1. That a by-law be enacted authorizing the establishment of a public highway to be known as Creditview Road on those lands described as: In the City of Mississauga, Municipality of Peel, (Geographic Township of Toronto, County of Peel), Province of Ontario and being composed of Part of Lot 6, Range 5, North of Dundas Street of the said Township, designated as Part 1, Plan 43R-16919 and Part 18, Plan 43R-17654;
2. That City staff be authorized to register the by-law on title against the subject lands in the appropriate Land Registry Office.

## Background

The solicitor for Kaneff Corporation notified City staff that the Creditview Road entrance to the plaza at 1220-1256 Eglinton Avenue West did not have legal access to Creditview Road as a portion of the land in front of the entrance was never dedicated as public highway. The development of the plaza occurred in the late 1980's, early 1990's and the owner(s) and patrons of the plaza have been using the Creditview Road entrance without disruption.

## Comments

Transportation and Works recommends the by-law be enacted as part of a housekeeping measure. Once the by-law is enacted, it will formalize the requirement that the entrance to the plaza is to a public road, namely Creditview Road.

## Financial Impact

Not applicable.



11a

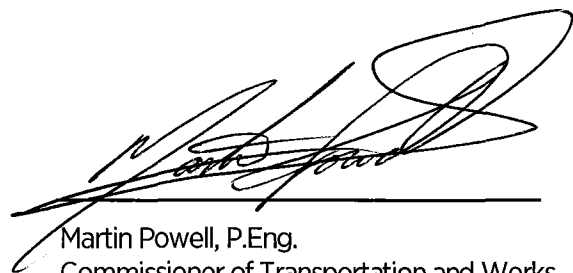
## Conclusion

To ensure the public has legal access to the plaza from Creditview Road, a by-law is required to dedicate the land as public highway. Once the by-law is enacted, notice of such will be provided to the solicitor of Kaneff Corporation.

## Attachments

Appendix 1: Reference Plan 43R-16919

Appendix 2: Reference Plan 43R-18110

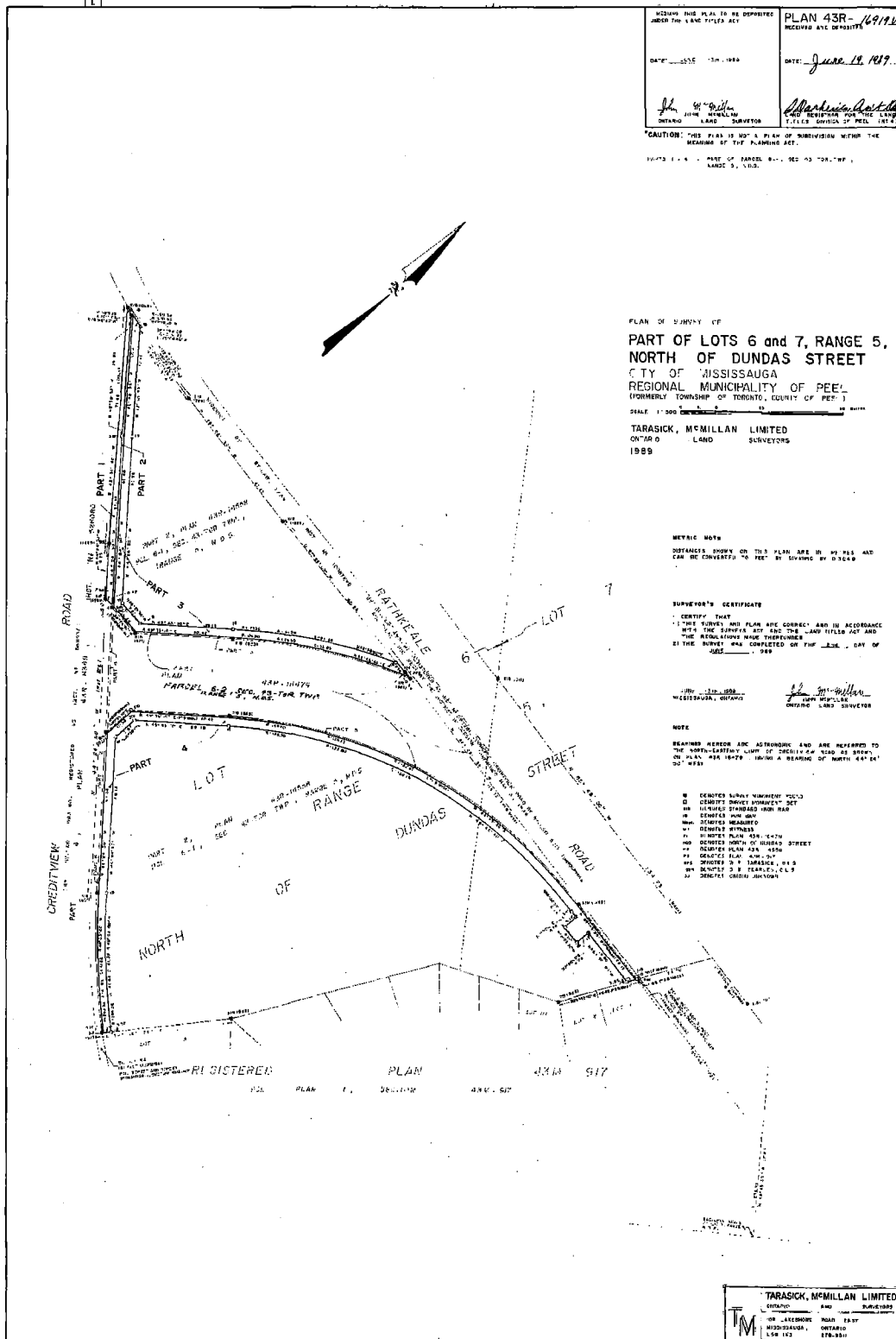
A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P.Eng.  
Commissioner of Transportation and Works

Prepared by: Al Jeraj, City Surveyor

# Appendix 1

11b



11c

SCHEDULE			
PART	DESCRIPTION	INST. & AREA (sq. m.)	
1	PART OF LOT 6, RANGE 5, 146334	2.70	
2	NORTH OF DUNDAS STREET 146374	2.70	

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT

PLAN 43R-18/10  
RECEIVED AND DEPOSITED

DATE: SEPT. 27, 1990

DATE: Sept. 27, 1990

W.P. Tarasick  
W.P. TARASICK  
ONTARIO LAND SURVEYOR

W.P. Tarasick  
LAND REGISTAR FOR THE REGISTRY  
DIVISION OF PEEL (M.P. 43)

"CAUTION: THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT"

PLAN OF SURVEY OF  
PART OF LOT 6, RANGE 5,  
NORTH OF DUNDAS STREET  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL  
(FORMERLY TOWNSHIP OF TORONTO, COUNTY OF PEEL)

SCALE 1:1000

TARASICK, McMILLAN LIMITED  
ONTARIO LAND SURVEYORS  
1990

#### METRIC NOTE

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

#### SURVEYOR'S CERTIFICATE

I CERTIFY THAT  
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER.  
2. THE SURVEY WAS COMPLETED ON THE 22<sup>ND</sup> DAY OF SEPTEMBER, 1990.

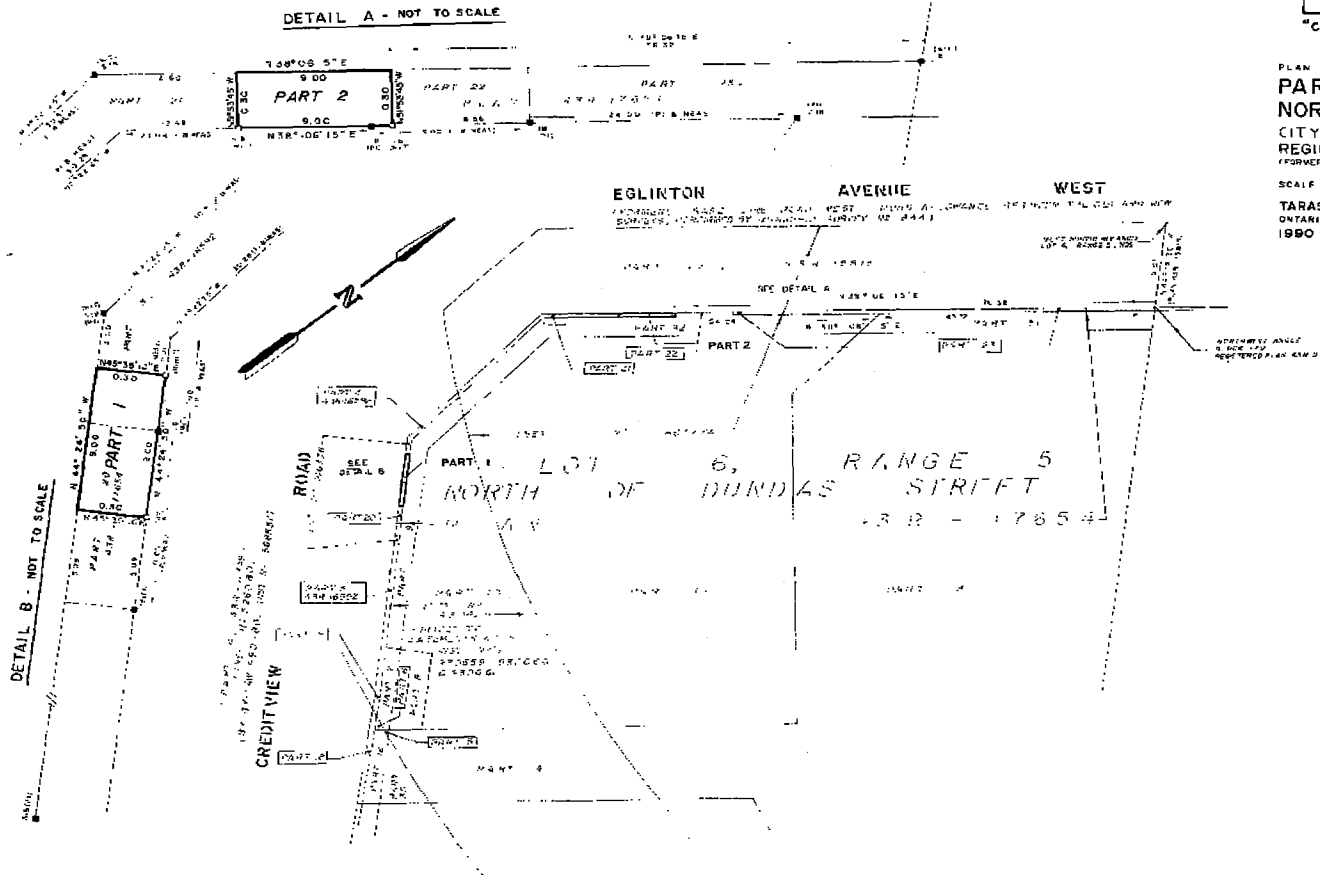
SEPTEMBER 22, 1990 W.P. Tarasick  
MISSISSAUGA, ONTARIO W.P. TARASICK  
ONTARIO LAND SURVEYOR

#### NOTE

BEARINGS HEREON ARE ASTRONOMIC AND ARE REFERRED TO THE SOUTHEAST-TRUE LINE 1 OF PART 23, AS SHOWN ON PLAN 43R-17654, HAVING A BEARING OF NORTH 88° 06' 15" EAST.

■ DENOTES SURVEY MONUMENT FOUND  
□ DENOTES SURVEY MONUMENT SET  
P.B. DENOTES STANDING IRON BAR  
I.B. DENOTES IRON BAR  
M.B. DENOTES MEASURED  
W.T. DENOTES WITNESS  
P.I. DENOTES PLAN 43R-7654

**TARASICK, McMILLAN LIMITED**  
ONTARIO LAND SURVEYORS  
350 REYNOLDS AVENUE, UNIT 14  
MISSISSAUGA, ONTARIO  
L5G 4S4 278-9911





# City of Mississauga Corporate Report



12.

<div>General Committee NOV 04 2015</div>		Originator's files: File names
Date:	October 16, 2015	
To:	Chair and Members of General Committee	
From:	Martin Powell, P. Eng., Commissioner, Transportation and Works	Meeting date: November 4, 2015

## Subject

Changes to the Public Vehicle Licensing By-law 420-04, as amended, Lease Agreements for Accessible Taxicabs

## Recommendation

That a by-law be enacted to amend the Public Vehicle Licensing By-law 420-04, as amended, to incorporate lease agreement requirements for brokerages of accessible taxi cabs as outlined in the report from the Commissioner of Transportation and Works, dated October 16, 2015 entitled "Changes to the Public Vehicle Licensing By-law 420-04, as amended, Lease Agreements for Accessible Taxicabs".

## Background

At its meeting of May 13, 2015, Council approved the following recommendation:

"GC-0282-2015

That the report from the Commissioner of Transportation and Works, dated April 9, 2015 and entitled "Amendments to the Public Vehicle Licensing By-law 420-04, as amended, Lease Agreements for Accessible Taxicabs", be received".

(PVAC-0015-2015)"

The purpose of this report is to respond to GC-0282-2015.

## Comments

At its meeting of April 21, 2015 the Public Vehicle Advisory Committee (PVAC) approved the recommendations in GC-0282-2015. Further, PVAC did not provide any comments on the report.

12a

A summary of the requirements for this change is provided below. This summary includes information taken directly from the report mentioned in the preceding paragraph.

*"The Public Vehicle Licensing By-law 420-04, as amended, states:*

*"No Licensed Special Accessible Taxicab Owner shall Lease his Owner's Licence or Plate".*

*Concerns have been raised by members of the taxi industry regarding the wording of the by-law and what actually happens with accessible taxicabs in the industry. A practice put into place by previous mobile licensing management allowed the taxicab brokerages, who were provided with accessible plates, to lease the plates to owners of accessible vehicles. This practice had the owners of the vehicles providing the insurance, maintenance and having overall responsibility for the vehicle. The City has issued 41 accessible taxicab plates to taxicab brokerages, of which 40 are being leased. The concern for the City is that no lease agreement requirements exist for the accessible taxicab owners as required for the regular taxicab owners and the practice of brokerages leasing the accessible taxicab plates is in violation of the by-law.*

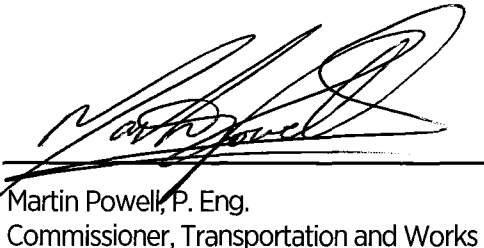
*Staff reviewed the concerns of the accessible taxicab industry and the requirements of the Public Vehicle Licensing By-law 420-04, as amended. Staff recommend that the by-law be amended to ensure consistency and to address the concerns of the industry, by amending the by-law to include lease agreement requirements for brokerages of accessible taxicabs consistent with the lease agreement requirements for taxicab owners."*

## **Financial Impact**

No direct financial impact would be experienced by the Corporation of the City of Mississauga.

## **Conclusion**

Staff recommend that the Public Vehicle Licensing By-law 420-04, as amended, be amended to include lease agreement requirements for brokerages of accessible taxicabs consistent with the lease agreement requirements for taxicab owners.



Martin Powell, P. Eng.  
Commissioner, Transportation and Works

Prepared by: Daryl Bell, Manager, Mobile Licensing Enforcement

City of Mississauga

# Corporate Report



Date: October 22, 2015 To: Chair and Members of General Committee From: Gary Kent, Commissioner of Corporate Services and Chief Financial Officer	<b>General Committee</b> <b>NOV 04 2015</b>	Originator's files:
		Meeting date: November 4, 2015

## Subject

**Platform Surface Replacement - City Centre Transit Terminal Project - Pre-approval of 2016 Capital Budget and Funding**

## Recommendation

That the 2016 Capital Budget request for \$920,000 (PN 16723), consisting of \$867,900 from the Federal Gas Tax Reserve Fund (Account #35183) and \$52,100 from the Capital Reserve Fund (Account #33121), for Platform Surface Replacement - City Centre Transit Terminal be approved prior to the final approval of 2016 capital funding to allow the project to be tendered in 2015, as outlined in the report to General Committee dated October 14, 2015 from the Commissioner of Corporate Services and Chief Financial Officer.

## Background

The City Centre Transit Terminal, built in 1996, is a cast-in-place concrete structure consisting of one level below grade and two levels above grade. Following leaks in 2011, a preliminary review revealed structural issues requiring further detailed investigations and repairs.

The project commenced in 2014 and investigations confirmed the need for repairs to the slab to prevent further leakage and deterioration of the structure. Repairs were deferred from 2015 to 2016 due to the impact on transit operations during the Pan AM Games.

13a

## Comments

This is a critical project and needs to be addressed in spring/summer 2016 as recommended by the structural engineers. Detailed investigations revealed the following concerns:

- The asphalt driveway at the south end of top platform level is severely deteriorated with large cracks
- Salt and water leaking through the cracks penetrating the failing waterproofing and reaching the structure
- Due to active and constant leakage the structural steel may rust further causing deterioration and delaminating of existing concrete slab

Scope of recommended repairs:

- Replace the existing waterproofing material with new material
- Replace the overburden backfill and add more drains
- Replace the asphalt on the south driveway with reinforced concrete to prevent leakage into the basement

The terminal must be closed for bus circulation during this scope of construction. In order to reduce customer impact, construction must be started in April 2016 and completed before the start of school in September 2016. In order to meet the schedule, the work is to be tendered in November 2015 to enable the successful bidder to start construction early.

The original project was tendered as part of FA.49.321-14. Based on investigations, the project scope was revised and the budget request prepared for 2016. In order to keep the customer impacts to a minimum the work must be tendered in November 2015 in order to complete the project by August 2016.

## Strategic Plan

Maintaining transit infrastructure in a state of good repair contributes to the strategic goal of building a reliable and convenient system.

## Financial Impact

The projected cost estimate for the project is \$1,270,900 (based on 2014 tender pricing with standard allowances for contingency, escalation and chargebacks).

Funding in the amount of \$350,900 is available in PN 14723.

This report requests the approval of the capital budget and funding for the Platform Surface Replacement - City Centre Transit Terminal project in the amount \$920,000 (PN 16723) - prior to the final approval of the 2016 capital funding so the work can be tendered in 2015.



## Conclusion

This is a critical project and needs to be addressed in spring/summer 2016 as recommended by the structural engineers. Given the suggested time frame, approval of the capital budget and funding to tender the project in November 2015 is requested to secure completion in August 2016.



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Sunil Kanamala, Supervisor, Transit Infrastructure Management

# City of Mississauga Corporate Report



<b>General Committee</b> <b>NOV 04 2015</b>	Originator's files:
	File names
Date: October 13, 2015	Meeting date:
To: Chair and Members of General Committee	November 4, 2015
From: Paul A. Mitcham, P.Eng., MBA Commissioner of Community Services	

## Subject

Recommendations for Revisions to the Community Group Support Program and Community Consultation

## Recommendation

That the report entitled Recommendations for Revisions to the Community Group Support Program and Community Consultation dated October 13, 2015 from the Commissioner of Community Services be received for information and referred to Community Groups for input and review.

## Report Highlights

- The City of Mississauga, through the current Community Group Support Program, strives to develop mutually beneficial relationships that support community involvement by groups who deliver arts, culture and heritage; library, recreation, sports and leisure; special events; and various social, environmental and special interest programs and services that keep Mississauga residents active, healthy and engaged in their communities.
- The recommendations resulting from a review of the Community Group Support Program policy require Council approval and public and stakeholder input before being finalized and prioritized. Focus group sessions with community groups/organizations are planned to be held on January 26, 2016 and January 28, 2016. February 2, 2016 and February 4, 2016. Staff will report back to Council April 2016.
- The proposed recommendations will assist groups in strengthening their governance and financial accountability to meet the new requirements of Bill 85 Ontario's Not-For-Profit Corporations Act, 2010 (ONCA) which is likely to take effect in 2016.

## Background

The current Community Group Support Program policy (08-01-01) outlines the eligibility criteria to become formally recognized by the City as either an Affiliated Group or a Recognized Community Group; the available benefits for each; and the application and approval process. The current program helps volunteer community groups by providing access in a fair and equitable manner to specific City resources, such as meeting space and permission to place portable signs on City road allowances. Direct financial assistance is not provided as part of the Program. Currently the City has 50 Recognized Community Groups; 60 sport affiliated groups; and 120 Recreation/Arts & Culture affiliated groups.

The Community Group Support Program Policy (08-01-01) was last updated in September 2011 and was scheduled to be reviewed as part of the Corporate Policy and Procedure Program. Staff recognized a need for the Community Group Support Program policy to be strengthened. The proposed changes are designed to better support our affiliate and recognized community groups, including resident and ratepayer's associations, which are all governed by volunteers. The proposed policy changes will address the need for better clarification of group categories, the inclusion of a Developing Group category and Support with Conditions Status for groups that may not be meeting policy requirements at a point in time. The policy revisions will also ensure better governance; transparency to group members and the general public; and greater financial accountability. It is recommended that the revised policy be renamed the Community Group Registry Policy to reflect the key changes being proposed.

## Comments

A working group of staff from the Recreation Division, Culture Division and Corporate Services have reviewed the existing policy and are recommending a number of changes for Council consideration.

### New Group Categories Classification

Staff proposes a new classification system approach to groups. Under the current Community Group Support Program policy, groups are placed in one of two categories only, as either an Affiliated or Registered community group. By creating new and clearly defined categories, within Registered Groups, the policy will better clarify the type of group and illustrate the relationship the group has with the City. Newly proposed categories will clearly delineate what the criteria are to belong to that specific category and the City benefits that will be available. By first categorizing all groups as "Registered" and then outlining the services each group receives within their category, the policy is easier for the groups and staff to understand. A Registered Group will be defined as a not for profit community group, governed by volunteers, who deliver arts, culture and heritage, library, sports and leisure; special events; and various social, environmental and special interest programs and services which exist for the benefit of the residents of Mississauga. All groups will need to meet the minimum requirements under the policy for membership, Board of Directors make-up, constitution and by-laws as a "Registered Group."

The inclusion of categories in the revised policy will also allow the City to further tailor the requirements and benefits of each newly created category. For example, Youth Sport Organization, as a category, will have requirements that specifically outline the maximum non-resident components allowable (a benefit), whereas Ratepayers/Resident groups as a category would have a demonstrated need for a clearly defined membership base of 100% Mississauga residents (a requirement). Tailoring the requirements and benefits of these newly proposed categories will provide for greater accountability and better understanding by groups of their benefits and available services. The following chart outlines the newly proposed and recommended Registered Group categories with a definition and example for each:

Proposed Registered Groups	Definition	Example
Youth Sport Organization	A sanctioned group that provides organized league based sport activities for youth.	Youth Soccer Clubs
Recreation Provider	A Group that provides recreation programs/services for children, youth and/or adults that supplements the services provided by the Recreation Division.	Special Event Groups/ Cultural Recreation Groups
Arts & Culture Provider	A Group that provides Arts & Culture programs/services for children, youth and/or adults that supplement the services provided by the Culture Division.	Museum/Dance or Theatre Groups
Rate-Payer/Resident Groups	Neighbourhood associations and organizations that strengthen and support Mississauga neighbourhoods.	Resident Associations
Older Adult Groups	A Group that provides older adult (55 years and older) recreation programming that supplements the services provided by the Recreation Division.	Senior Friendship Groups
Regional Community Organization	A Group that has a mandate to deliver programs and services within the Region of Peel that directly benefit Mississauga residents.	Regional Youth Groups
Regional Sport Group	A sport group that includes team representatives from the Region of Peel, neighbouring regions or defined league boundaries.	Cricket Clubs
Community-Sport Organization	A league-based youth or adult competitive sport organization.	Competitive Adult Soccer Clubs
Community Organization & Service Clubs	A not for profit Social Service/Service Club/Church/Religious Group/Pre-School.	Lions Club/ Rotary/ Mississauga Church/Temple
Business Improvement Organization (B.I.A.)	City endorsed Business Improvement Organizations.	Streetsville BIA /Clarkson BIA/ Malton BIA/ Port Credit BIA



Staff also recommend the creation of a new category, Developing Group Status, for groups that do not meet all of the eligibility criteria under the proposed policy revision. This new category would give staff and community groups a clearer framework for development and provide more opportunity for new groups to form and meet the policy requirements, with guidance from the City.

### Governance

Governance policies and procedures preserve the ability of a group to comply with multiple pieces of legislation, regulations and public policy direction, and to guide them when responding to specific governance situations. Groups should be able to demonstrate “due diligence”, meaning that the Board has taken reasonable steps to establish specific policies and procedures that provide guidelines for governing. Affiliated Groups have often called upon City staff and/or ward councillors to assist them with managing issues at either the Board level or within their general membership. The City’s relationship with volunteer community groups is one of support only; the City cannot act as a review body for any group.

The City can help ensure that Registered Groups have effective governance practices with proposed changes to the current policy that will require groups to have a conflict of interest policy; a mechanism for resolution of complaints; be incorporated as a not-for-profit organization and to provide evidence of Board of Director’s third party liability insurance. Incorporating gives an organization legal status and therefore provides groups with significant and crucial benefits, such as being able to enter into financial agreements, limited liability of its members and an increased opportunity to successfully apply for grants. The City of Toronto, for example, requires groups with an annual budget exceeding \$5,000.00 to have: A volunteer executive elected at an Annual General Meeting; A constitution, by-laws and/or letters patent and, where the organization’s annual budget is less than \$5,000.00, the group must verify its not-for-profit status.

These proposed policy changes will also assist groups when Ontario’s *Not-For-Profit Corporations Act*, 2010 (ONCA) takes effect. Bill 85 was introduced in the Ontario legislature in June, 2013, however; as a provincial election was called, a new technical amendments bill will need to be re-introduced in a future session of the legislature. The ONCA is likely to take effect in 2016 and incorporated organizations will need to review their membership structures, by-laws and constitution.

The proposed policy would also reflect the need for groups to follow the City’s policies, in particular the Respectful Workplace, Workplace Violence and Accessibility policies, which are considered “universal” policies and are important for groups to be aware of and adhere to.

### Finances

One of the main responsibilities of Boards is to maintain financial accountability of their organization. Board members act as trustees of the organization’s assets and must exercise due diligence to ensure that the organization is well-managed and that its financial situation remains sound. Staff recommend a need for Registered groups to maintain appropriate financial records and practices and provide greater transparency to the public and their membership. The proposed policy changes will serve to assist groups in strengthening their financial health by providing direction on the inclusion of best practices and better mechanisms for financial reporting to the

City. Staff are recommending groups demonstrate this by maintaining books of account and records of the financial management of the group's funds in accordance with generally accepted business and accounting practices; authorize the City and its agents to inspect any and all records, invoices and documents in the custody or control of the group and/or to request a letter from the group's auditor; for the group to only source non grant based financing and/or financial assistance from a legal lending financial institution; and to complete a template to provide calculations for field/facility rental fees as a percentage of the organizations total expenditures. Staff further recommend that organizations with large operating budgets, within certain categories, such as youth sports organization, maintain a three month reserve fund of the organizations operating budget.

Benchmarking supports these additional requirements: the Town of Oakville requires groups in its Affiliation program to demonstrate to the satisfaction of the town that it can carry out its objectives and financial obligations. The City of Brampton's Recreation Department reserves the right to request a financial statement at any time from an affiliated youth or adult group.

**Public Website/Acknowledging the City**

It is also recommended that all groups have a public website and acknowledge any and all support received by the City of Mississauga and any applicable fees and charges. Disclosure of City support and the cost of applicable City fees and charges speaks to the City's commitment to transparency and ensures groups are providing accurate information to their members. Residents are often unclear as to the level of support the City of Mississauga is providing directly to affiliated groups through the affiliated rental rate for meeting rooms and sports fields, provision of insurance and free meeting space for Board meetings and AGM's. The City will also link all registered groups to the City's website.

**Required Membership Numbers**

Staff also proposes the current policy change the minimum requirement of a voting membership from 20 members to 50 members. Membership is defined by the group's constitution. This recommended change would ensure that groups applying for support and benefits under the policy are viable groups with significant resident engagement. Under the current policy, small groups of 20 persons can apply for status as an Affiliate or Recognized community group. This has lent itself to numerous smaller groups delivering the same service or programs using City facilities. The newly proposed Developing Group Status would allow for the provision of developing groups with less than 50 members to work towards meeting this new requirement. Groups that provide an invaluable service to the residents of the City of Mississauga but are unable to meet this new requirement can be granted an exception from a Director.

**Support with Conditions Status**

The proposed policy also recommends the inclusion of a "Support with Conditions" Status category. Staff may identify concerns about a group's ongoing or future financial or organizational sustainability and/or governance. An organization in the Support with Conditions Status category may have conditions attached to their eligibility to remain in the registry. Staff will provide an enhanced level of support in the form of

coaching and guidance to assist these groups, including a plan of action for the group to follow in order to continue to receive benefits as a registered group. The City of Brampton, for example, has a policy whereby a group operating in contravention will be sent a "notice of contravention" and given 30 days to correct such contravention. If, after 30 days, the contravention has not been rectified, the group will lose its status with the City of Brampton.

### Regional Groups

Finally, staff recommend the creation of a category for Regional Groups. At times the City has been approached by not-for-profit organizations, such as The Boys and Girls Club of Peel or Big Brothers and Sisters of Peel, that are regional in nature but provide programs/services that directly benefit the residents of the City of Mississauga. Under the current Community Group Support Program policy regional groups may apply for an exemption to the policy by a Departmental Director. By creating a category for Regional Groups, Council can endorse the criteria for their acceptance into the program and the subsequent benefits the groups will receive. Staff are recommending that Regional groups have not less than fifty members and a Board of not less than five members with a make-up of 30% Mississauga Residents (i.e. anyone who lives permanently in Mississauga - temporary absences for reasons such as vacation do not affect resident status, as long as the resident's principal address remains in Mississauga; a student who is registered in an educational institution in Mississauga and who lives and attends school in Mississauga for a period of at least eight months during the calendar year; or a non-resident who is the principal owner of a business in Mississauga and thereby pays Mississauga business taxes) and meet established criteria for demonstrating they are based within the City and offer quality programs to the residents of Mississauga.

### Implementation of policy changes – Impacts

The proposed policy changes outlined in this report will include new requirements for affiliated and community groups. Staff recommend that groups are given a one year time frame, i.e. a transition period, from the date the revised policy is adopted by Council to implement the necessary changes, with advice and direction from staff. This will allow staff to educate, coach and guide existing groups and new applicants on the policy changes and their impacts. Staff anticipate that a number of groups may need to register as a not-for-profit through the province of Ontario, if the recommendation to make registration mandatory is adopted. The registration fee is \$155, with a 60 day processing period. A number of Boards may also need to purchase Board of Director's Third Party Liability Insurance. Groups that are registered with the City of Mississauga can receive a discounted price from the City's broker.

In addition:

- Thirty (30) groups in the Community Group Support program won't meet the recommended new requirement of 50 members. Groups that are unable to meet the proposed policy changes for membership can be grandfathered under the new policy.

- Twelve (12) groups operate without a public website. Facebook provides a cost-free and easily managed opportunity for groups to develop a public website. Facebook is currently utilized by a number of affiliated groups, including resident/ratepayers associations, as their public website.

In order to provide direct assistance to groups, staff would offer education seminars (tentatively planned for April of 2016) following Council adoption of the policy changes. The seminars would include an overview of the new policy requirements and examples of best practices on Conflict of Interest, Code of Conduct, Accounting and Finance, Complaint Process and Respectful Workplace. City staff will also provide a template for financial reporting to assist groups in determining when acknowledgement of City funding/support and disclosure of City of Mississauga fees and charges is appropriate.

### Consultation Phase/Public Engagement

City staff will be consulting with groups that are currently recognized under the Community Group Support Program through a series of focus group sessions in the fall/winter of 2015. (Please see schedule below). This process ensures that the City is being transparent and diligent by consulting and communicating effectively with its community groups.

To ensure a reasonable opportunity for affiliated and recognized community groups to participate in the engagement process, City staff will contact representatives of the groups through their current contact information; post information on the Community Groups website; and advertise on the City's webpage. City staff will follow up post-engagement to analyse the feedback and recommend policy changes, which will be brought back to Council for their approval. Below is an outline of the key phases and timelines for the project and policy review:

### Project Methodology and Timelines

Timeframe	Project Phase
November – February 2016	Staff, Council & Stakeholder Engagement <u>Focus Group Session Dates:</u> January 26 <sup>th</sup> , 28 <sup>th</sup> , February 2 <sup>nd</sup> , 4 <sup>th</sup>
February – March 2016	Review of Draft proposed policy and report
April 2016	Final report to Council for Approval
May - June 2016	Education Seminars on new Policy

### Strategic Plan

The recommended changes to the Community Group Support Program policy support the City's Corporate Strategic Plan, as they will advance the pillars of Connect and Belong.



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## Conclusion

The City of Mississauga supports the capacity building of our not-for-profit organizations and community groups. The recommended changes to the current Community Group Support Program will endeavour to strengthen our affiliated and recognized groups' ability to deliver programs and services to the benefit of the residents of Mississauga, as well as strengthen our valued relationships with these groups.

## Attachments

Appendix 1: Benchmarking Policy Recommendations



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Paul A. Mitcham, P. Eng., MBA  
Commissioner of Community Services

Prepared by: Heather Coupey, Community Development Coordinator Northwest District

## Benchmarking Policy Recommendations

<p><b>Town of Oakville</b></p> <p>CORE Program</p>	<ul style="list-style-type: none"> <li>• Oakville/Halton-based and a minimum 85 per cent of your members are Oakville residents.</li> <li>• Can demonstrate to the satisfaction of the town that it can carry out its objectives and financial obligations.</li> <li>• Financial statements for the previous year and a budget for the next operating year, signed by two authorized signing officers or an independent certified accounting firm. Groups with expenditures over \$100,000 can provide an audited financial statement</li> </ul>
<p><b>City of Brampton</b></p> <p>Community Group Affiliation Policy</p>	<ul style="list-style-type: none"> <li>• A group must be a volunteer/amateur non-profit Brampton-based</li> <li>• A community youth group must show that it will be capable of meeting its financial obligations on a yearly basis, subsequently it is necessary to submit an annual financial statement to the Department immediately after an annual general meeting. The Department reserves the right to request a financial statement at any time from affiliated youth or adult group</li> <li>• A group in the process of becoming new organized must show that it will be capable of meeting its financial obligations through the submission of a "proposed budget". If the group has been established for more than one year, it must submit both a "proposed budget" for the upcoming year and a "financial statement" from its previous year of operation.</li> <li>• A group operating in contravention of this policy will be sent a "notice of contravention" by registered mail and given thirty (30) days to correct such contravention. If, after thirty (30) days, the contravention has not been rectified, the group will lose its status with the City</li> </ul>
<p><b>City of Toronto</b></p> <p>Community Group Permit</p>	<ul style="list-style-type: none"> <li>• Permit Application: Proof of not-for-profit status must be provided: 1.Where the organization's annual budget exceeds \$5,000.00 the group must have: i. A volunteer executive elected at an Annual General Meeting; ii. A constitution, by-laws and/or letters patent; and iii. Financial statements (Note: The City reserves the right to request and audited financial statement)2.Where the organization's annual budget is less than \$5,000.00, the group must submit an application form, endorsed by a staff member, verifying not-for-profit status</li> </ul>

# City of Mississauga Corporate Report



15.

<div style="border: 1px solid black; padding: 5px; text-align: center;"><b>General Committee</b> <b>NOV 04 2015</b></div> Date: October 14, 2015  To: Chair and Members of General Committee  From: Gary Kent, Commissioner of Corporate Services and Chief Financial Officer	Originator's files:  File names
	Meeting date:  November 4, 2015

## Subject

Strike-Off of Taxes Deemed Uncollectable

## Recommendation

That unpaid taxes, penalties and interest totalling \$116,231.08 as outlined in the corporate report dated October 14, 2015 from the Commissioner of Corporate Services and Chief Financial Officer entitled "Strike-Off of Taxes Deemed Uncollectable" be written off as uncollectable and removed from the tax roll.

## Background

Section 354(2)(a) of the Municipal Act allows for the removal of unpaid taxes from the tax roll if the Council of the local municipality, on the recommendations of the Treasurer, writes off the taxes as uncollectable.

## Comments

Staff has determined that taxes billed on a number of properties are uncollectable and should be written off. Details of the properties including the reason the amounts are being recommended for write-off are provided below.

Roll No.	Address	Tax Year(s)	Amount
05-04-0-143-35426	223 Webb Dr.	2012	\$169.46

The Municipal Property Assessment Corporation (MPAC) duplicated the assessment of the parking unit of this condominium property. The parking units were assessed as part of the individual units as well as under a separate roll number. As a result, there was a duplicate billing of the taxes. It

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General Committee		October 14, 2015	2
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would be inappropriate to pursue collection as the taxes have been collected under another roll number. Consequently, the taxes should be written off.

Roll No.	Address	Tax Year(s)	Amount
05-04-0-158-86908	4850 Glen Erin Dr.	2011-2012	\$145.12

MPAC duplicated the assessment of the parking unit of this condominium property for taxation years 2011 to 2015. As a result, there was a duplicate billing of the taxes. It would be inappropriate to pursue collection as these taxes have been collected under another roll number. Assessments for the 2013 to 2015 taxation years were removed through tax appeals. The legislated deadline for processing tax appeals for years prior to 2013 has passed. Tax arrears for 2011 and 2012 should be written off.

Roll No.	Address	Tax Year(s)	Amount
05-06-0-148-10501	0 Forestwood Dr. Unit: N/S	2007-2015	\$71,885.19

The property was offered for tax sale by the City on April 8, 2015 pursuant to the provisions of Part XI of the Municipal Act. There was no successful purchaser. As a result, the property was vested to the City on April 30, 2015 and the tax arrears should be written off.

Roll No.	Address	Tax Year(s)	Amount
05-15-0-070-14538	0 Keldrew Ave.	2008-2015	\$44,031.31

The property was offered for tax sale by the City on April 8, 2015 pursuant to the provisions of Part XI of the Municipal Act. There was no successful purchaser. As a result, the property was vested to the City on April 30, 2015 and the tax arrears should be written off.

## Financial Impact

The write-off of \$116,231.08 when approved will be charged back as follows:

City	\$36,110.67
Region	\$53,278.76
Education – English Public	\$26,841.65



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## Conclusion

Taxes totalling \$116,231.08 have been deemed uncollectable and should be removed from the tax roll pursuant to section 354(2)(a) of the *Municipal Act*.



Gary Kent

Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Cathy McDonald, Manager, Revenue & Taxation

# City of Mississauga Corporate Report



<div data-bbox="641 380 1024 499" data-label="Text"><p>General Committee NOV 04 2015</p></div>	<p>Originator's files:</p> <p>File names</p>
<p>Date: October 9, 2015</p> <p>To: Mayor and Members of General Committee</p> <p>From: Gary Kent, Commissioner of Corporate Services and Chief Financial Officer</p>	<p>Meeting date:</p> <p>November 4, 2015</p>

## Subject

2016 Interim Tax Levy For Properties Enrolled in the Pre-Authorized Tax Payment Plan

## Recommendation

1. That a by-law be enacted to provide for a 2016 interim tax levy based on 50 per cent of the previous year's annualized taxes on those properties subject to an agreement under the City of Mississauga Pre-authorized Tax Payment Plan.
2. That the 2016 interim levy for residential properties enrolled in the due date plan be payable in three instalments on March 3, April 7, and May 5, 2016.
3. That the 2016 interim levy for properties in the commercial, industrial and multi-residential property classes enrolled in the due date plan be payable in one instalment on March 3, 2016.
4. That the 2016 interim levy for properties enrolled in the monthly plan be payable in six instalments based on the taxpayer's selected withdrawal day of either the 1<sup>st</sup>, 8<sup>th</sup>, 15<sup>th</sup> or 22<sup>nd</sup> of the months of January, February, March, April, May and June, 2016.

## Background

The *Municipal Act, 2001, S.O. 2001, c. 25* provides municipalities with the ability to levy interim taxes in order to meet financial obligations. The City of Mississauga enacts annually, two interim levy by-laws. The first is for taxpayers making payment through one of the City's Pre-authorized Tax Payment (PTP) Plans. The second is for those paying by an alternate method where payment is due in three instalments for residential properties and one instalment for commercial, industrial and multi-residential properties.

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This report deals with the levy for properties enrolled in the PTP plan. 26.1 per cent of residential properties and 26.5 per cent of non-residential properties are enrolled in one of the City's PTP plans. The deadline for property owners to enroll in PTP for the 2016 interim billing was November 2, 2015. Property owners have until May 2, 2016 to enroll in the plan for 2016 final billing.

The report on the interim levy for all other properties will be presented to Council in January 2016.

## Comments

Section 317 of the *Municipal Act, 2001, S.O. 2001, c. 25* allows municipalities to levy interim taxes. The amount levied on a property may not exceed 50 per cent of the total amount of taxes levied on the property for the previous year adjusted for any supplementaries or cancellations that applied to only part of the previous year as if the supplementary or cancellation had applied for the entire year. Any impact resulting from reassessment and phase-in along with budgetary increases are applied on the final bill.

An interim levy would allow the municipality to meet its financial obligations including payment of Region of Peel and school board requirements.

In order to adhere to the legislated notification period, the 2016 interim tax bills must be issued by December 14<sup>th</sup>, 2015 and a by-law enacted prior to this date.

It is proposed that the 2016 interim levy for residential properties enrolled in the pre-authorized due date plan be payable in three instalments on March 3, April 7, and May 5, 2016 and that the 2016 interim levy for commercial, industrial and multi-residential properties enrolled in the pre-authorized due date plan be payable in a single instalment on March 3, 2016. Alternatively, for properties enrolled in the pre-authorized monthly plan, six instalments are proposed based on the taxpayer's selected withdrawal day of either the 1<sup>st</sup>, 8<sup>th</sup>, 15<sup>th</sup> or 22<sup>nd</sup> of the months of January, February, March, April, May and June, 2016.

For taxpayers not on one of the pre-authorized payment plans, March 3, April 7, and May 5, 2016 will be the due dates recommended for residential properties and March 3, 2016 will be the due date recommended for commercial, industrial and multi-residential properties. The second interim report and by-law with this recommendation will be brought forward to Council in January 2016.

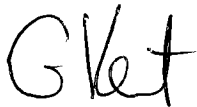
## Financial Impact

Not Applicable

## Conclusion

A 2016 interim levy is required so that the City of Mississauga can meet its financial obligations. The 2016 interim levy for those properties subject to an agreement under the City of Mississauga Pre-authorized Tax Payment Plan will be calculated pursuant to Section 317 of the *Municipal Act, 2001, S.O. 2001, c. 25* to be 50 per cent of the annualized taxes levied on a property in the previous year.

Instalment due dates for residential properties enrolled in the due date plan will be March 3, April 7, and May 5, 2016. The instalment due date for commercial, industrial or multi-residential properties enrolled in the due date plan will be March 3, 2016. All properties enrolled in the monthly due date plan will have instalments due on the taxpayer's selected withdrawal day of either the 1<sup>st</sup>, 8<sup>th</sup>, 15<sup>th</sup> or 22<sup>nd</sup> of the months of January, February, March, April, May and June, 2016.



Gary Kent

Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Cathy McDonald, Manager, Revenue and Taxation



REPORT 7 – 2015

General Committee

NOV 04 2015

TO: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Traffic Safety Council presents its Seventh Report for 2015 and recommends:

## TSC-0131-2015

That the Principal of Dolphin Senior Public School be requested to remind the students to only enter the crosswalk when the white walk signal is present and to walk their bikes while crossing the crosswalk.

(Ward 11)

(TSC-0131-2015)

## TSC-0132-2015

1. That the request for a crossing guard at the intersection of Chada Avenue and Ellengale Drive for the students attending Ellengale Public School be denied as the warrants are not met.
2. That Transportation and Works be requested to:
  - a. Remove the school bus loading zone signs on Ellengale Drive.
  - b. Review the signage in front of Ellengale Public School.

(Ward 6)

(TSC-0132-2015)

## TSC-0133-2015

1. That the request for a third crossing guard at the intersection of Mississauga Valley Boulevard and Central Parkway, for students attending Thornwood Public School, be denied as the warrants are not met.
2. That the request from Councillor John Kovac to conduct a further site inspection in the spring 2016 at the intersection of Mississauga Valley Boulevard and Central Parkway, for students attending Thornwood Public School be referred to the Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 4)

(TSC-0133-2015)

## TSC-0134-2015

1. That the request for a crossing guard in front of St. Clare Catholic School be denied as the warrants are not met.
2. That Transportation and Works be requested to review the signage on Glen Erin Drive and Rolling Valley Drive.
3. That Parking Enforcement be requested to enforce "No Stopping" prohibitions on Glen Erin Drive and Rolling Valley Drive from 8:15 a.m. to 8:30 a.m. and at from 2:50 p.m. to 3:14 p.m. once correct signs have been installed.
4. That the Principal of St. Clare Catholic School be requested to advise all parents to use either the Kiss and Ride to drop off students or cross Glen Erin Drive at the underpass.

5. That Peel Regional Police be requested to enforce speeding violations from 8:00 a.m. to 8:30 a.m. and from 3:00 p.m. to 3:30 p.m., on Glen Erin Drive.

(Ward 8)

(TSC-0134-2015)

TSC-0135-2015

That the email dated September 29, 2015 from Margaret Fleese, requesting a site inspection at the intersection of Paisley Boulevard and Pollard Drive for the students attending St. Jerome Catholic School be and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 7)

(TSC-0135-2015)

TSC-0136-2015

That the email dated September 17, 2015 from Councillor Pat Saito on behalf of a resident regarding traffic safety concerns in front of Meadowvale Secondary School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 9)

TSC-0136-2015

TSC-0137-2015

That the final report from the Manager of Parking Enforcement with respect to parking enforcement in school zones for the month of September 2015 be received for information

(TSC-0137-2015)

TSC-0138-2015

That the Action Items List from the Transportation and Works Department for the months of September 2015 be received for information.

(TSC-0138-2015)

TSC-0139-2015

That the Memorandum dated October 22, 2015 from Angie Melo, Legislative Coordinator with the 2016 Traffic Safety Council meeting dates be received for information.

(TSC-0139-2015)

TSC-0140-2015

That the Traffic Safety Council Site Inspection Subcommittee conduct a further site inspection at 7425 Netherwood Road at the Kiss & Ride entrance of Lancaster Public School, in November 2015.

(Ward 5)

(TSC-0140-2015)

## TSC-0141-2015

That the request for a crossing guard at the intersection of Glen Erin Drive and Thomas Street, for the students attending Castlebridge Public School and Thomas Street Middle School be denied as the warrants are not met.

(Ward 9)

(TSC-0141-2015)

## TSC-0142-2015

1. That Transportation and Works be requested to consider the following:
  - a. Replace the faded No Stopping signs on Perennial Drive.
  - b. Add No U-Turn signage on Perennial Drive and Tenth Line to define No U-Turn zones.
2. That Parking Enforcement be requested to enforce parking prohibitions on Tenth Line, Perennial Drive and Destination Drive from 8:40 a.m. to 9:10 a.m. and 3:10 p.m. to 3:40 p.m.
3. That Peel Regional Police be requested to enforce the U-Turn zone at Tenth Line and Perennial Drive.

(Ward 10)

(TSC-0142-2015)

## TSC-0143-2015

1. That Transportation and Works be requested to consider the following:
  - a. Installing addition 40KM (7:30 a.m. – 5:00 p.m. Monday to Friday, September to June) signage in front of Queen Elizabeth Senior Public School.
  - b. Installing signage for vehicles to warn them of pedestrians crossing the road to and from the tunnel and pedestrian signs at the roadway north and south – at the tunnel access/egress warding pedestrians to yield right of way to vehicles on South Service Road.
2. That Peel Regional Police be requested to enforce the 40 KM speed zone in front of Queen Elizabeth Senior Public School from 8:00 a.m. to 8:30 a.m. and 2:30 p.m. to 3:00 p.m.
3. That the Principal of Queen Elizabeth Senior Public School be requested to have the overgrown weeds cut back on the west side of the property adjacent to the school entrance driveway to allow students to access the school on the marked walkway.

(Ward 1)

(TSC-0143-2015)

## TSC-0144-2015

1. That the warrants for the retention of a crossing guard at the intersection of Second Line and Lamplight Way for the students attending St. Julia Catholic School have been met.
2. That the warrants for the retention of a crossing guard at the intersection of Second Line and Lamplight Way for students attending Meadowvale Village Public School have not been met.

(Ward 11)

(TSC-0144-2015)

TSC-0145-2015

1. That the Crossing Guard at Second Line and Sombrero Way, for students attending Meadowvale Village Public School, will be removed as warrants are not met, as there are no students from 8:45 a.m. to 9:10 a.m. and from 3:45 a.m. and 4:10 p.m..
2. That the Crossing Guard at Second Line and Sombrero Way for students attending St. Julia Catholic School, will remain from 8:15 a.m. to 8:45 a.m. and from 3:15 p.m. to 3:45 p.m.
3. That Traffic Safety Council conduct a further site inspection in spring 2016, at the intersection of Second Line and Sombrero Way for students attending St. Julia Catholic School and Meadowvale Village Public School.

(Ward 11)

(TSC-0145-2015)

TSC-0146-2015

That the email dated October 23, 2015 from Sheelagh Duffin, Supervisor, Crossing Guard, on behalf of Mr. Royalpad, requesting the placement of a crossing guard at Hush Lane and Second Line West, for students attending Meadowvale Village Public School.

(Ward 11)

(TSC-0146-2015)

TSC-0147-2015

That the amount of up to \$3,200.00 be approved to fund the 2015 Crossing Guards Appreciation Banquet/Christmas Dinner and Long Service Award Event, as outlined in the email dated October 27, 2015 from Sheelagh Duffin, Supervisor, Crossing Guards.

(TSC-0147-2015)

TSC-0148-2015

That the amount of up to \$2,500.00 be approved for the purchase of all-weather jackets for the Citizen Members of Traffic Safety Council.

(TSC-0148-2015)

TSC-0149-2015

That the amount of up to \$1,000.00 be approved to fund the 2015 Traffic Safety Council Appreciation Dinner in December 2015.

(TSC-0149-2015)