



AGENDA

THE CORPORATION OF THE CITY OF MISSISSAUGA

PLANNING & DEVELOPMENT COMMITTEE

MONDAY, JUNE 23, 2014 - 7:00 P.M.

AFTERNOON SESSION – 1:30 P.M.

EVENING SESSION – 7:00 P.M.

COUNCIL CHAMBER, 2ND FLOOR - CIVIC CENTRE
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 3C1
<http://www.mississauga.ca/portal/cityhall/planninganddevelopment>

Members

Mayor Hazel McCallion	
Councillor Jim Tovey	Ward 1
Councillor Pat Mullin	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor Frank Dale	Ward 4
Councillor Bonnie Crombie	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Katie Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10 (Chair)
Councillor George Carlson	Ward 11

Mumtaz Alikhan, Legislative Coordinator, Office of the City Clerk
905-615-3200 ext. 5425 / Fax 905-615-4181
email: mumtaz.alikhan@mississauga.ca

LIVE STREAMING: <http://www.mississauga.ca/videos>



PLANNING & DEVELOPMENT COMMITTEE – JUNE 23, 2014

PUBLIC MEETING STATEMENT: In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Ontario Municipal Board (OMB), and may not be added as a party to the hearing of an appeal before the OMB.

Send written submissions or request notification of future meetings to:

Mississauga City Council
c/o Planning and Building Department – 6th Floor
Att: Development Assistant
300 City Centre Drive, Mississauga, ON, L5B 3C1
Or Email: application.info@mississauga.ca

INDEX FOR AFTERNOON SESSION - 1:30 P.M.

CALL TO ORDER

DECLARATIONS OF CONFLICT OF INTEREST

APPROVAL OF PREVIOUS MINUTES

Planning and Development Committee Meeting of June 2, 2014

MATTERS TO BE CONSIDERED

1. Sign Variance Applications – Sign By-law 0054-2002, as amended
File: BL.03-SIG (2014)
2. **PUBLIC MEETING**
Information Report on Proposed Housekeeping Amendments – Mississauga
Zoning By-law 0225-2007 – City of Mississauga, **Bill 51**
File: BL.09-COM (Wards 1 – 11)
3. 2014 Annual and Special Reports – 2011 Census Results: Ward Profiles; 2011 Census Results: National Household Survey; 2014 Vacant Lands; 2014 Existing Land Use; and City of Mississauga Age Structure Forecast 2011 – 2041
File: CD.15.MIS
4. Mississauga Parking Strategy – Phase II: Port Credit and Lakeview – Final Report – Report on Comments
File: CD.07.MIS (Phase II)

5. Natural Heritage and Urban Forest Strategy – Proposed Mississauga Official Plan Amendments – Report on Comments
File: CD-02.MIS
6. Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area – Report on Comments (Ward 5)
File: CD.03.GAT
7. Proposed Mississauga Zoning By-law Amendments and Licensing Respecting Medical Marihuana Production
File: BL.09.MED

RECESS

INDEX FOR EVENING SESSION – 7:00 P.M.

8. Inspiration Lakeview Master Plan (Ward 1)
File: CD.21.OPG.26.5A
9. PUBLIC MEETING
Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan
File: CD.03.MIS
10. PUBLIC MEETING
Information Report on Official Plan Amendment and Rezoning Applications to permit a 33 storey apartment building which may include ground floor retail commercial uses, southeast corner of Nahani Way and Hurontario Street
Owner: Alfonso Gallucci General Construction Limited
Applicant: Goldberg Group, **Bill 51**, (Ward 5)
File: OZ 13/018 W5
11. PUBLIC MEETING
Information Report on Official Plan Amendment and Rezoning Applications to permit a 28 storey, 260 unit apartment building, 45 Agnes Street, northeast corner of Cook Street and Agnes Street, west of Hurontario Street
Owner: Eminence Living Inc.
Applicant: Ruth Victor Associates, **Bill 51**, (Ward 7)
File: OZ 13/017 W7

ADJOURNMENT



Corporate Report

Clerk's Files

Originator's
Files

BL.03-SIG (2014)

DATE: June 3, 2014

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

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Sign By-law 0054-2002, as amended**
Sign Variance Applications

RECOMMENDATIONS: That the report dated June 3, 2014 from the Commissioner of Planning and Building regarding Sign By-law 0054-2002, as amended, to permit the requested three (3) Sign Variance Applications described in Appendices 1 to 3, be adopted in accordance with the following:

1. That the following Sign Variances **be granted:**

- (a) Sign Variance Application 12-00327
Ward 4
4310 Sherwoodtowne Blvd.
583167 Ontario Inc.

To permit the following:

- (i) One (1) ground sign, for a commercial undertaking, with a maximum height of 8.2m (27.0 ft.).

- (b) Sign Variance Application 14-00737
Ward 5
Starbucks Coffee
5019 Spectrum Way

To permit the following:

- i) One (1) sign projecting above the canopy located at the entrance to the unit.
- ii) One (1) fascia sign on the rear elevation of the building which does not contain an entrance for the public, face a parking lot or driveway.

- (c) Sign Variance Application 14-00709
Ward 8
Daniels Corporation
4600 Kimbermount Ave.

To permit the following:

- i) One (1) additional ground sign with a sign area of 8.92 sq. m. (96 sq. ft.) and a height of 4.9m (16.0 ft.).
- ii) Ten (10) signs, similar to new home development signs, advertising the sale of units in a townhouse complex that was constructed in the early 2000s.

The granted variances are subject to compliance with other provisions of the Sign By-law.

BACKGROUND:

The *Municipal Act* states that Council may, upon the application of any person, authorize minor variances from the Sign By-law if in the opinion of Council the general intent and purpose of the By-law is maintained.

COMMENTS: The Planning and Building Department has received three (3) Sign Variance Applications (see Appendices 1 to 3) for approval by Council. Each application is accompanied by a summary page prepared by the Planning and Building Department which includes information pertaining to the site location; the applicant's proposal; the variance required; an assessment of the merits (or otherwise) of the application; and a recommendation on whether the variance should or should not be granted.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Council may authorize minor variances from Sign By-law 0054-2002, as amended, if in the opinion of Council, the general intent and purpose of the By-law is maintained. Sign By-law 0054-2002, as amended, was passed pursuant to the *Municipal Act*. In this respect, there is not a process to appeal the decision of Council to the Ontario Municipal Board, as in a development application under the *Planning Act*.

ATTACHMENTS: 583167 Ontario Inc.
Appendix 1-1 to 1-6

Starbucks Coffee
Appendix 2-1 to 2-5

Daniels Corporation
Appendix 3-1 to 3-10



Edward R. Sajecki
Commissioner of Planning and Building



Prepared by: Darren Bryan, Supervisor Sign Unit



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

June 3, 2014

FILE: 12-00327

RE: 583167 Ontario Inc.
 4310 Sherwoodtowne Blvd. – Ward 4

The applicant requests the following variance to sections 13 of Sign By-law 0054-2002, as amended.

Section 13	Proposed
A ground sign for a commercial undertaking is permitted a maximum height of 7.5m (24.6 ft).	One (1) ground sign, for a commercial undertaking, with a maximum height of 8.2m (27.0 ft.).

COMMENTS:

The proposed pylon sign is positioned behind a 10' high privacy wall which was recently constructed as part of the BRT work on the southeast corner of Hurontario Street and the 403. The proposed sign is elevated on a 10' high base to permit visibility (over the privacy wall) from Hurontario Street. The sign is well designed in scale and character for its location. The Planning and Building Department finds the variance for height acceptable from a design perspective.



5352 Glen Erin Dr.
Mississauga, Ont.
L5M 5C2
Canada

(905) 821-1500
Fax: (905) 821-0991
bobarrigo@rogers.com
www.arrigosigns.com

Jan. 12, 2012

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

Dear Sirs:

Re: 583167 Ontario Ltd. / 4310 Sherwoodtowne Blvd., Mississauga, On.

I am pleased to advise you that Arrigo Signs & Graphics Inc is the agent, designer and sign supplier to the owner of the above-captioned property located at 4310 Sherwoodtowne Blvd.

We have been advised by the Mississauga Planning and Building Department to apply for a variance to permit the inclusion of additional height and the installation of static LED digital displays on the proposed V-format pylon sign.

This pylon serves as needed advertising for the business services provided through the lease holders in this building as well as the primary tenant Remax Realty Specialists Inc. Brokerage. The city's reconstruction of the roadway that runs along the west side of the property includes a tall privacy wall that completely blocks all visibility to the existing V-format lawn pylon on the property. Although our client bore considerable expense in the purchase of this pylon several months have passed since roadway reconstruction began, construction that has effectively eliminated the identification of the businesses of the lease holders. Throughout this time 10' tall tarpaulin type fencing has surrounded the property.

With respect to the city's design for high quality building facades and signage a design has been proposed (see attached) for the construction of a pylon sign, however it exceeds the height limitations of the by-law. Due to the privacy wall that will complete the new road construction we have needed to add a 7' tall base so the businesses advertising on the sign can be visible.

The design includes the installation of a static LED digital display on each side of the sign. As a sign professional of over thirty years, it is my opinion that this sign will be a great benefit to Mississauga residents and provide a very upscale enhancement to the property as well as to the busy city core business community.

I am recommending the additional pylon height to our client as a solution to the visibility problem presented by the city privacy wall and our client is looking for your favourable response to this solution.

We know and appreciate the City of Mississauga as an entity that endorses and assists businesses in our community and we respectfully request that you honour and comply with your own mandate to encourage the operation and growth of professionally run services such as my client and it's lease holders provide to the residents of Mississauga.

Many thanks, respectfully your,
Bob Arrigo

CEO / Arrigo Signs & Graphics Inc.

583167 ONTARIO INC.**BDC BUILDING**

6850 Millcreek Drive
Mississauga, Ontario, L5N 4J9
Gregory Gilmour: President 905-361-3444

January 16, 2012

Attention: City Of Mississauga

As a building owner and a large taxpayer in Mississauga, I am one of the few Buildings negatively affected by the BRT.

I have been working with Scott W Anderson scottw.anderson@mississauga.ca to try to lessen the burden of having this road relocated to the edge of my property. It was scheduled to go above Sherwoodtowne Blvd when I developed the property.

The vibration of the excavation is disturbing to my tenants and the future noise of the buses could negatively affect my ability to keep my building occupied with tenants at the same rates as I was achieving.

The pylon sign being visible will be a leasing incentive for the businesses in my building and assist me in keeping my building full.

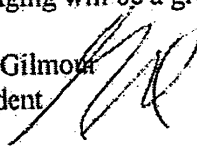
If you look at my history, the building has enjoyed almost 100% occupancy since I built it in 1999.

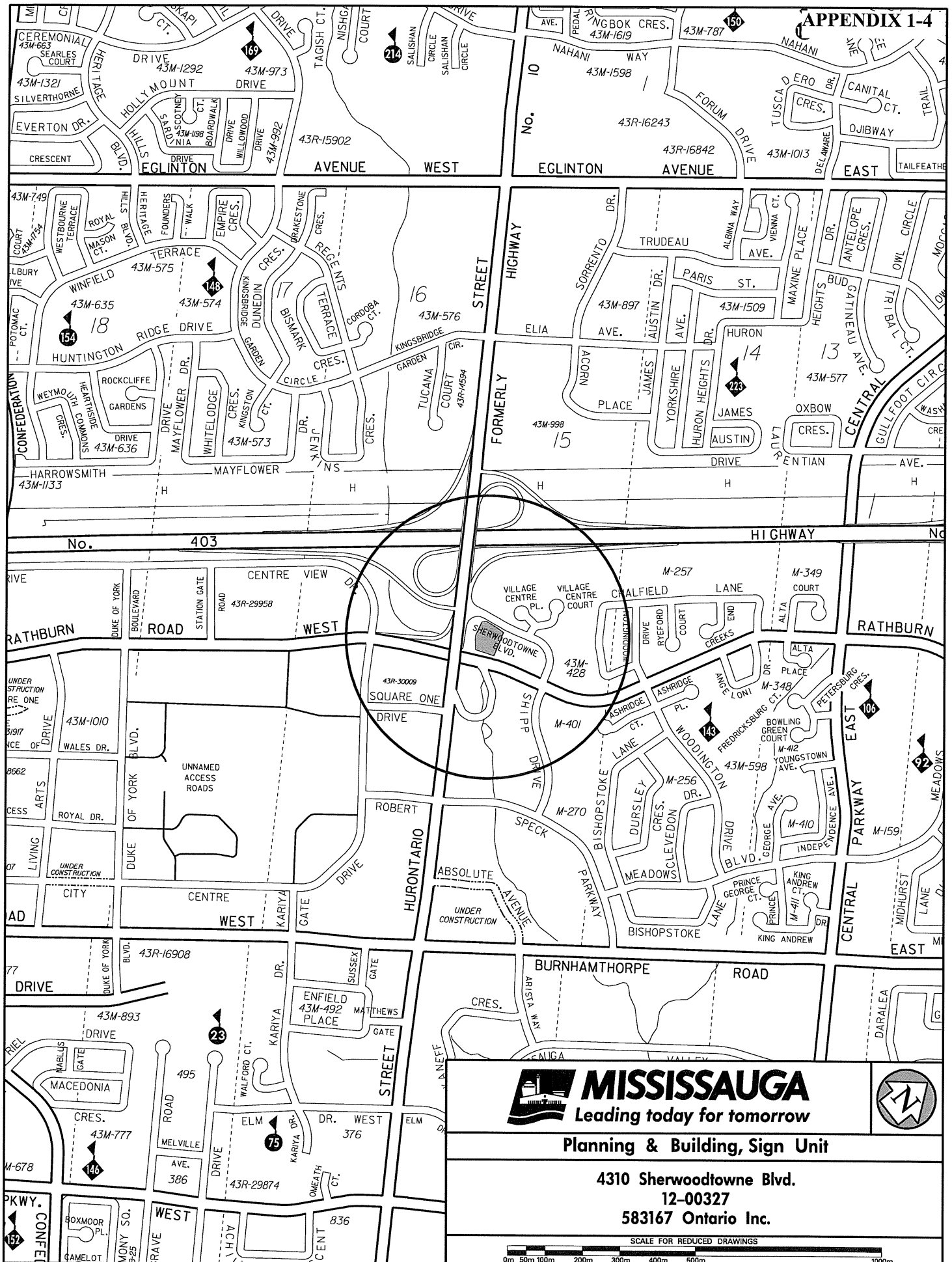
Recently I had a tenant move and for the first time I am having difficulty renting the space at rates that I have been achieving.

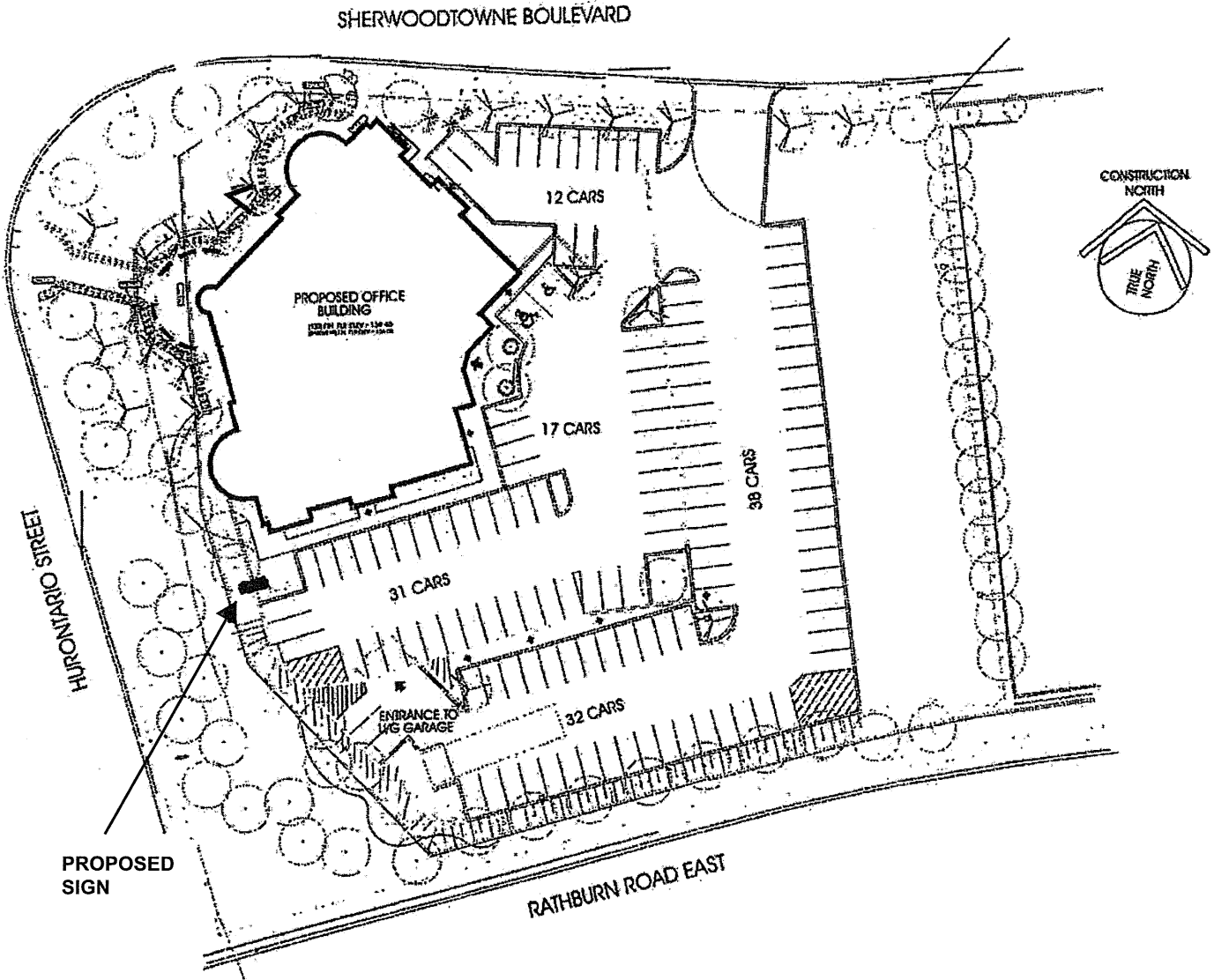
The construction is likely to last over a year and negatively affects my ability to lease my vacant space as well as the quiet enjoyment of my existing tenants.

Please assist me in getting the new pylon approved. The new Pylon with the electronic messaging will be a great asset to my tenants.

Greg Gilmour
President







SITE PLAN

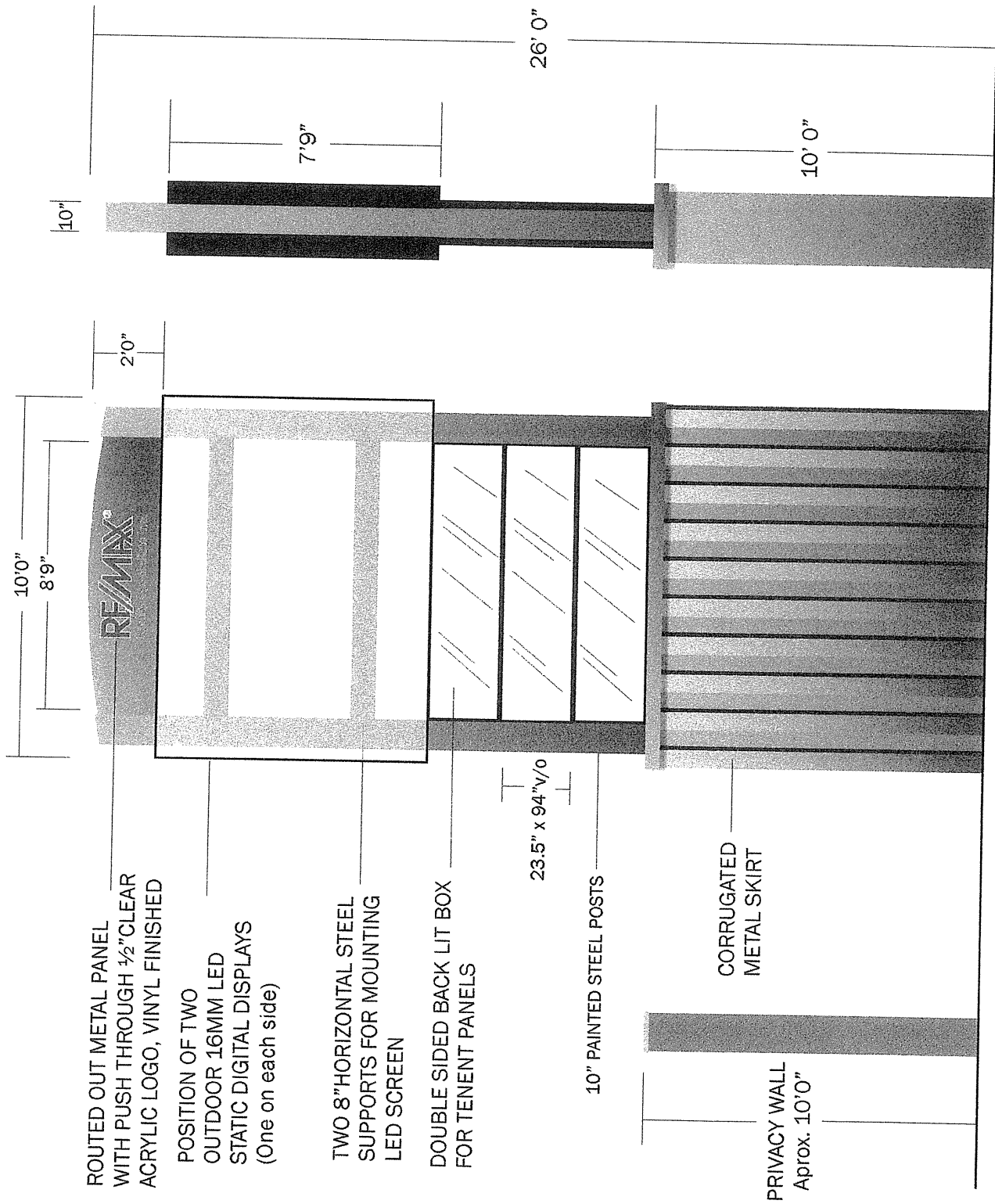
JUNE 03/98



SHERWOOD CORNERS COMMERCIAL DEVELOPMENT

stafford
hensh
architects

4310 SHERWOODTOWNE BLVD.





SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

June 3, 2014

FILE: 14-00737

RE: Starbucks Coffee
 5019 Spectrum Way – Ward 5

The applicant requests the following variances to sections 4 and 13 of Sign By-law 0054-2002, as amended.

Section 4(6)	Proposed
A sign is not permitted to project above the roof.	One (1) sign projecting above the canopy located at the entrance to the unit.
Section 13	Proposed
A fascia sign may be located on the rear elevation of a building if the elevation contains an entrance for the public, faces a parking lot or driveway.	One (1) fascia sign on the rear elevation of the building which does not contain an entrance for the public, face a parking lot or driveway.

COMMENTS:

The proposed roof sign is located on a canopy above the entrance located on the north side of the tenant's unit. The sign is below the level of the parapet of the building and within the size limits permitted for a fascia sign. In this regard, the Planning and Building Department finds the variance acceptable from a design perspective.

The proposed fascia sign is located on the south side of the building which faces the adjacent Bus Rapid Transit line and Eglinton Avenue East. The size of the proposed fascia sign is within the size limits permitted for a fascia sign facing a parking lot or driveway. The Planning and Building Department therefore finds the variance acceptable from a design perspective.

DANIEL JOHNSON ARCHITECT INC.

DJA

DJA

Suite 100, 90 Richmond Street East
Toronto, Ontario, M5C 1P1P 416.920.0040
F 416.920.4499

DATE: April, 2014

TO: The City of Mississauga
Planning & Building Department
300 City Centre Drive
Mississauga, ON L5B 3C1
Phone: (905) 896-5619
Fax: (905) 896-5638

RE: 5019 Spectrum Way, Unit A-100, Mississauga, ON-Sign variance for signs #1 and #3

Planning Staff,

I the undersigned, as Agent with respect to the application for Sign Variance on 5019 Spectrum Way in Mississauga, ON. Daniel Johnson Architect Inc. has been retained by Starbucks Coffee, which is the tenant of unit A-100. A variance is required for the proposed sign #1-sign mounted on wall and for sign #3-sign on canopy.


Sign #1 will be located on the South elevation of the Starbucks store and will be supported by the exterior wall of this building. This sign has been proposed to increase visibility to pedestrian and vehicular traffic along Eglinton Avenue.

Sign #3 will be located on the North elevation of the Starbucks store and will be supported by an existing metal canopy which does not project above the roof line. This sign has been proposed to increase visibility of the store location to pedestrian and vehicular traffic within the commercial plaza.

By having the proposed signs traffic circulation can be improved and better services can be provided.

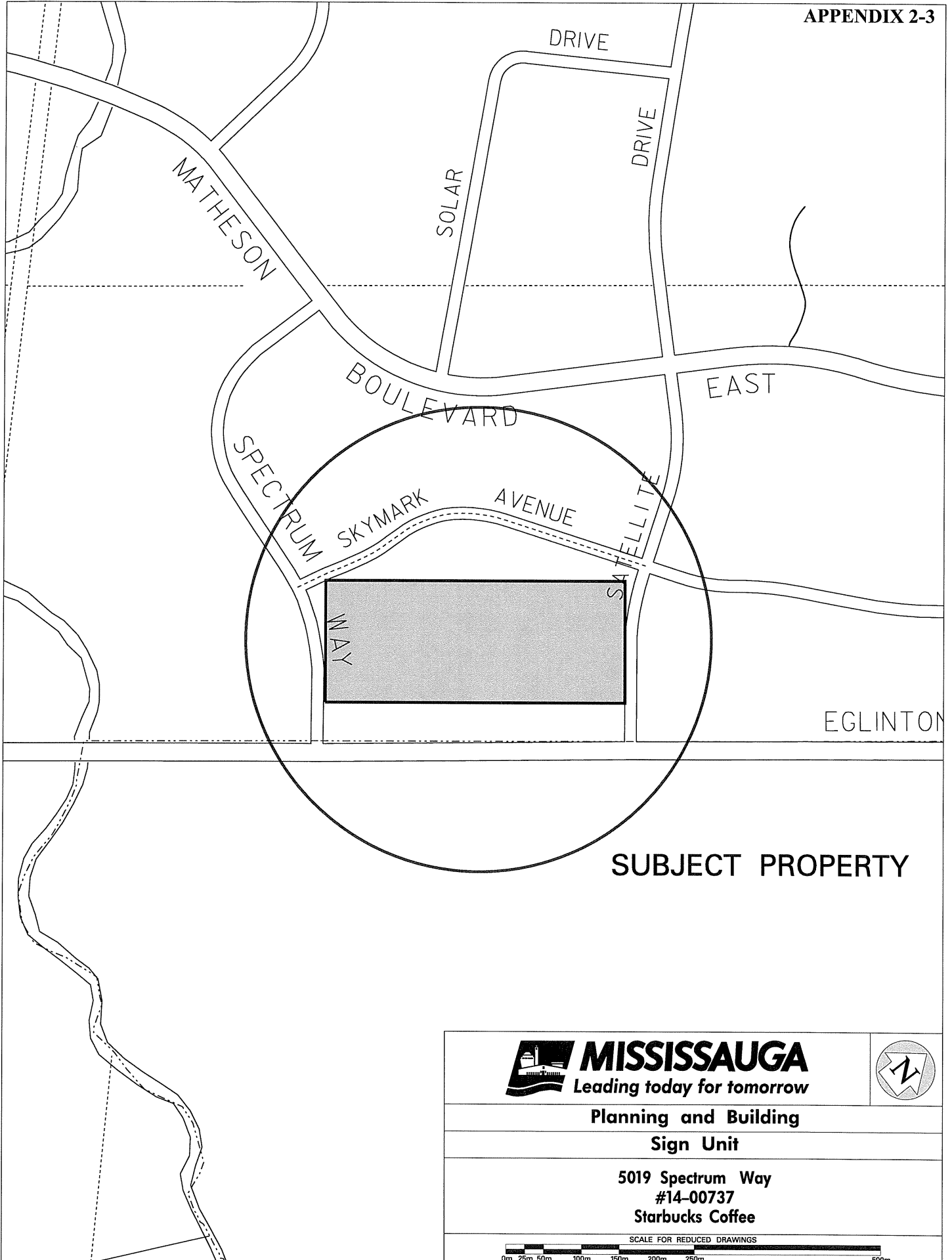
Based on these reasons, we hope that the provided documentation can be sufficient to support a recommendation in favour of approving the requested Sign Variance.

Regards,


Karina Olivares
Daniel Johnson Architect Inc.
P: (416) 920-0040 ext. 231
F: (416) 920-4499
E: kolivares@j-n-arch.com

Apr 15, 2014

APPENDIX 2-3



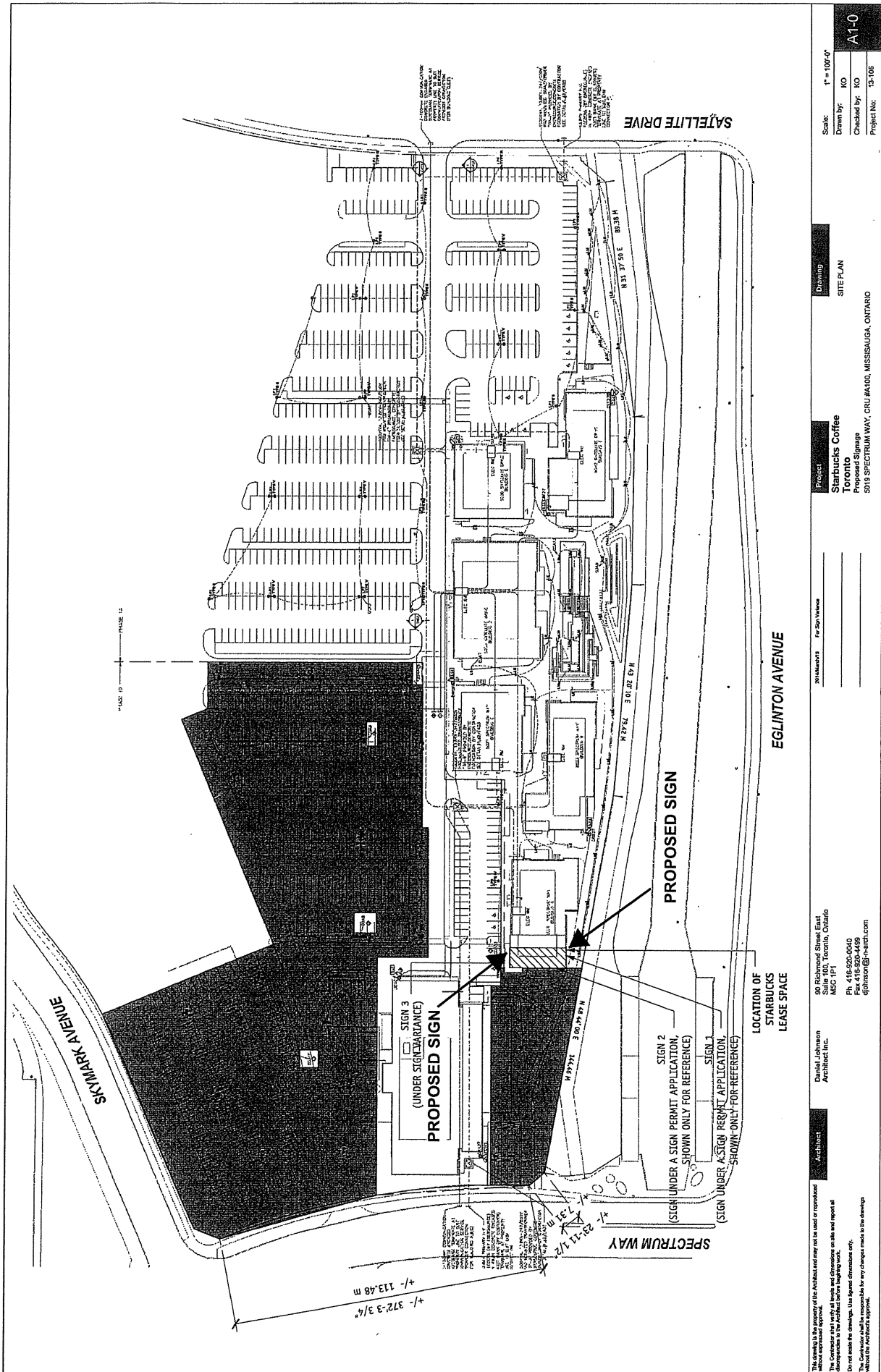
MISSISSAUGA
Leading today for tomorrow

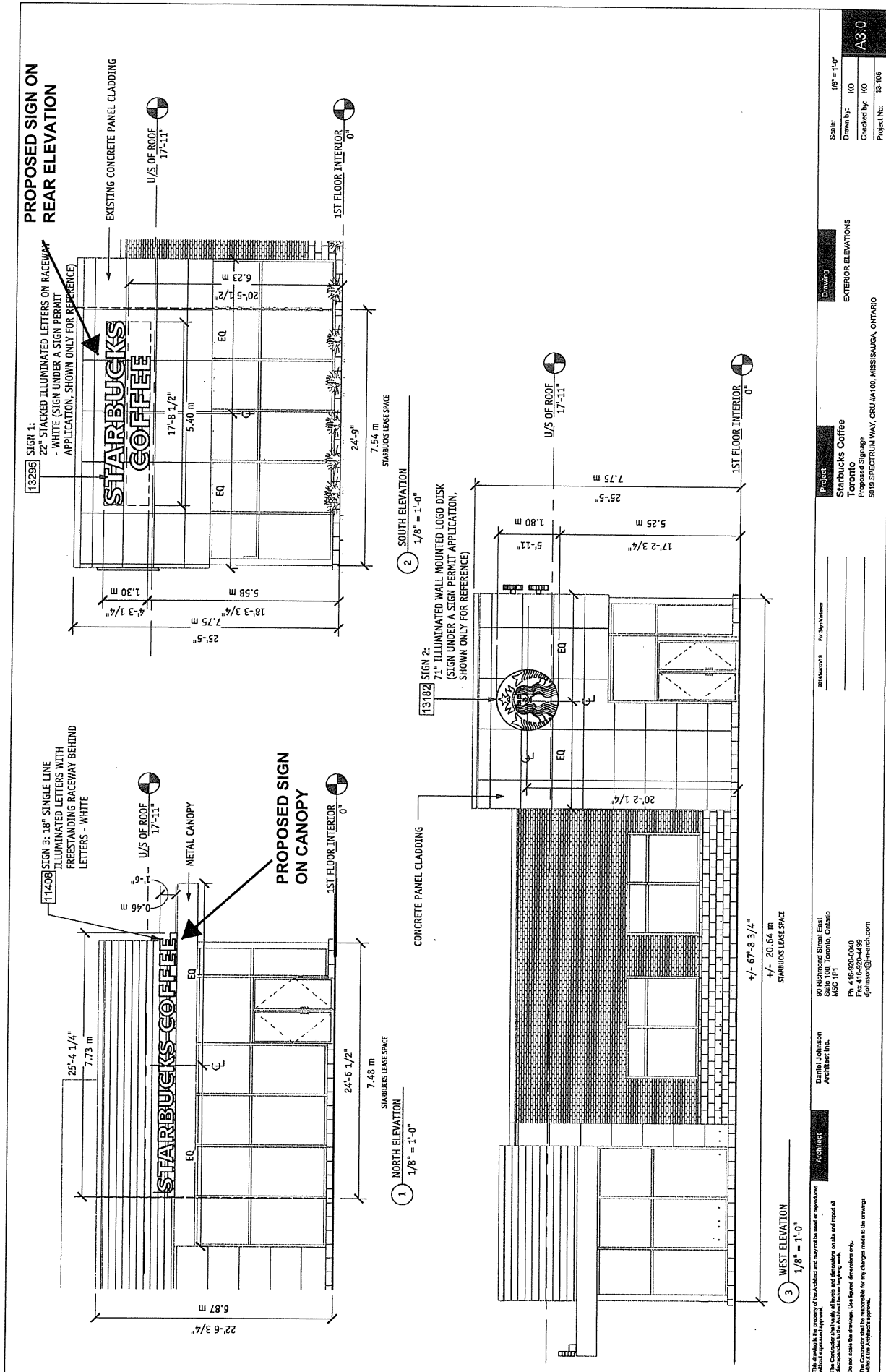


**Planning and Building
Sign Unit**

**5019 Spectrum Way
#14-00737
Starbucks Coffee**

SCALE FOR REDUCED DRAWINGS
0m 25m 50m 100m 150m 200m 250m 500m







SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

June 3, 2014

FILE: 14-00709

RE: Daniels Corporation
4600 Kimbermount Avenue - Ward 8

The applicant requests the following variances to sections 4 and 25 of Sign By-law 0054-2002, as amended.

Section 4	Proposed
One (1) ground sign is permitted with a maximum sign area of 0.75 sq. m. (8.07 sq. ft.) and a maximum height of 1.2m (3.9 ft.).	One (1) additional ground sign with a sign area of 8.92 sq. m. (96 sq. ft.) and a height of 4.9m (16.0 ft.).
Section 25	Proposed
New home development signs advertising the sale of new homes may be placed on a street under the jurisdiction of the City.	Ten (10) signs, similar to new home development signs, advertising the sale of units in a townhouse complex that was constructed in the early 2000s.

COMMENTS:

The proposed signs are to advertise the sale of existing townhouses which are being converted from rental units to condominium ownership. The signs are similar in nature to a construction site sign and new home development signs.

Since the purpose is temporary in nature, the Planning and Building Department recommends approval of the variances for a period of one (1) year.

DANIELS KIMBERMOUNT CORPORATION

20 Queen Street West, Suite 3400

Toronto Ontario M5H 3R3

T: (416) 598-2129

F: (416) 979-0415

April 11, 2014

Sign Unit
Planning and Building
City of Mississauga
300 City Centre Drive
Mississauga Ontario
L5B 3C1

Re: Sign Variance Application
4600 Kimbermount Avenue, City of Mississauga
Related Ground Sign Permit Application No. SGNBLD 14 709

Daniels Kimbermount Corporation (Daniels) is the landowner of the above noted property. The property is occupied with an existing condominium townhome community, developed by Daniels in the early 2000s. Following the construction period, Daniels retained ownership of the townhouse development, and entered the units into the Daniels Gateway Rental Community program. At this time, Daniels will be removing these units from the Daniels Gateway Rental portfolio, and will sell all of the units within the condominium to new purchasers.

In order to promote the sale of these residential units, Daniels is submitting a Sign Variance application to allow for a Ground Sign on the property, and ten (10) A-frame sign permits (new home development signs).

Pursuant to our discussions, Daniels has been advised that the following two (2) sign variances are required:

1. The proposed Ground Sign has a total sign face area of 8.92 sq.m (8ft x 12ft), which exceeds the permitted size allowance within a residential zone (maximum 0.75 sq.m.).

Daniels respectfully requests that the Ground sign be permitted. The size of the sign is consistent with various marketing signs for subdivisions of similar size. In addition, north of the proposed Ground Sign location is a large commercial shopping complex with various signage of similar size. The proposed sign is therefore to scale and appropriate with its surrounding context (see attached surrounding context photographs).

The proposed Ground Sign location has no impact to the subject townhouse units to the south, as the units have been vacated. Further, the proposed location is directly north of the visitor parking associated with the condominium, creating a buffer distance between the vacant townhouse units and the proposed Ground Sign.

*4600 Kimbermount Avenue, City of Mississauga
Sign Variance Application*

April 11, 2014

2. Daniels understands that New Home Development signs are typically issued during the time of initial construction and marketing of a residential condominium. The proposed A-frames are to market the sale of units in a subdivision that was developed in the early 2000s. A sign variance is thus required for the A-frame permits to be issued.

Daniels respectfully requests that ten (10) A-frame sign permits be permitted for this project. Since all of the units within the condominium are being sold, this application is similar to a new home sales launch. This request will support the initial sales launch to the public since the subdivision was developed by Daniels. For that reason, we feel that the intent of the Sign by-law is maintained.

Please find enclosed three copies of the following supporting material:

1. Site Plan, prepared by Guthrie Muscovitch Architects, dated March 28, 2001;
2. Ground Sign Engineered Drawing No. 140253-1, prepared by A-D Engineering Group Ltd., dated March 5, 2014;
3. Proposed artwork for the Ground Sign;
4. Surrounding Context Photos;
5. Proposed artwork for the A-frame Signs; and

We respectfully request your support with this matter. Should you require any clarification or further information, please feel free to contact the undersigned.

Yours truly,



Michael Pirocchi
Development Coordinator

Copy: Remo Agostino, Daniels
Jeff Robinson, Daniels

4600 Kimbermount Avenue Sign Variance Application

Surround Context Photos

1. Commercial complex north of proposed Ground Sign

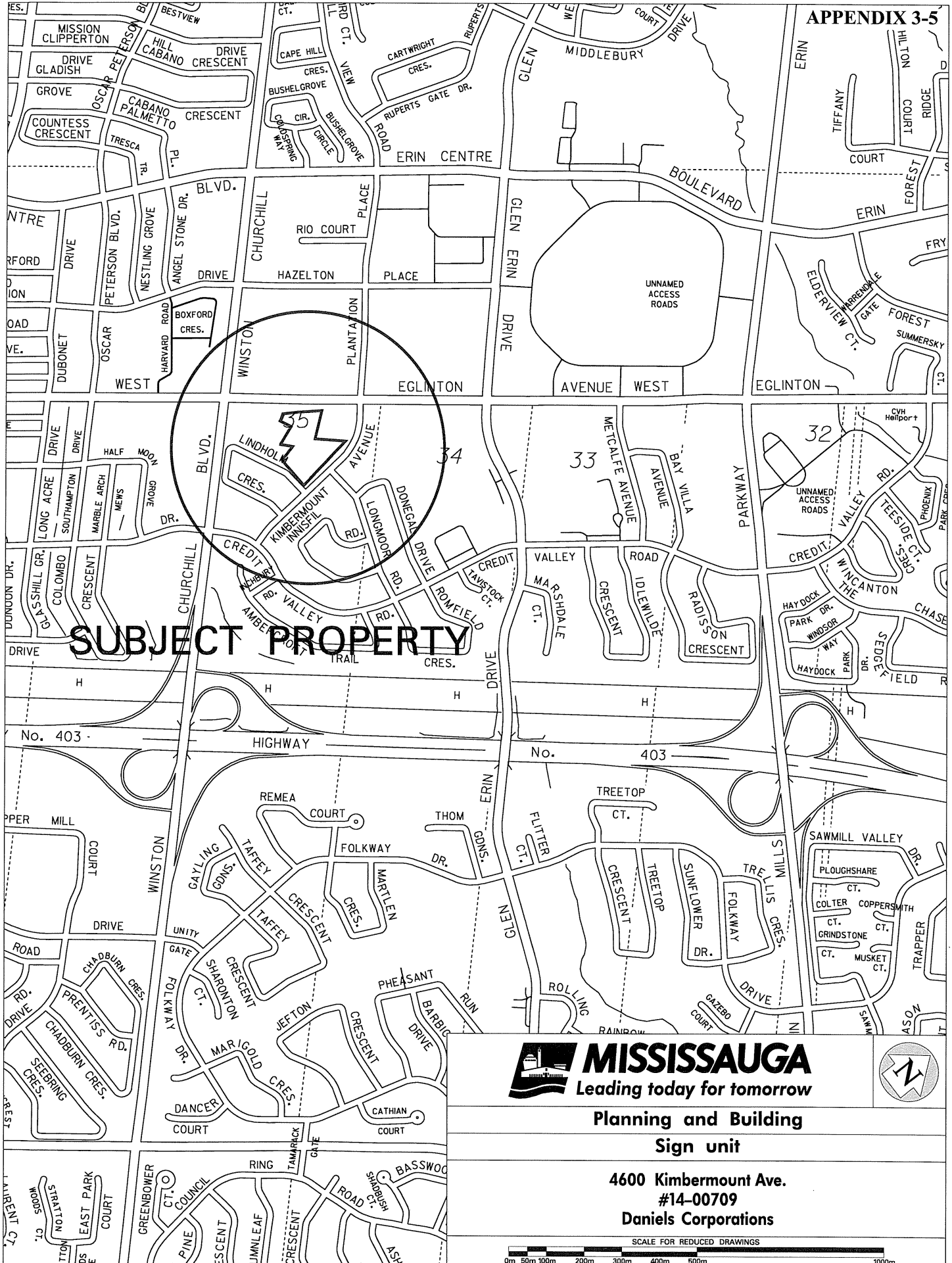


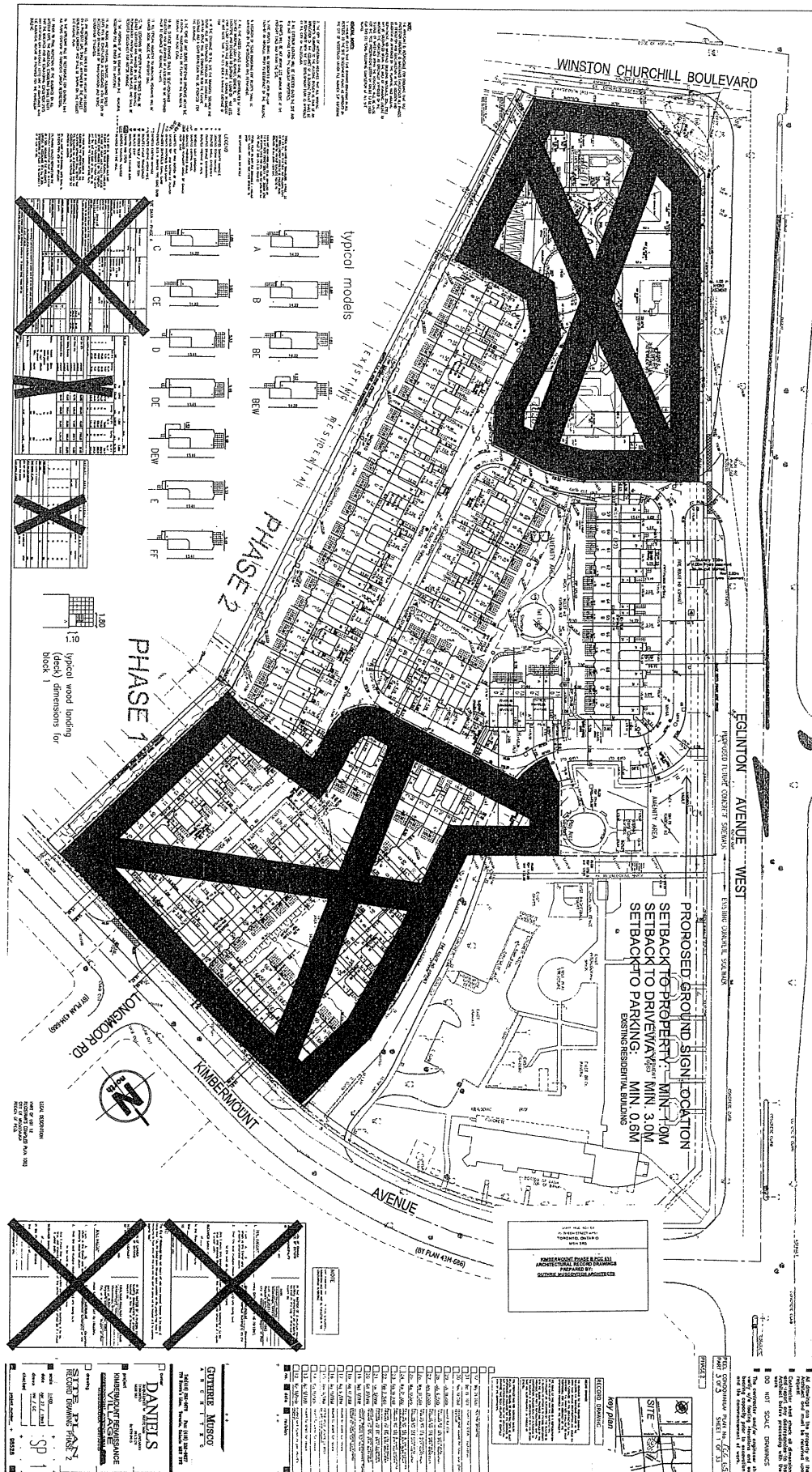
2. Location of Proposed Ground Sign in the foreground, and subject townhouse in the background.



Apr 25, 2014

APPENDIX 3-5





8'

12'



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32" X 48"
A FRAMES AT
INTERSECTIONS

Docket #:

4099

Project:

Daniels Place Kimbermount Aframe

of Pages:

2

Version:

1

Date:

3.26.14

Size / Additional Info: LIVE: 32" x 48"

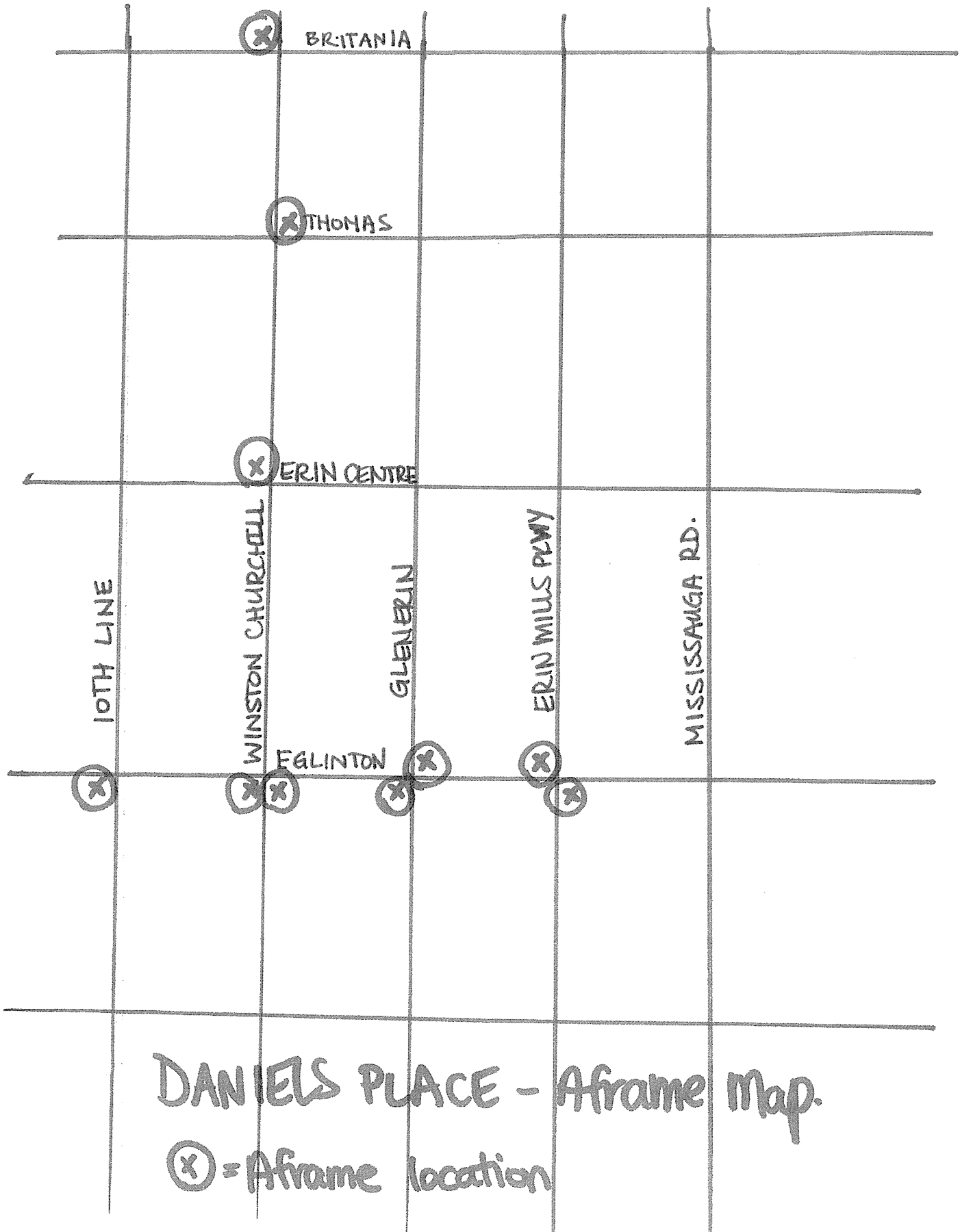
APPROVALS

Proof Reader:

Art Director:

Print Prod.:

Client: Daniels





Corporate Report

Clerk's Files

Originator's
Files BL.09-COM

DATE: June 3, 2014

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

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Proposed Housekeeping Amendments –
Mississauga Zoning By-law 0225-2007
City of Mississauga
Bill 51

Public Meeting **Wards 1 - 11**

RECOMMENDATION: That the Report dated June 3, 2014, from the Commissioner of Planning and Building regarding proposed housekeeping amendments to Zoning By-law 0225-2007, be received for information and notwithstanding planning protocol, that the Supplementary Report be brought directly to a future Council meeting.

BACKGROUND: Mississauga Zoning By-law 0225-2007 was passed by Council on June 20, 2007. Since the intent of the Comprehensive Zoning By-law review was to ensure the Zoning By-law remains up-to-date and in conformity with Mississauga Official Plan, regular Housekeeping Amendments and reports are prepared to deal with City-initiated amendments to the Zoning By-law. The most recent amendment was passed by City Council on March 5, 2014.

COMMENTS:

Since the approval of the previous general Housekeeping Amendments, clarifications of wording in various sections of the Zoning By-law have been identified that require amendments to the By-law. Amendments are proposed to modify the Definitions, General Provisions, Parking and Loading, Residential, Commercial, Employment and Greenbelt Zone sections of the By-law. The details of these amendments are outlined in Appendix I-1 to this report and are considered to be housekeeping changes. Of note are items outlined below, which are cross-referenced with Appendix I-1 in parenthesis:

Pervious Stable Surface Driveways (Items 1 & 23)

The Living Green Pillar in the City's Strategic Plan states that the City should lead and encourage environmentally responsible approaches. To meet this strategic goal, a new definition and regulations for pervious stable surface driveways is being added to the Zoning By-law, allowing residents in low density residential zones to consider alternate, permeable driveway surfaces to assist in the management of stormwater runoff.

Landscaped Soft Area (Item 3) and Driveway Widths (Item 26)

In some instances, the City has had difficulty controlling the width of driveways. In response to applications for widened driveways at the Committee of Adjustment, and mixed results of recent Committee decisions, a new definition for "Landscaped Soft Area" for a front yard is added to the By-law and the driveway regulations in Section 4.2.1 have been amended. Together, the amendments will ensure that the front yard of a dwelling unit remains partially unpaved for both stormwater management and aesthetic reasons. The Illustrations in Section 1.3 have been amended accordingly, however they are not part of the Zoning By-law, and are for reference purposes only.

Designated Road Right-of-Way Widths (Item 7)

Schedules 2.1.14(1) and 2.1.14(2) were not consistent with corresponding Schedule 8 in Mississauga Official Plan, and are being replaced to ensure conformity between the two documents.

Accessible Parking Standards (Items 12 & 15)

The City's Zoning By-law must be consistent with Provincial legislation and regulations. To conform with the *Accessibility for Ontarians with Disabilities Act*, 2006, Ontario Regulation 413/12, the standards for accessible parking are being replaced in the By-law. Illustrations, though not part of the By-law, are also being updated or added to clearly demonstrate the design requirements.

Guest Units in Residential Apartment Dwellings (Item 24)

A trend in high density residential development is to allocate space for temporary overnight accommodation for guests of owners and tenants. A new Article 4.1.15.5 is added to the By-law to recognize and regulate these units as an accessory use to an apartment dwelling.

Map 09 - Queen Street West and Chateau Court (Item 44)

Some properties in the vicinity of this intersection are zoned "R5-7" (Residential - Typical Lots - Exception) and "G2(4)-11" (Greenbelt - Natural Features - Exception). The Greenbelt Zone was for a natural protection area at the rear of the subject properties. During construction of the subdivision, grading changes resulted in tree loss and negated the intent of the Greenbelt Zone. Property owners have submitted applications and received permission from the Committee of Adjustment to use the "G2(4)-11" lands for uses accessory to residential dwellings. It is proposed that the Greenbelt Zone be deleted from the properties and be replaced with the "R5" and "R5-7" zones.

Map 57 - Ethan Drive and Oscar Peterson Boulevard (Item 45)

The plan of subdivision approved under file T-M13006 W10, did not include a separate zone for the City-owned hydro transformer at the southeast corner of the site. The appropriate zone for a transformer is "U" (Utility), therefore the parcel should be rezoned from "H-R7-24" to recognize the existing land use.

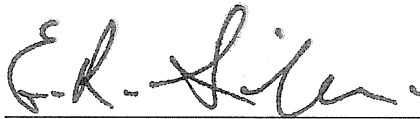
FINANCIAL IMPACT: Not applicable.

CONCLUSION:

Once the public meeting has been held, the Planning and Building Department will be in a position to make a recommendation regarding these amendments. Given the nature of the proposed City-initiated amendments to the Zoning By-law, it is recommended that notwithstanding planning protocol, the Supplementary Report be brought directly to a future Council meeting.

ATTACHMENTS:

Appendix I-1: Proposed Housekeeping Amendments (#8) to Zoning By-law 0225-2007



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Lisa Christie, Zoning By-law Review Planner

Proposed Housekeeping Amendments (#8) to Zoning By-law 0225-2007

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
Part 1: Administration, Interpretation, Enforcement and Definitions			
1.	Section 1.2 - Definitions	Driveway <i>"Pervious Stable Surface Driveway" means a driveway that is designed to be structurally stable while allowing rainwater infiltration and may include pervious pavers, paving or interlock, but shall not include landscaping elements such as gravel, dirt or limestone screening.</i>	Add definition for "Pervious Stable Surface Driveway" to support the Living Green strategic pillar in the City's Strategic Plan.
2.	Section 1.2 - Definitions	"Landscaped Area" means any outdoor area on a lot , located at grade, including the landscaped buffer area, that is suitable for the growth and maintenance of grass, flowers, shrubs, trees <i>and other vegetation, as well as</i> and other landscape features, and may include walkways, berms, retaining walls and outdoor amenity areas , but shall not include, driveways, aisles, ramps or internal roads, parking areas whether surfaced or not, curbs, any open space beneath or within any building, structure or part thereof, or any exterior garbage storage or handling area.	Add words "and other vegetation" for consistency with the new definition for "Landscaped Soft Area". Delete the word "area" from "landscaped buffer area" as by definition a buffer is an area of land.
3.	Section 1.2 - Definitions	<i>"Landscaped Soft Area" means any outdoor area on a lot, located at grade, that is suitable for the growth and maintenance of grass, flowers, shrubs, trees and other vegetation, and including landscaping materials such as rocks and edging materials, but shall not include hard surfaced areas, such as driveways, pervious stable surface driveways, aisles, parking areas, interlocking stone, and walkways.</i>	Add definition for "Landscaped Soft Area" to clarify the intent that a front yard is to have both landscaping and a driveway.

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
4.	Section 1.2 - Definitions	"Parking Space For Persons With Disabilities" means an unobstructed rectangular area exclusive of any aisle or driveway for the temporary parking of a motor vehicle , for persons with disabilities. See Illustration No. 8 – Section 1.3 – Illustrations	Delete reference to Illustration No. 8; a new Illustration is being added and referenced in a more appropriate Section in the By-law. Note: the term "Parking Space for Persons with Disabilities" will be replaced by "Accessible Parking Space" as it appears throughout Zoning By-law 0225-2007, as amended, following approval of this Housekeeping By-law.
5.	Section 1.3 - Illustrations	Replace Illustration Nos. 8, 11, 12 and 14, and add <u>Illustration No.15 - ACCESSIBLE PARKING SPACE</u>	Illustrations replaced and added to reflect revised driveway provisions.
Part 2: General Provisions			
6.	Article 2.1.9.4 Table 2.1.9.4	Table 2.1.9.4 - Day Care	Add a requirement for a landscaped buffer, consistent with requirements for landscaped buffers in Commercial Zones, to ensure that the front yard is not paved for parking and that the residential character of a neighbourhood is maintained.
		Line 3.5 <u>Minimum depth of landscaped buffer measured from a lot line that is a street line</u>	
7.	Schedules 2.1.14(1) and 2.1.14(2)	<u>DESIGNATED RIGHT-OF-WAY WIDTHS (see attached Schedules)</u>	Update road right-of-way widths in accordance with Mississauga Official Plan Schedule 8 - Designated Right-of-Way Widths.

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
8.	Subsection 2.1.18	<p>Greenbelt Overlay</p> <p>The greenbelt overlay shall apply to lands that are designated Greenbelt in Mississauga <u>Official Plan</u> but are not zoned G1 or G2. The greenbelt overlay also applies to lands within the Regulatory Floodplain, Special Policy Areas and the Lake Ontario Waterfront as identified in Mississauga <u>Official Plan</u>.</p>	Correct the name of Mississauga Official Plan.
9.	Subsection 2.1.28	<p>Outdoor Clothing Drop Boxes and Vending Machines</p> <p>Outdoor clothing drop boxes <u>and vending machines</u> shall be permitted in Commercial and Employment Zones in compliance with the following: (0379-2009)</p> <p>Only outdoor clothing drop boxes for registered charities shall be permitted;</p> <p>Minimum setback of an outdoor clothing drop box <u>and/or a vending machine</u> from a Residential Zone shall be 6.0 m;</p> <p>An outdoor clothing drop box <u>and/or a vending machine</u> shall be located outside of any required landscaped area;</p> <p>An outdoor clothing drop box <u>and/or a vending machine</u> shall not be located on any required parking area or obstruct any required parking space.</p>	Add vending machines to the regulations for outdoor clothing drop boxes as they are not currently regulated and both uses have similar locational characteristics.
10.	Sentence 3.1.1.1.4	Where the number of non-residential parking spaces and/or loading spaces is calculated on the basis of a rate or ratio and results in a numeric fraction, fractions of less than 0.5 shall be rounded down to the nearest whole number and fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number. <u>For accessible parking spaces, all numeric fractions shall be rounded up to the nearest whole number.</u>	Add a regulation consistent with Provincial legislation that fractions are to be rounded up when determining the number of accessible parking spaces.

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
Part 3: Parking, Loading and Stacking Lane Regulations			
11.	Sentence 3.1.1.4.5	Parking spaces designated for persons with disabilities shall have an unobstructed rectangular area with a minimum width of 4.6 m and a minimum length of 5.2 m, exclusive of any aisle or driveway , designated in accordance with The Corporation of the City of Mississauga's Disabled Persons Parking By-law No. 134-83, as amended. See Subsection 3.1.3 of this By-law (See Illustration No. 3; Section 1.3—Illustrations)	Delete Sentence and replace with regulations that are consistent with Provincial legislation.
12.	Sentence 3.1.1.4.5	<p><u>Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space:</u></p> <p>(1) <u>Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m.</u></p> <p>(2) <u>Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m.</u></p> <p>(3) <u>An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces.</u></p> <p>(See Illustration No. 15, Section 1.3 Illustrations).</p>	Add new Sentence consistent with Provincial legislation.

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION									
13.	Article 3.1.2.2 Table 3.1.2.2	<table><tr><td colspan="3">Table 3.1.2.2 - Required Number of Parking Spaces for Non-Residential Uses</td></tr><tr><td>Line 10A.0</td><td>Contractor Service Shop</td><td>1.1 spaces per 100 m² <u>GFA - non-residential</u></td></tr><tr><td>10B.0</td><td>Contractor's Yard</td><td>0.6 spaces per 100 m² <u>GFA - non-residential</u></td></tr></table>	Table 3.1.2.2 - Required Number of Parking Spaces for Non-Residential Uses			Line 10A.0	Contractor Service Shop	1.1 spaces per 100 m ² <u>GFA - non-residential</u>	10B.0	Contractor's Yard	0.6 spaces per 100 m ² <u>GFA - non-residential</u>	Add parking standards for these uses, as the default standard of 5.4 spaces per 100 m ² GFA non-residential is not appropriate.
Table 3.1.2.2 - Required Number of Parking Spaces for Non-Residential Uses												
Line 10A.0	Contractor Service Shop	1.1 spaces per 100 m ² <u>GFA - non-residential</u>										
10B.0	Contractor's Yard	0.6 spaces per 100 m ² <u>GFA - non-residential</u>										
14.	Article 3.1.2.2 Table 3.1.2.2	<p>NOTES:</p> <p>(4) Manufacturing Facility (Multiple-Occupancy Mixed Use Building) a building(s) occupied by more than one (1) occupant located on one (1) lot, primarily used for manufacturing, warehouse/distribution and/or wholesaling facilities, but may contain other non-manufacturing, non-warehouse/distribution and/or non-wholesaling facilities. <u>Where the non-manufacturing, non-warehouse/distribution and/or non-wholesaling facilities exceed 50% of the total gross floor area - non-residential of the site, separate parking will be required for all uses in accordance with the regulations contained in Table 3.1.2.2 of this By-law.</u> (0325-2008), (0379-2009)</p>	Add a sentence to Note (4) to clarify that individual parking rates apply in mixed use buildings if the non-industrial uses exceed 50% of the GFA.									

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION														
15.	Article 3.1.3.1 Table 3.1.3.1	<table><tr><th colspan="2">Table 3.1.3.1 - Parking Regulations for Persons with Disabilities</th></tr><tr><th>Line</th><th></th></tr><tr><td>2.0</td><td><u>1-12</u> <u>1.0 space ⁽¹⁾</u></td></tr><tr><td>3.0</td><td><u>13-100</u> <u>4% of the total ⁽¹⁾⁽²⁾</u></td></tr><tr><td>4.0</td><td><u>101-200</u> <u>1.0 space plus 3% of the total ⁽²⁾</u></td></tr><tr><td>5.0</td><td><u>201-1 000</u> <u>2.0 spaces plus 2% of the total ⁽²⁾</u></td></tr><tr><td>6.0</td><td><u>1 001 and greater</u> <u>11.0 spaces plus 1% of the total ⁽²⁾</u></td></tr></table> <p>NOTES: (1) <u>Where only 1 accessible parking space is required, a Type A accessible parking space shall be provided.</u> (2) <u>Where more than 1 accessible parking space is required:</u> (1) <u>if an even number of accessible parking spaces are required, an equal number of Type A and Type B accessible parking spaces must be provided</u> (2) <u>if an odd number of accessible parking spaces are required, an equal number of Type A and Type B accessible parking spaces must be provided and the odd space may be a Type B accessible parking space.</u></p>	Table 3.1.3.1 - Parking Regulations for Persons with Disabilities		Line		2.0	<u>1-12</u> <u>1.0 space ⁽¹⁾</u>	3.0	<u>13-100</u> <u>4% of the total ⁽¹⁾⁽²⁾</u>	4.0	<u>101-200</u> <u>1.0 space plus 3% of the total ⁽²⁾</u>	5.0	<u>201-1 000</u> <u>2.0 spaces plus 2% of the total ⁽²⁾</u>	6.0	<u>1 001 and greater</u> <u>11.0 spaces plus 1% of the total ⁽²⁾</u>	Replace Table with new parking standards to be consistent with Provincial legislation.
Table 3.1.3.1 - Parking Regulations for Persons with Disabilities																	
Line																	
2.0	<u>1-12</u> <u>1.0 space ⁽¹⁾</u>																
3.0	<u>13-100</u> <u>4% of the total ⁽¹⁾⁽²⁾</u>																
4.0	<u>101-200</u> <u>1.0 space plus 3% of the total ⁽²⁾</u>																
5.0	<u>201-1 000</u> <u>2.0 spaces plus 2% of the total ⁽²⁾</u>																
6.0	<u>1 001 and greater</u> <u>11.0 spaces plus 1% of the total ⁽²⁾</u>																
Part 4: Residential																	
16.	Article 4.1.5.7	Notwithstanding the provisions of Article 4.1.5.2, any portion of a porch or deck that is located in a rear yard , does not exceed 0.3 m in height above grade at any point and is uncovered, is permitted an unlimited encroachment into the required rear yard , <u>provided that the minimum setback to any lot line shall be 0.61 m;</u> (0297-2013)	Indicate a minimum setback to permit features such as air conditioning units, walkways and proper drainage.														
17.	Sentence 4.1.9.1.2	A maximum of one (1) driveway shall be permitted per lot dwelling unit in R1 to R16, RM1 to RM3 and RM6 zones; (0297-2013)	Consistent with Second Unit provisions.														
18.	Article 4.1.9.2	Any hard surface area abutting a driveway , within 0.2 m of a driveway or used <u>or accessible</u> for the purpose of parking a motor vehicle shall be included in the driveway width calculation; (0325-2008), (0308-2011)	Clarify what is included in the overall driveway width calculation.														

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
19.	Sentence <u>4.1.9.2.2</u>	<u>Parking of motor vehicles shall not be permitted on a landscaped soft area.</u>	Clarifies where motor vehicles may be parked on a property.
20.	Article 4.1.9.10	The area of A circular driveway shall only be located in one yard shall not cover more than 50% of the yard in which it is located;	Clarifies and updates the regulations for circular driveways.
21.	Article 4.1.9.11	The area of A circular driveway located in more than one yard shall not cover more than 50% of each the yard in which it is located;	
22.	Article 4.1.9.12	The combined width of the two points of access of a circular driveway shall not exceed a maximum width of 8.5 m the maximum driveway width permitted in each zone and both points of access shall be permitted in the same yard;	
23.	Article <u>4.1.9.14</u> <u>4.1.9.14.1</u> <u>4.1.9.14.2</u>	<u>Notwithstanding Sentence 3.1.1.7.1, in R1 to R16 and RM1 to RM3 zones, a pervious stable surface driveway shall be permitted, subject to the following:</u> <u>A pervious stable surface driveway shall not be included in the calculation of landscaped soft area.</u> <u>An encroachment agreement is required where a pervious stable surface driveway is located on municipal property.</u>	Add a new Article to regulate the use of the pervious stable surface driveways.
24.	Article 4.1.15.5 <u>4.1.15.5.1</u> <u>4.1.15.5.2</u> <u>4.1.15.5.3</u> <u>4.1.15.5.4</u> <u>4.1.15.5.5</u>	<u>Guest Units</u> <u>Guest units are permitted within R41 to R45 zones, subject to the following:</u> <u>Guest units shall only be permitted in an apartment dwelling having 75 or more dwelling units, or in a long-term care dwelling having 75 or more beds, or in a retirement dwelling having 75 or more retirement dwelling units;</u> <u>A maximum of 5 guest units are permitted;</u> <u>The maximum size of a guest unit shall not exceed 30 m²;</u> <u>A kitchen is not permitted within a guest unit;</u> <u>Additional on-site parking is not required for a guest unit permitted in Article 4.1.15.5.</u>	Add a new Article to permit and regulate guest units in an apartment dwelling. Visitor parking spaces provided for the building will be used for the guests in the units.

#	SECTION NUMBER	PROPOSED REVISION						COMMENT/EXPLANATION
25.	Article 4.1.20.6	A second unit shall not occupy more than 50% of the gross floor area--residential of the dwelling within which it is located;						Delete " - residential" to allow gross floor area calculations to include the basement.
26.	Subsection 4.2.1 Table 4.2.1	Table 4.2.1 - R1 to R5 Permitted Uses and Zone Regulations						Clarify the intent to have a landscaped area in a front yard that is not a paved area.
		Line	ZONES	R1	R2	R3	R4	R5
		12.0	ATTACHED GARAGE, PARKING, DRIVEWAY, AND LANDSCAPED SOFT AREA					
		12.3	Maximum driveway width	Width of garage door opening(s) plus 2.0 m up to a maximum of 8.5 m; if no garage door then maximum width of 6.0 m	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no garage door then maximum width of 6.0 m	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no garage door then maximum width of 6.0 m	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no garage door then maximum width of 6.0 m	Width of garage door opening(s) plus 2.0 m up to a maximum of 6.0 m; if no garage door then maximum width of 6.0 m
				Lesser of 8.5 m or 50% of lot frontage ⁽⁴⁾	Lesser of 8.5 m or 50% of lot frontage ⁽⁴⁾	Lesser of 8.5 m or 50% of lot frontage ⁽⁴⁾	Lesser of 8.5 m or 50% of lot frontage ⁽⁴⁾	Lesser of 8.5 m or 50% of lot frontage ⁽⁴⁾
		12.4	Minimum landscaped soft area in the yard containing the driveway	40% of the front yard and/or exterior side yard	40% of the front yard and/or exterior side yard	40% of the front yard and/or exterior side yard	40% of the front yard and/or exterior side yard	30% of the front yard and/or exterior side yard

#	SECTION NUMBER	PROPOSED REVISION		COMMENT/EXPLANATION
27.	Subsection 4.2.2	Table 4.2.2 - R1 Infill Exception Regulations		Delete Line 10.0 from Subsections 4.2.2 and 4.2.3 as they are redundant because of the new regulations for pervious stable surface driveways.
		Line 10.0	Driveways may be constructed of a permeable type of material	✓
28.	Subsection 4.2.3	Table 4.2.3 - R2 Infill Exception Regulations		
		Line 10.0	Driveways may be constructed of a permeable type of material	✓
29.	4.6.2.8 Sentence 4.6.2.8.4	Exception: R15-8		Correct wording in Exception R15-8.
		Garage projection: maximum projection of a garage beyond the front wall or exterior side wall of the first <u>second</u> storey		0.0 m
30.	4.6.2.9 Sentence 4.6.2.9.7	Exception: R15-9		Correct wording in Exception R15-9.
		Garage projection: maximum projection of a garage beyond the front wall or exterior side wall of the first <u>second</u> storey		0.0 m
31.	Subsection 4.7.1 Table 4.7.1	Table 4.7.1 - R16 Permitted Uses and Zone Regulations		Add requirement for a minimum 2.0 m sidewalk to accommodate driveway grades while maintaining a level area that can accommodate a wheelchair, stroller, etc.
		Line	ZONE	R16
		13.0	CEC - PRIVATE ROAD, AND AISLES AND SIDEWALKS	
		13.4	Minimum width of a sidewalk	2.0 m

#	SECTION NUMBER	PROPOSED REVISION				COMMENT/EXPLANATION
32.	Subsection 4.8.1 Table 4.8.1	Table 4.8.1 - RM1 and RM2 Permitted Uses and Zone Regulations				Increase required side yard to allow features such as air conditioning units, walkways and proper drainage. Allow a rear yard to be 0.0 m if the frontage is deemed to be on the side of the dwelling in a corner lot situation. Furthermore, allow encroachments into what would then become an interior side yard.
		Line	ZONES	RM1	RM2	
		8.0	MINIMUM INTERIOR SIDE YARD			
		8.1	Attached side	0.0 m	0.0 m	
		8.2	Unattached side	1.8 m ⁽²⁾	0.9 m <u>1.2 m</u> ⁽²⁾	
		8.3	Attached garage - unattached side	1.2 m ⁽²⁾	0.9 m <u>1.2 m</u> ⁽²⁾	
		<u>9.1</u>	<u>Rear yard on attached side</u>	<u>0.0 m</u> ⁽¹⁰⁾	<u>0.0 m</u> ⁽¹⁰⁾	
NOTES						
<u>(10) Where the rear yard is the attached side of a semi-detached dwelling, the interior side yard shall permit encroachments and projections, accessory structures and swimming pools in accordance with rear yard regulations.</u>						
33.	Subsection 4.9.1 Table 4.9.1	Table 4.9.1 - RM3 Permitted Uses and Zone Regulations				Add requirement for a minimum 2.0 m sidewalk to accommodate driveway grades while maintaining a level area that can accommodate a wheelchair, stroller, etc.
		Line	ZONE		RM3	
		13.0	CEC - PRIVATE ROAD, AND AISLES AND SIDEWALKS			
		<u>13.4</u>	<u>Minimum width of a sidewalk</u>		<u>2.0 m</u>	
34.	Subsection 4.10.1 Table 4.10.1	Table 4.10.1 - RM4 Permitted Uses and Zone Regulations				Add requirement for a minimum 2.0 m sidewalk to accommodate driveway grades while maintaining a level area that can accommodate a wheelchair, stroller, etc.
		Line	ZONE		RM4	
		13.0	INTERNAL ROADS, AND AISLES AND SIDEWALKS			
		<u>13.4</u>	<u>Minimum width of a sidewalk</u>		<u>2.0 m</u>	

#	SECTION NUMBER	PROPOSED REVISION				COMMENT/EXPLANATION	
35.	Subsection 4.12.1 Table 4.12.1	Table 4.12.1 - RM6 Permitted Uses and Zone Regulations				Add requirement for a minimum 2.0 m sidewalk to accommodate driveway grades while maintaining a level area that can accommodate a wheelchair, stroller, etc.	
		Line	ZONE	RM6			
		14.0	CEC - PRIVATE ROAD, AND AISLES AND SIDEWALKS				
		14.4	Minimum width of a sidewalk	2.0 m			
36.	Subsection 4.14.1 Table 4.14.1	Table 4.14.1 - RM9 Permitted Uses and Zone Regulations				Add requirement for a minimum 2.0 m sidewalk to accommodate driveway grades while maintaining a level area that can accommodate a wheelchair, stroller, etc.	
		Line	ZONE	RM9			
		13.0	INTERNAL ROADS, AND AISLES AND SIDEWALKS				
		13.4	Minimum width of a sidewalk	2.0 m			
Part 6: Commercial							
37.	6.2.3.6	Exception: C2-6				Recognize existing building size.	
	Sentence 6.2.3.6.1	Maximum gross floor area - non-residential		12 600 m ² 13 550 m ²			
Part 8: Employment							
38.	Subsection 8.2.1 Table 8.2.1	Table 8.2.1 - E1 to E3 Permitted Uses and Zone Regulations				A transportation facility is technically outdoor storage so should only be permitted in E3 zone.	
		Line	ZONES	E1 Employment in Nodes	E2 Employment		E3 Industrial
		2.2	BUSINESS ACTIVITIES				
		2.2.4	Transportation Facility		✓		✓
39.	8.2.3.82	Exception: E2-82				Clarify uses permitted at the International Centre.	
	Clause 8.2.3.82.1(3)	(3) Exhibition Hall					
40.	Sentence 8.2.3.82.5	"Exhibition Hall" means a building, structure, or part thereof, used for the temporary exhibition and sale of goods or services				Clarify uses permitted at the International Centre.	

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
Part 10: Greenbelt Zones			
41.	10.2.3.4	Exception: G2-4 In a G2-4(1), G2-4(2), G2-4(3), G2-4(4), G2-4(5), G2-4(6), G2-4(7), G2-4(8), G2-4(9), G2-4(10), G2-4(11), G2-4(12), G2-4(13), G2-4(14), G2-4(15), G2-4(16) and G2-4(17) zone the permitted uses and applicable regulations shall be as specified for a G2 zone except that the following uses /regulations shall apply: Natural protection area shall be located on lands zoned <i>G2-4(1) to G2-4(10) and G2-4(12) to G2-4(17), identified on Schedules G2-4(1) to G2-4(10) and G2-4(12) to G2-4(17)</i>	Delete reference to "G2-4(11)" zone and corresponding Schedule G2(4)-11, as it is no longer required due to Committee of Adjustment decisions.
42.	Schedule G2(4)-11	Delete schedule G2(4)-11	
43.	Format for Housekeeping By-law	The greyed out text, identified in Items 1 to 42 inclusive of this By-law, is for information purposes only and does not form part of the amendments contained in this By-law.	Clarifies the format used to identify the amendments in the Housekeeping By-law.
Part 13: Zoning Maps			
44.	Map 09	Delete "G2(4)-11" zone category and replace it with "R5" and "R5-7" zone categories.	Change map to reflect recent Committee of Adjustment decisions for a portion of these properties.
45.	Map 57	Change "H-R7-24" to "U" to reflect hydro transformer.	Change schedule to reflect actual land use.

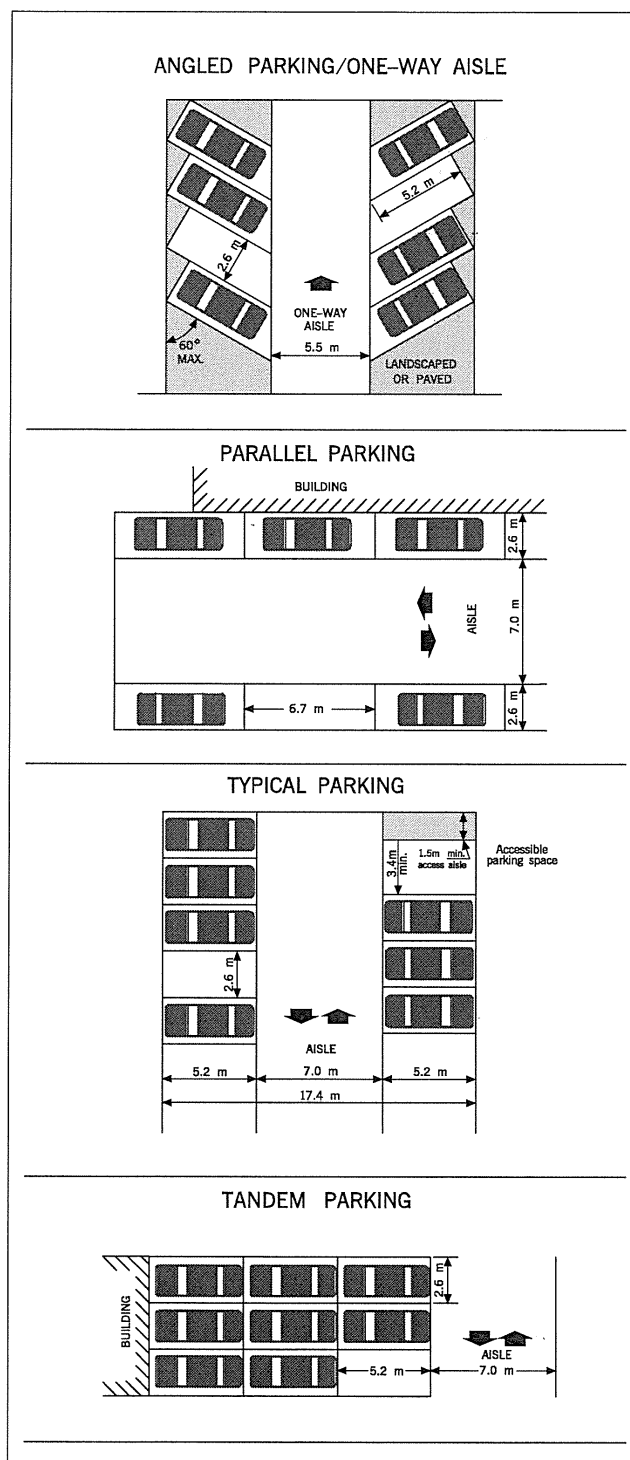


Illustration No. 8

PARKING

Note: The above illustrations are for clarification and convenience only and do not form part of this By-law. The Definitions and General Provisions parts of this By-law must be referenced.

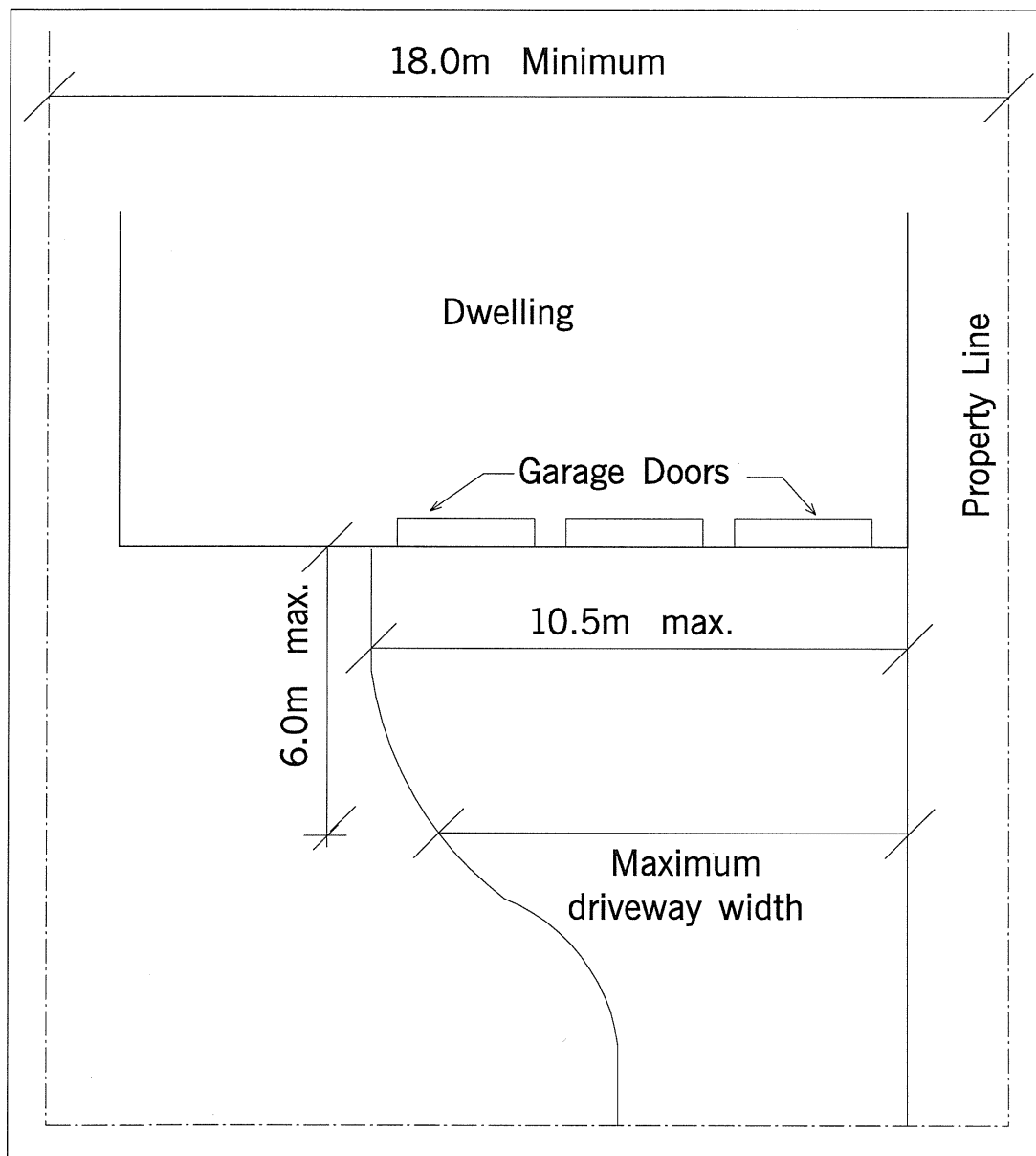


Illustration No. 11

INCREASED DRIVEWAY WIDTH FOR WIDE GARAGES

Note: The above illustrations are for clarification and convenience only and do not form part of this By-law. The Definitions and General Provisions parts of this By-law must be referenced.

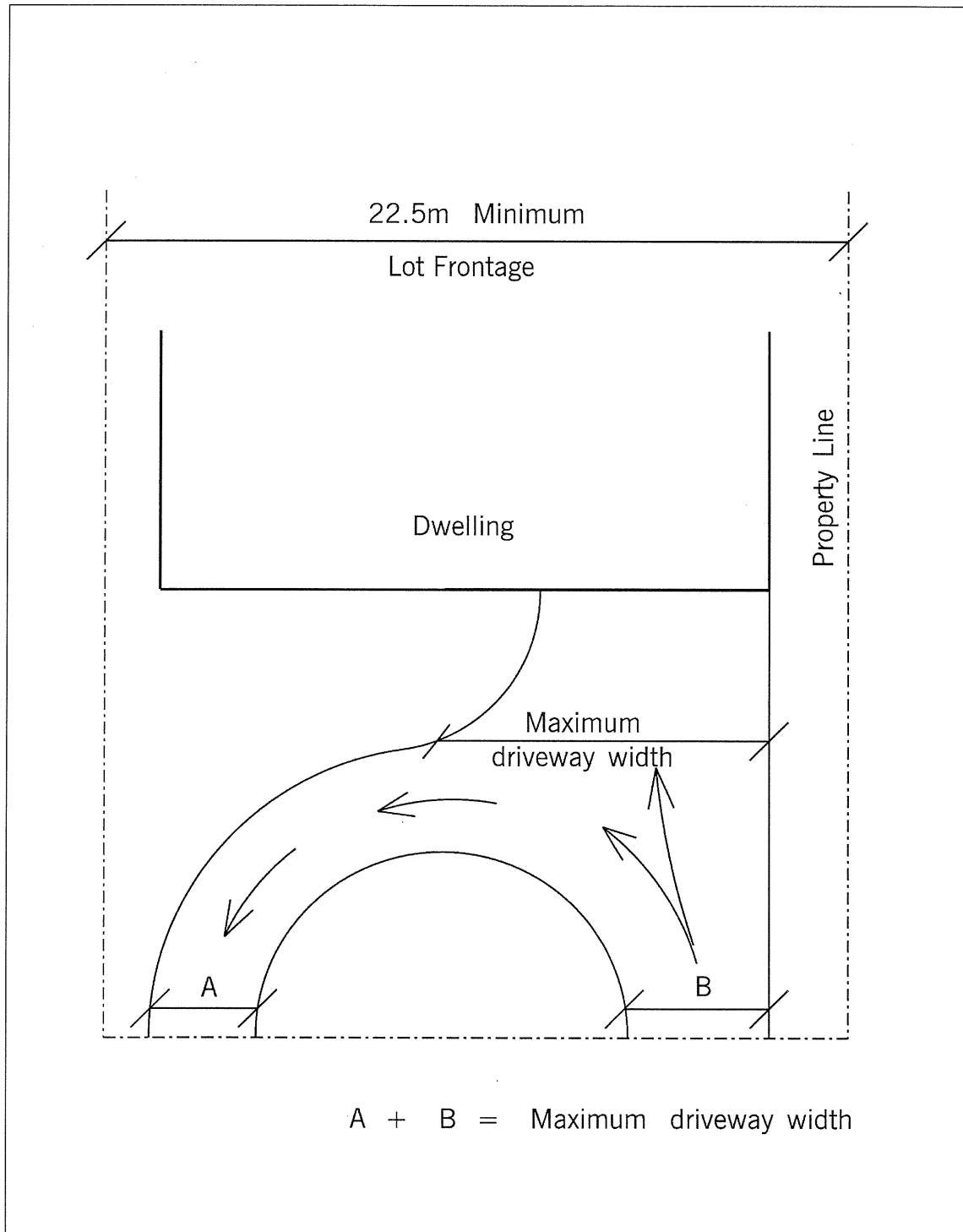


Illustration No. 12

CIRCULAR DRIVEWAYS

Note: The above illustrations are for clarification and convenience only and do not form part of this By-law. The Definitions and General Provisions parts of this By-law must be referenced.

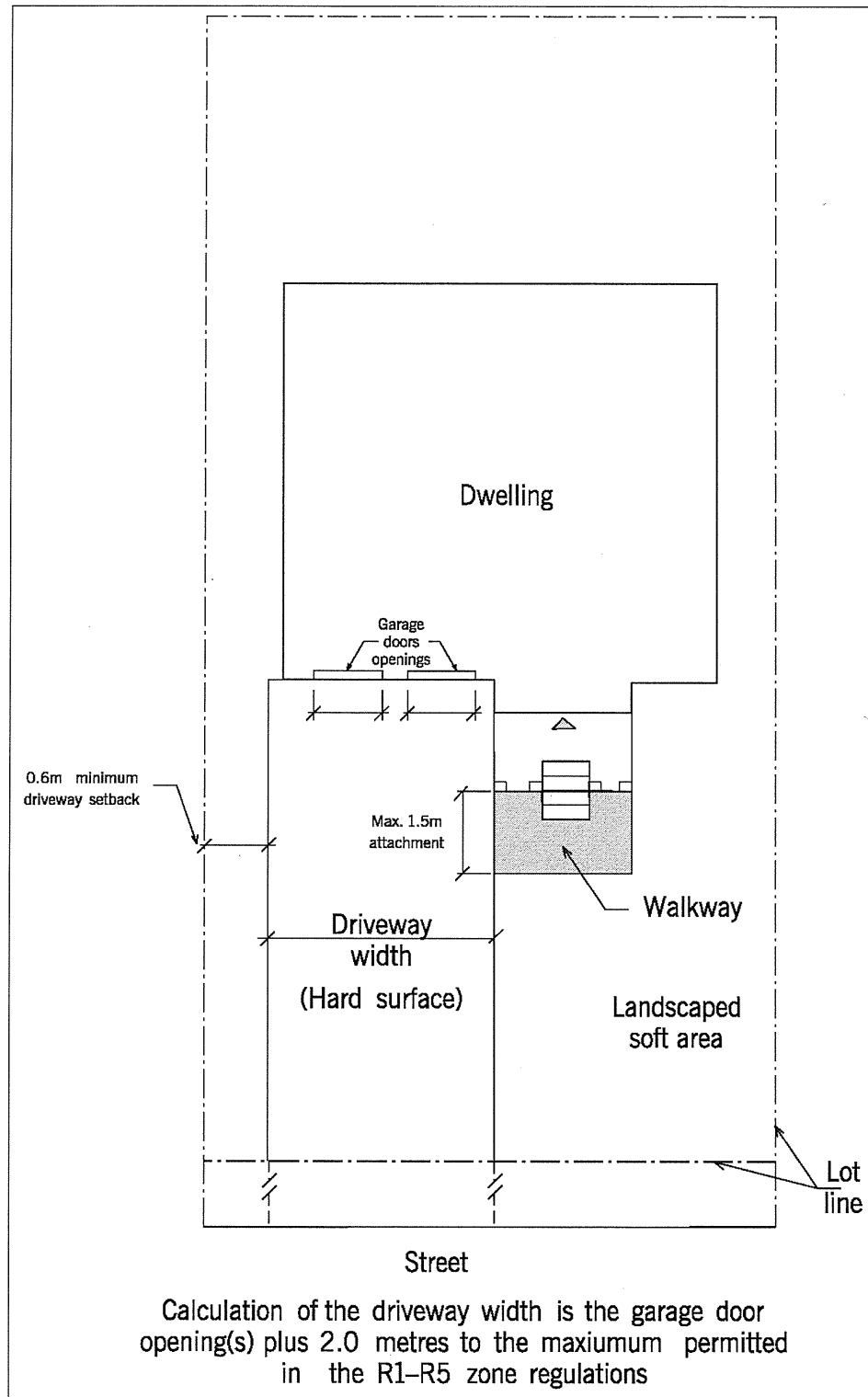


Illustration No. 14

DRIVEWAY WIDTH CALCULATION

Note: The above illustrations are for clarification and convenience only and do not form part of this By-law. The Definitions and General Provisions parts of this By-law must be referenced.

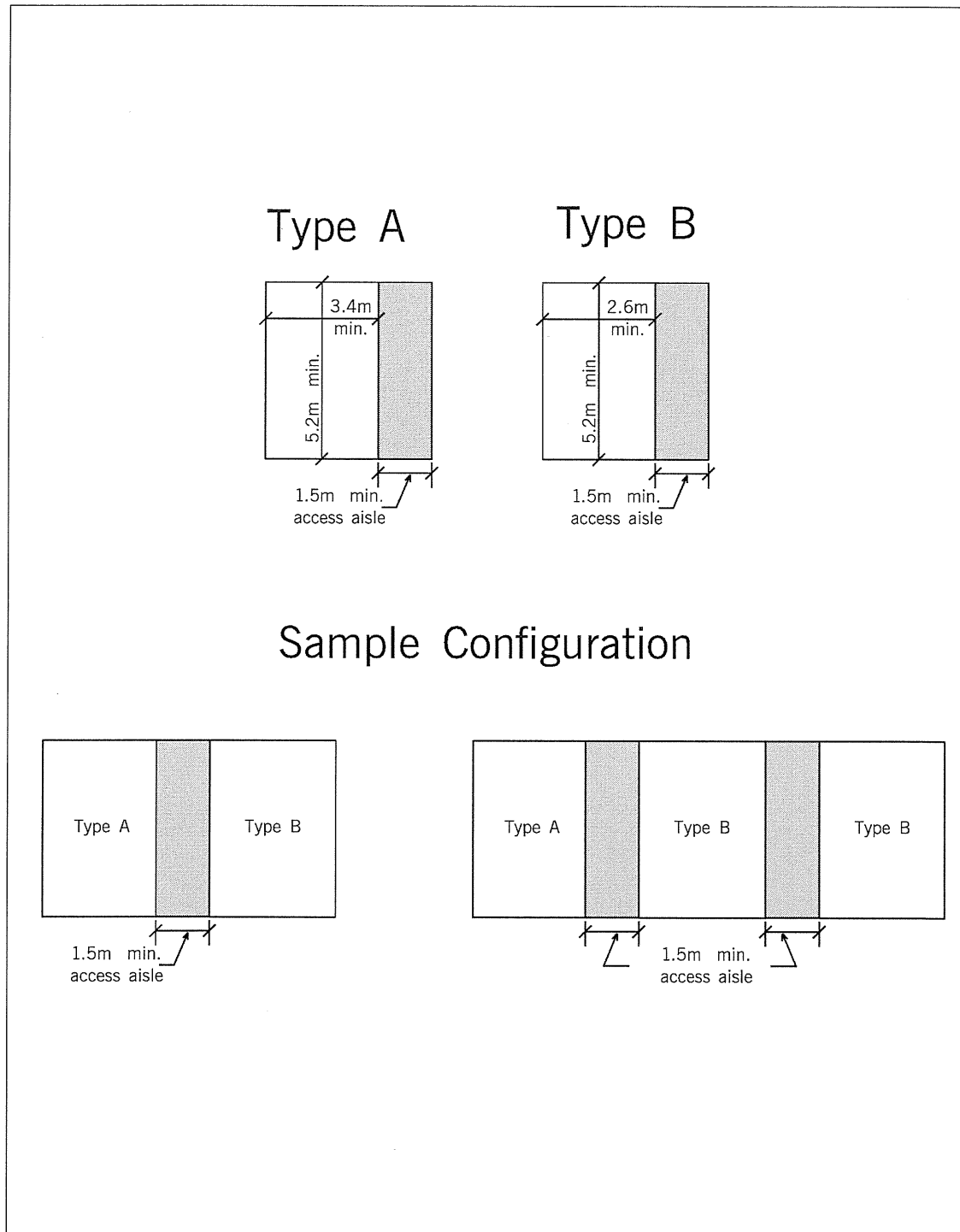
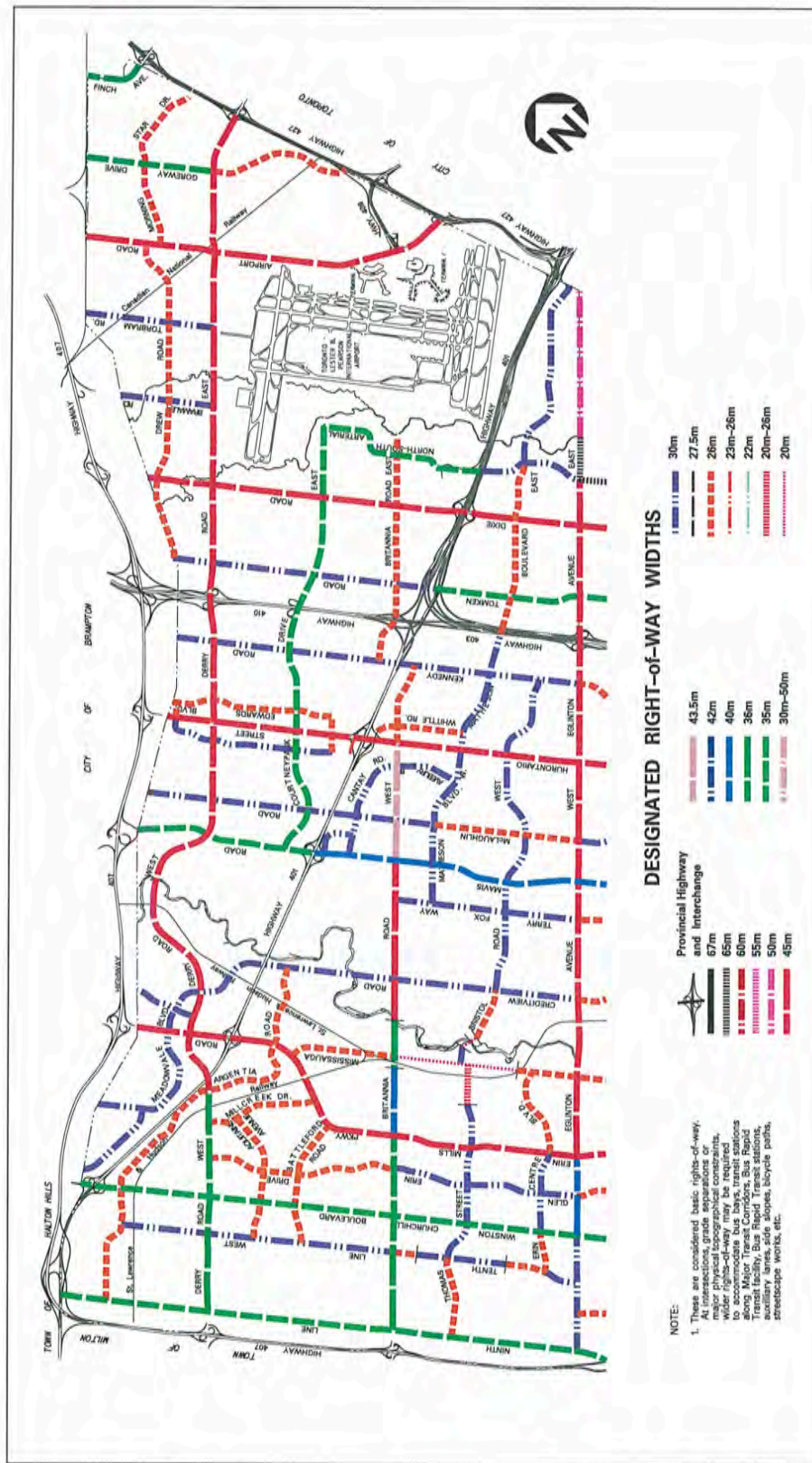


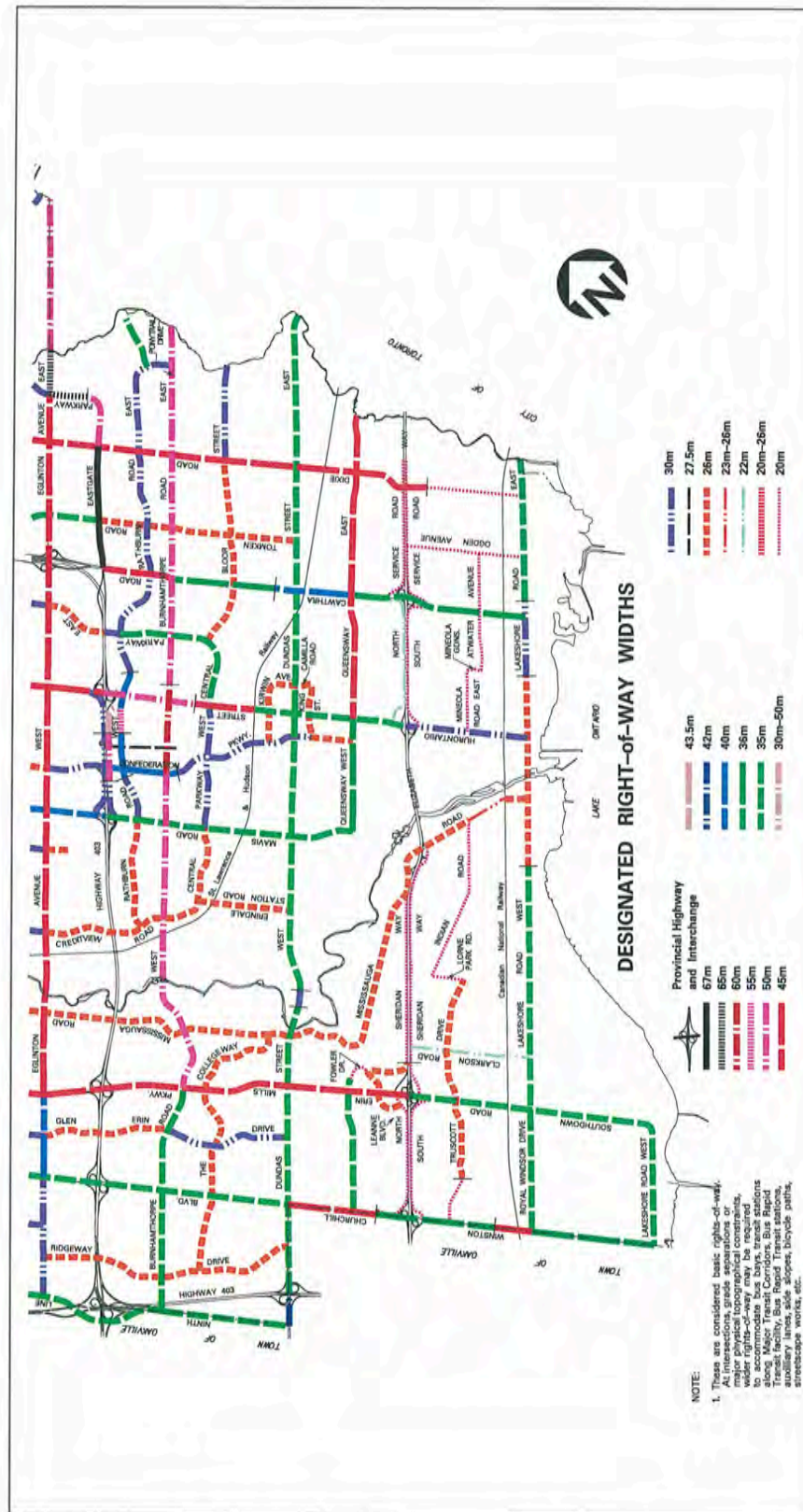
Illustration No. 15

ACCESSIBLE PARKING SPACE

Note: The above illustrations are for clarification and convenience only and do not form part of this By-law. The Definitions and General Provisions parts of this By-law must be referenced.

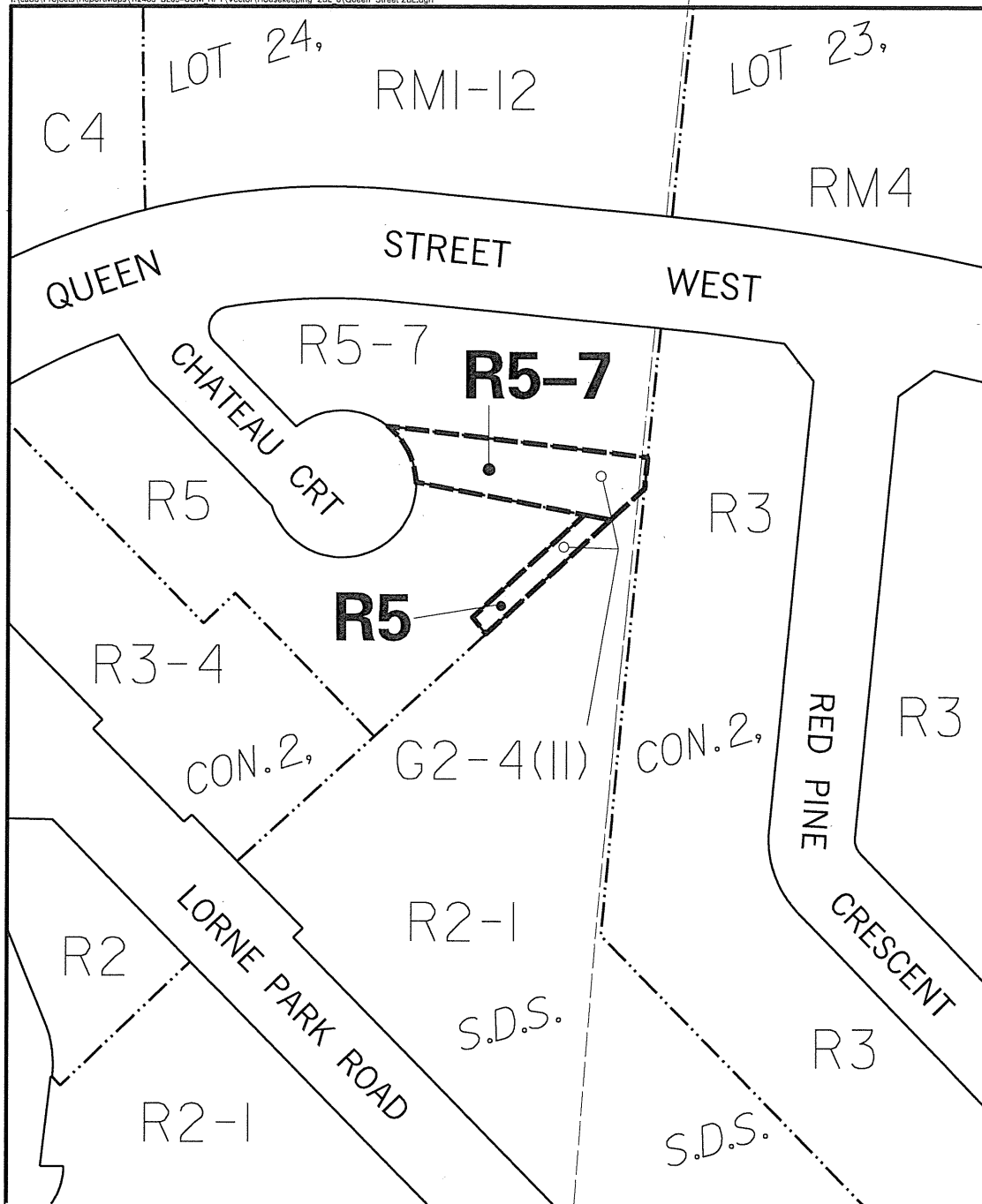


Schedule 2.1.14(1) - Designated Right-of-Way Widths



Schedule 2.1.14(2) - Designated Right-of-Way Widths

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0 10 20 30 40
metres

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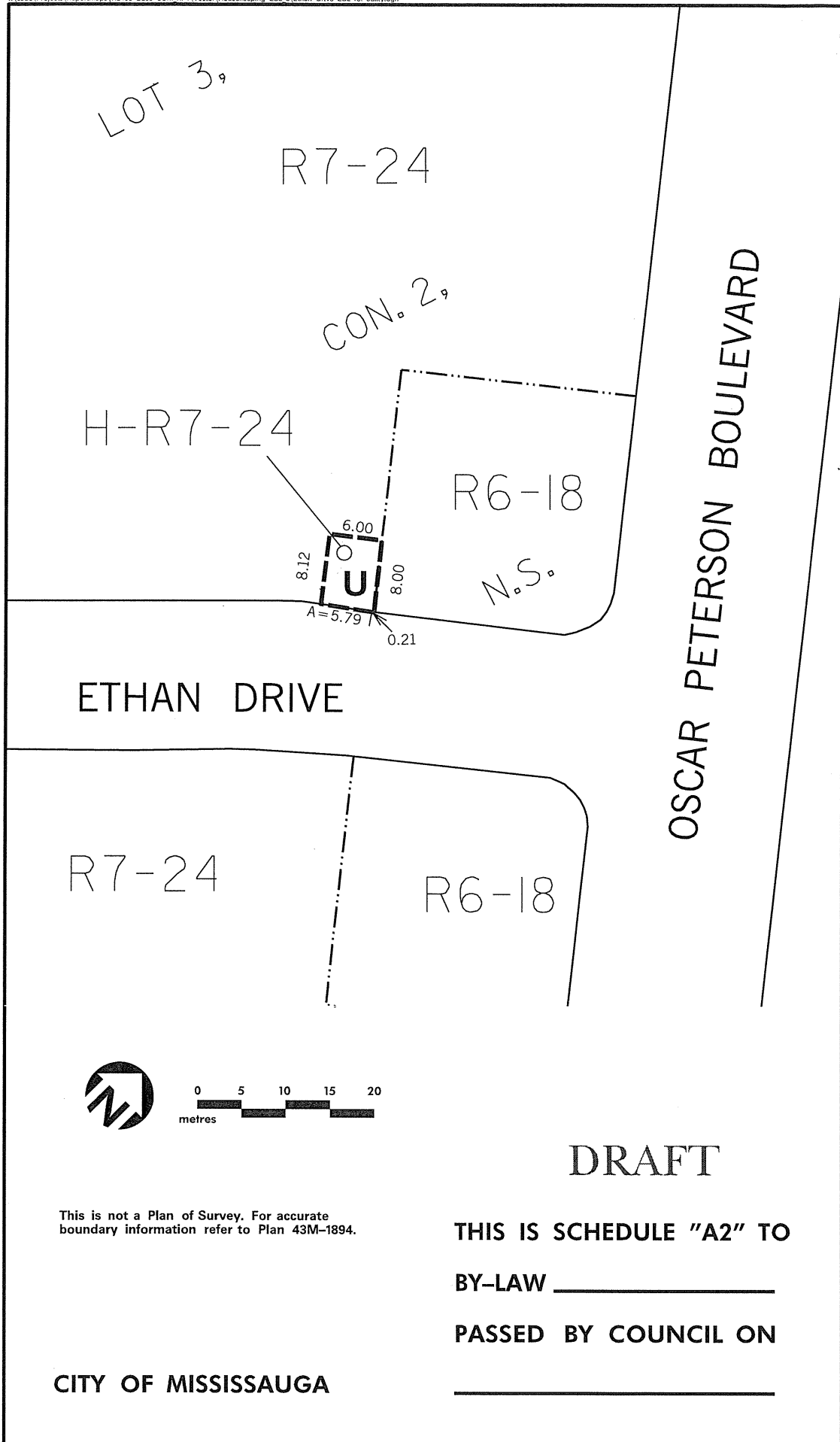
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PASSED BY COUNCIL ON

CITY OF MISSISSAUGA

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Corporate Report

Clerk's Files

Originator's
Files

CD.15.MIS

DATE: June 3, 2014

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

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **2014 Annual and Special Reports – 2011 Census Results: Ward Profiles; 2011 Census Results: National Household Survey; 2014 Vacant Lands; 2014 Existing Land Use; and City of Mississauga Age Structure Forecast 2011 - 2041**

RECOMMENDATION: That the report titled "2014 Annual and Special Reports – 2011 Census Results: Ward Profiles; 2011 Census Results: National Household Survey; 2014 Vacant Lands; 2014 Existing Land Use; and City of Mississauga Age Structure Forecast 2011 - 2041" dated June 3, 2014 from the Commissioner of Planning and Building, be received for information.

REPORT HIGHLIGHTS:

- Statistical reports based on Census and the National Household Survey results provide data on the demographic, social and economic characteristics of the population that are used by internal and external clients for a variety of purposes including growth forecasting and planning for transportation and social services.
- The annual Vacant Lands and Existing Land Use reports provide data on the use and availability of land in the city and are used for growth forecasting, official plan preparation and economic development initiatives.

- The age structure forecasts report on the age-sex composition of the population and is used in land use planning as well as the planning of age related services.

BACKGROUND:

The Information Planning section of the Planning and Building Policy Planning Division is responsible for collecting, maintaining and analyzing development related statistical data. Various products are delivered for use by both internal and external clients.

The purpose of this report is to present the following annual and special reports:

- 2011 Census Results: Ward Profiles;
- 2011 Census Results: National Household Survey;
- 2014 Vacant Lands Report;
- 2014 Existing Land Use Report; and
- City of Mississauga Age Structure Forecast 2011-2041.

All of the above documents, as well as supporting tables and maps, are posted on the City's website at *mississauga.ca/data*.

COMMENTS:**2011 Census and 2011 National Household Survey**

The 2011 Census and 2011 National Household Survey (NHS) assist with understanding the changing demographic, social and economic characteristics of the people living in Mississauga.

The Census and NHS reporting assists in:

- preparations of various master plans;
- growth forecast preparation and monitoring;
- official plan development and monitoring;
- economic development initiatives;
- transportation planning;
- recreation programming;
- library materials acquisitions and programming; and
- general enquiries.

National Household Survey

The inaugural NHS was a voluntary survey which replaced the mandatory long-form census questionnaire. The NHS was conducted in June 2011 and approximately 4.5 million households received the questionnaire. The NHS collected information on the demographic, social and economic situation of people across Canada, and the dwellings they lived in. The results of the NHS were released over three dates: May 8th, June 26th and September 11th, 2013. Comparisons between 2011 Census and 2006 NHS are not possible due to incompatible methodologies.

Highlights from the NHS are as follows:

- Of Mississauga's total population, 46.0% were non-immigrants, 52.9% were immigrants and 1.2% were non-permanent residents;
- In terms of place of birth of immigrants living in Mississauga, the most common countries of birth were India (14.5%), Pakistan (8.3%) and the Philippines (8.2%);
- The dominant visible minority groups in Mississauga are those from South Asia (21.8% of total population), followed by Chinese (7.1%) and Black (6.3%);
- Mississauga has a very well educated population. Of the total population aged 25 to 64 years of age, nearly 71% had a post-secondary education. Of that 71%, 36.9% had a university degree at or above the bachelor level, 20.3% had a college education, 7.4% had a university degree below the bachelor level and 6.0% had a trades certificate or diploma;
- Of those who commuted to work, the predominant mode of transportation was driving a car, truck or van (74.3%), 5.9%, commuted to work as passengers, 15.9% used public transit, 2.3% walked and 0.4% cycled. Mississauga commuters spent an average of 25.9 minutes travelling to work in 2011; and

- The average after-tax individual income for the population 15 years and over was \$34,442 and the average after-tax household income in Mississauga was \$79,229.

2011 Census Report - Ward Profiles

Ward highlights from the 2011 Census are as follows:

- The 2011 population in Mississauga has increased to over 713,000 (excluding the undercount). Of Mississauga's eleven wards, Ward 10 had the largest population change growing 32.1% (17,000 residents) between 2006 and 2011. However, Ward 7 is the most populous of the Wards with a population of 79,905;
- The city is becoming increasingly diverse. The largest percentage of recent immigrants reside in Ward 7 (14.3%) while Ward 5 had the largest visible minority population (75.1%) of which more than half were South Asian;
- Detached houses are the dominant structure across the city. Ward 7 had the greatest percentage of apartment units (68.1%);
- Mississauga remains a family oriented city. Ward 10 had the largest proportion of the population that were married and not separated (61.9%); and
- Ward 2 had the highest average after-tax household income (\$101,171) and the highest average dwelling value (\$580,225).

2014 Vacant Lands Report

The Vacant Lands Report (summary attached as Appendix 1) assists in:

- growth forecast preparation and monitoring;
- official plan development and monitoring; and
- economic development initiatives.

Highlights of the 2014 Vacant Lands Report are as follows:

- The total area of vacant lands is 1,132 ha (2,798 acres), a decrease of 6% when compared with the previous year;
- Vacant lands as a percentage of the city land area is now 3.9% compared to 4.1% in 2013;
- Number of vacant sites is 529, a decrease of 4.7% when compared with the previous year of 555 sites;
- The number of vacant sites greater than 20 hectares (50 acres) totals 10;
- The total vacant land area with development applications is 314 ha (776 acres), 27.7% of the total vacant area;
- Vacant lands designated Business Employment or Industrial is 847 ha (2,093 acres), a decrease of 5.5 % when compared with the previous year;
- Vacant sites located in Employment Areas, Corporate Centres and Downtown total 909 ha (2,245 acres), 80% of the total vacant lands area. Other Character Areas contain 223 ha (551 acres);
- Vacant land area constrained by Natural Areas Sites totals 69 ha (170 acres);
- Vacant land area in Ward 5 is 34% of the city-wide vacant area; and
- Vacant lands within Intensification Areas totals 479 ha (1,183 acres), 42% of the city-wide vacant lands area.

2014 Existing Land Use Report

The 2014 Existing Land Use Report (summary attached as Appendix 2) indicates how lands within the city are used. The existing land use was updated through site checks conducted in the fall of 2013. The existing land use reporting assists in:

- growth forecast preparation and monitoring; and
- official plan development and monitoring.

Highlights of the 2014 Existing Land Use Report are as follows:

- The total area of Mississauga is 29,214 ha (72,188 ac);
- Nearly a third of the city, 29.2% (8,540 ha/21,090 ac) is residential land;
- Transportation rights-of-way account for 20.4% (5,970 ha/14,760 ac) of land in the city;
- Business employment and industrial lands represent 15.2% (4,450 ha/11,010 ac);
- Open space and greenbelt land account for 11.4% (3,340 ha/8,250 ac); and
- School, public and institutional lands represent 9.2% (2,690 ha/6,650 ac).

City of Mississauga Age Structure Forecast 2011-2041

Age structure forecasts (attached as Appendix 3) assist in:

- planning of age related services in Mississauga, such as recreation programs, library programs; and
- land use planning.

Key trends in Mississauga's age structure forecasts are as follows:

- The most significant trend in Mississauga's age structure forecast is the aging of the Baby Boomer generation, who are currently between the ages of 49 and 68;
- Mississauga's population is forecasted to reach 878,000 by 2041, with an approximately equal distribution between males and females;
- In 2011, the age group 65 and older represented 11.2% of the population. Those 65 and older are forecasted to account for 26.4% of Mississauga's population by 2041;
- In the near term, to the year 2021, age groups that are forecasted to see an increase in population include: 0 to 9 years, 25 to 34 years and those 55 and older; and
- To the year 2021, age groups that are forecast to see declines in population include: 10 to 24 years and 35 to 54 years.

Additional information regarding the City of Mississauga age structure can be found on the website at mississauga.ca/data.

STRATEGIC PLAN: These annual reports assist with the monitoring of the Strategic Plan action plans, Mississauga Official Plan and Focus on Mississauga report.

FINANCIAL IMPACT: Not Applicable.

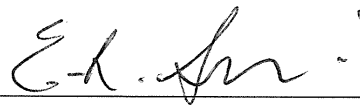
CONCLUSION: Collection, analysis, annual reporting and providing access to statistical information regarding the demographic characteristics of the population and the use and supply of land in the city is important to meet the needs of internal and external clients.

ATTACHMENTS:

- Appendix 1: 2014 Vacant Lands
Appendix 2: 2014 Existing Land Use
Appendix 3: City of Mississauga Age Structure Forecast 2011-2041

Available at mississauga.ca/data

- 2011 Census Results: National Household Survey
- 2011 Census Results: Ward Highlights
- 2011 Census Results: Ward 1 Profile
- 2011 Census Results: Ward 2 Profile
- 2011 Census Results: Ward 3 Profile
- 2011 Census Results: Ward 4 Profile
- 2011 Census Results: Ward 5 Profile
- 2011 Census Results: Ward 6 Profile
- 2011 Census Results: Ward 7 Profile
- 2011 Census Results: Ward 8 Profile
- 2011 Census Results: Ward 9 Profile
- 2011 Census Results: Ward 10 Profile
- 2011 Census Results: Ward 11 Profile



Edward R. Sajecki

 Commissioner of Planning and Building

Prepared By: Steve Czajka, Manager of Information Planning, OLS,
OLIP

2014 VACANT LANDS

VACANT LANDS OVERVIEW

AREA OF VACANT SITES
(HECTARES/ACRES)

▼ 5.9%

1,132 ha/2,798 acres

PERCENTAGE OF CITY LAND
AREA THAT IS VACANT

3.9%

NUMBER OF VACANT SITES

529 ▼ 4.7%

VACANT SITES LARGER
THAN 20 HECTARES (50 ACRES)

10

VACANT LAND WITHIN
INTENSIFICATION AREAS
AS A PERCENTAGE OF
TOTAL VACANT LAND AREA

42.3%

VACANT LAND IN WARDS 5
AS A PERCENTAGE OF TOTAL
VACANT LAND AREA

34.3%

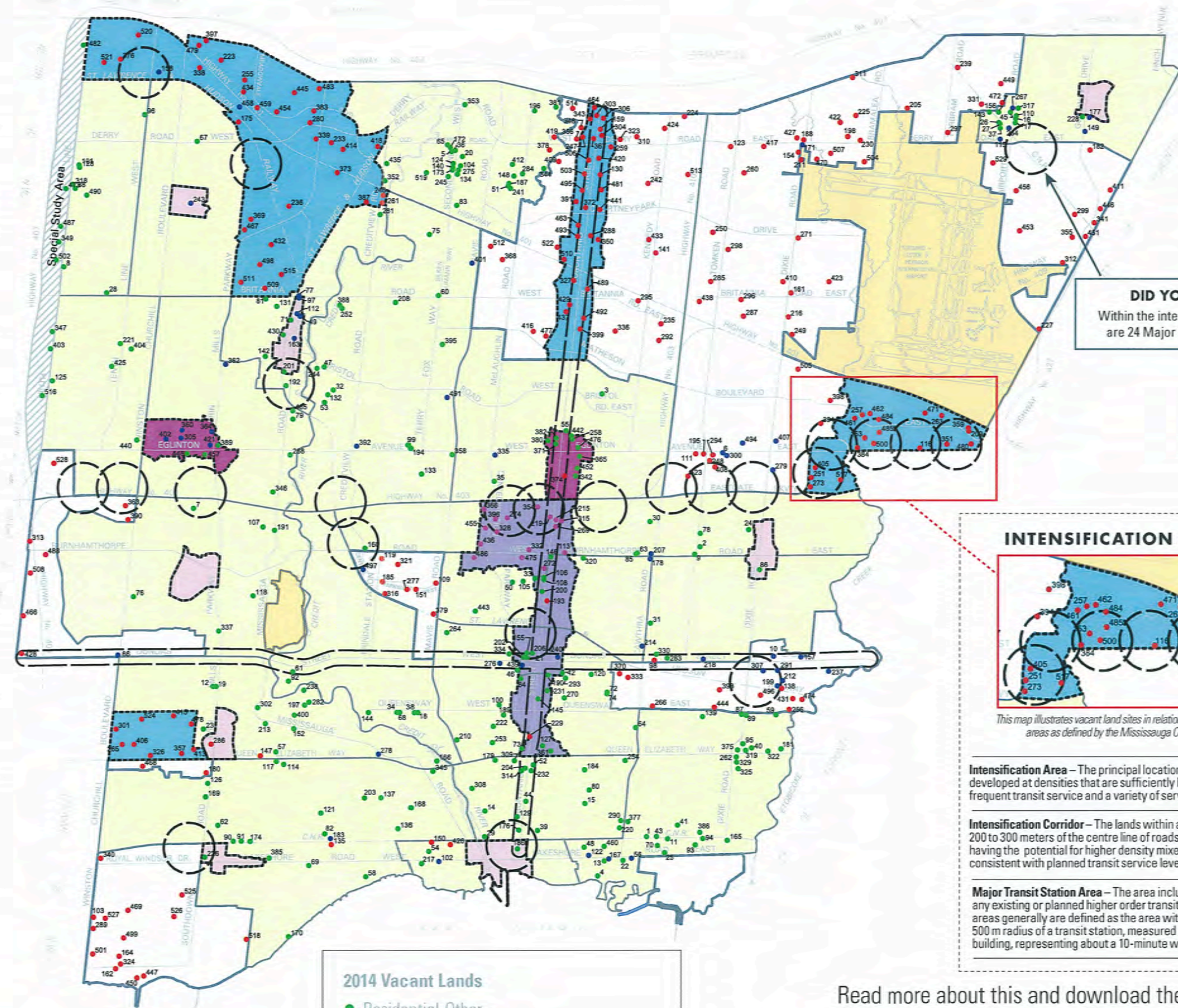
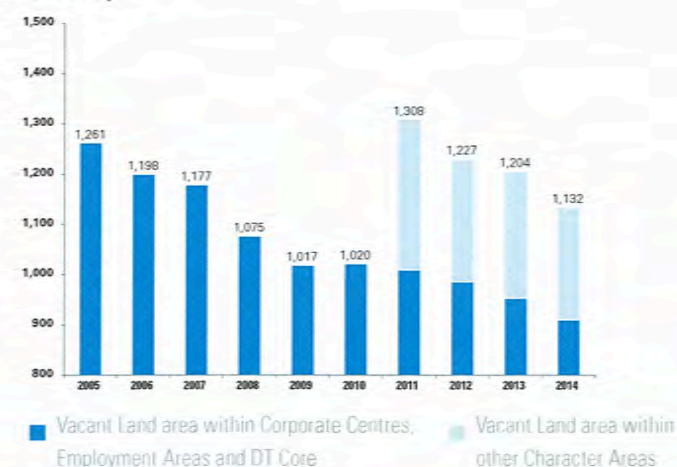
VACANT LAND DESIGNATED
BUSINESS EMPLOYMENT AND
INDUSTRIAL (HECTARES/ACRES)

847 ha/2,093 acres

VACANT LAND AREA WITHIN
NATURAL AREAS SYSTEM
(HECTARES/ACRES)

69 ha/170 acres

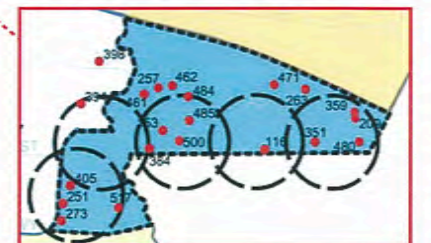
VACANT LANDS TREND (HECTARES)
(2005-2014)



DID YOU KNOW?

Within the intensification areas there are 24 Major Transit Station Areas.

INTENSIFICATION AREAS



This map illustrates vacant land sites in relation to intensification areas as defined by the Mississauga Official Plan.

Intensification Area – The principal location for future growth, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities.

Intensification Corridor – The lands within approximately 200 to 300 meters of the centre line of roads identified as having the potential for higher density mixed-use development consistent with planned transit service levels.

Major Transit Station Area – The area including and around any existing or planned higher order transit station. Station areas generally are defined as the area within an approximate 500 m radius of a transit station, measured from the station building, representing about a 10-minute walk.

Read more about this and download the KML map at mississauga.ca/data

mississauga
data

MISSISSAUGA
Leading today for tomorrow

2014 EXISTING LAND USE

EXISTING LAND USE OVERVIEW

TOTAL AREA OF MISSISSAUGA
(HECTARES/ACRES)

29,214 ha
72,188 acres

PERCENTAGE OF LAND IN
DOWNTOWN MISSISSAUGA
COMPRISING APARTMENTS

20.2%

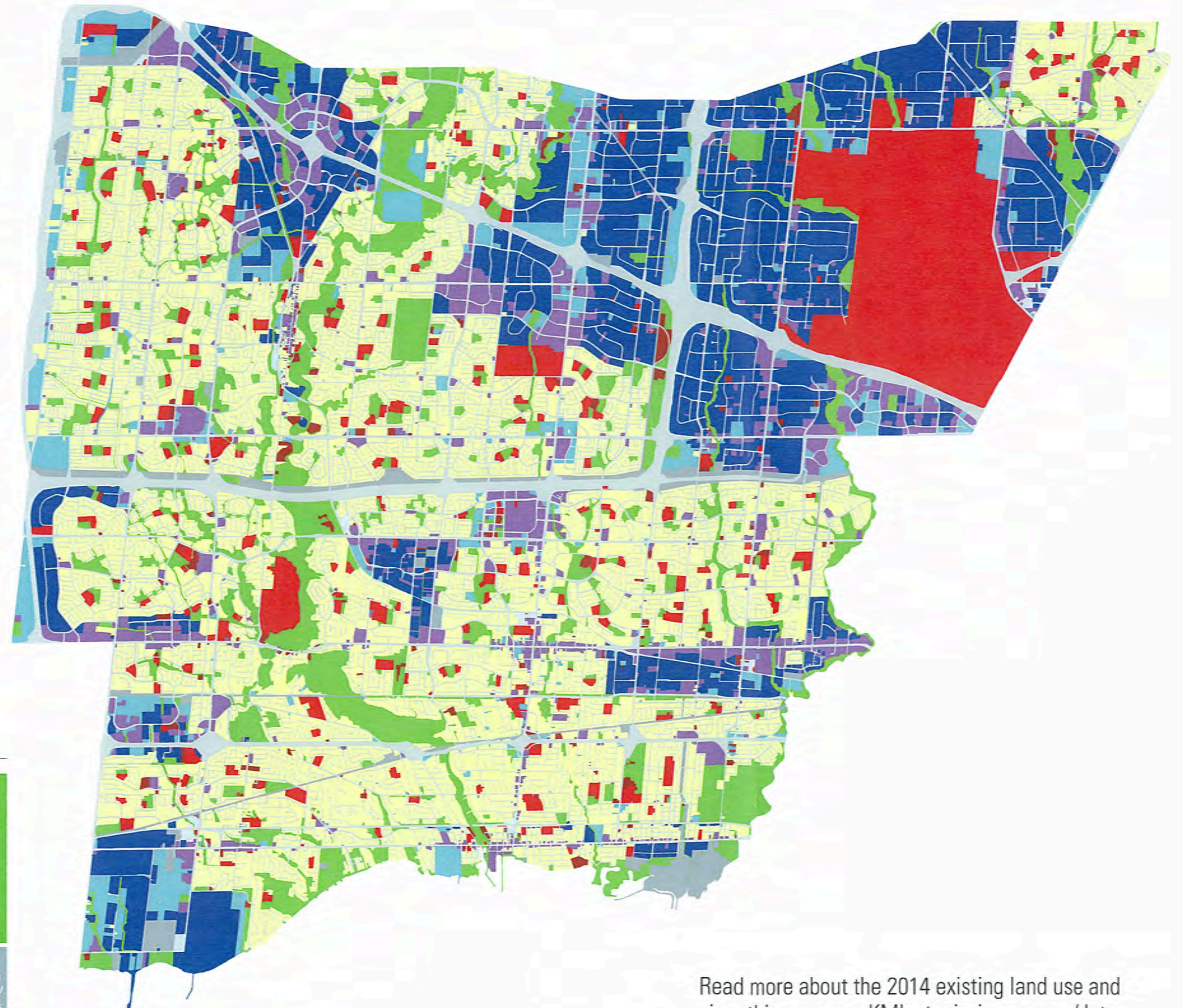
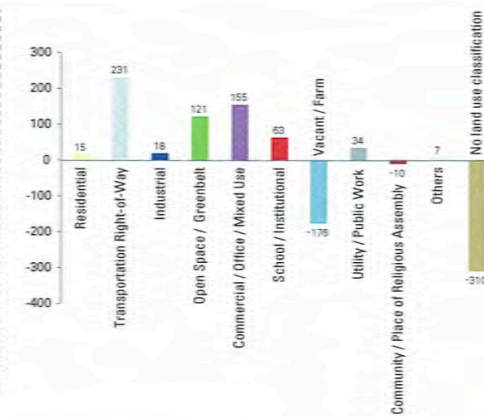
PERCENTAGE OF LAND
COMPRISING SEMI-DETACHED
HOMES IN NEIGHBOURHOODS

6.2%

PERCENTAGE OF VACANT
LANDS LOCATED IN
EMPLOYMENT AREAS

45.6%

EXISTING LAND USE CHANGE
IN HECTARES (2008-2014)



29.2%
RESIDENTIAL
8,540 ha (21,090 acres)

15.2%
INDUSTRIAL
4,450 ha (11,010 acres)

11.4%
**OPEN SPACE/
GREENBELT**
3,340 ha (8,250 acres)

20.4%
**TRANSPORTATION
RIGHT-OF-WAY**
5,970 ha (14,760 acres)

9.2%
**SCHOOL/
PUBLIC/
INSTITUTIONAL**
2,890 ha (7,150 acres)

6.4%
**COMMERCIAL/
OFFICE/MIXED USE**
1,860 ha (4,600 acres)

2.3%
**UTILITY/
PUBLIC
WORKS**
670 ha
(1,650 acres)

4.7%
VACANT/FARM
1,360 ha (3,360 acres)

0.9%
COMMUNITY/PLACE OF RELIGIOUS ASSEMBLY
260 ha (640 acres)

0.2% | 70 ha (180 acres)

Read more about the 2014 existing land use and
view this map as a KML at mississauga.ca/data

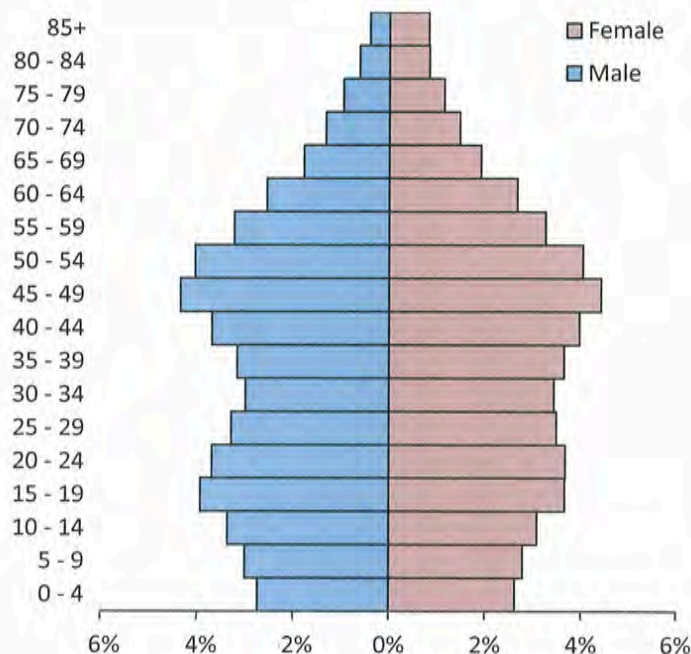
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MISSISSAUGA
Leading today for tomorrow

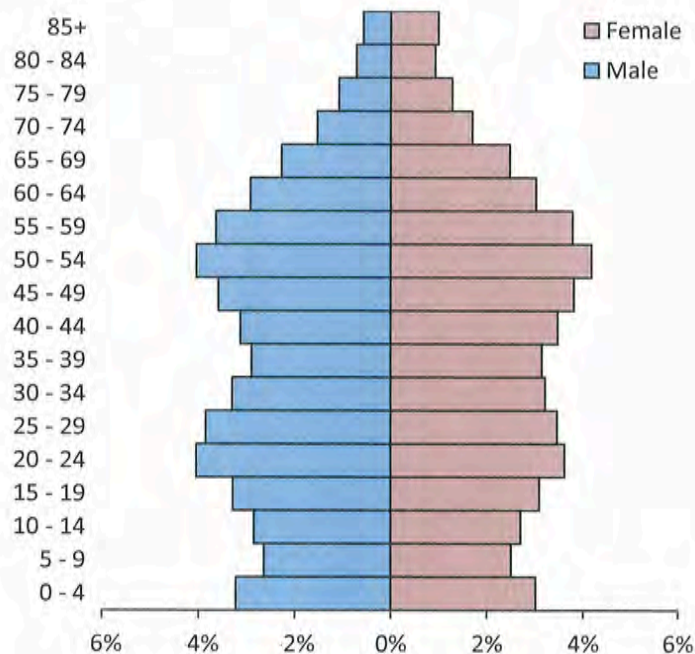
City of Mississauga Age Structure Forecast 2011-2041

Appendix 3

2011			
	Total	Male	Female
0 - 4	39,800	20,300	19,500
5 - 9	43,000	22,300	20,700
10 - 14	47,900	25,000	22,900
15 - 19	56,400	29,200	27,200
20 - 24	54,700	27,400	27,300
25 - 29	50,300	24,400	25,900
30 - 34	47,700	22,200	25,500
35 - 39	50,600	23,500	27,100
40 - 44	56,900	27,400	29,500
45 - 49	65,100	32,300	32,800
50 - 54	60,000	30,000	30,000
55 - 59	48,200	24,000	24,200
60 - 64	38,700	18,900	19,800
65 - 69	27,400	13,200	14,200
70 - 74	20,700	9,800	10,900
75 - 79	15,600	7,100	8,500
80 - 84	10,800	4,600	6,200
85+	9,000	3,000	6,100
Total	742,700	364,600	378,100



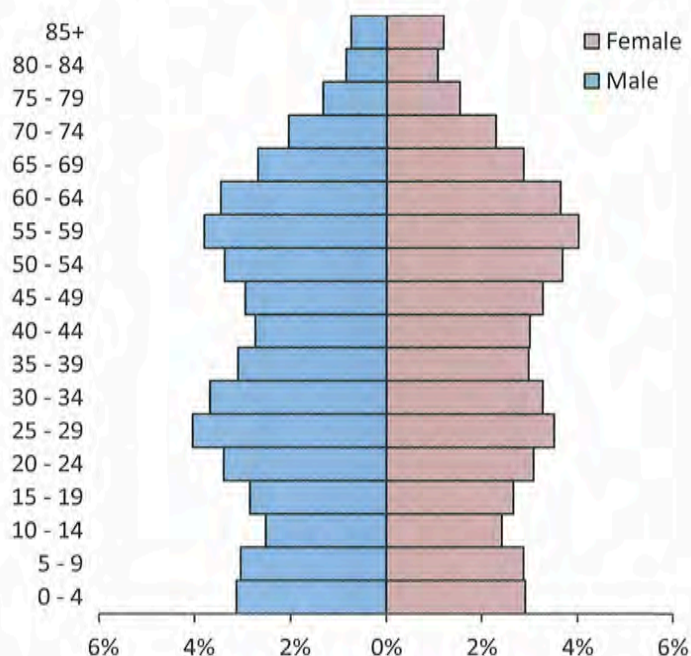
2016			
	Total	Male	Female
0 - 4	47,800	24,700	23,100
5 - 9	39,300	20,200	19,200
10 - 14	42,500	21,800	20,700
15 - 19	48,900	25,200	23,700
20 - 24	58,700	31,000	27,700
25 - 29	56,000	29,500	26,500
30 - 34	49,900	25,300	24,600
35 - 39	46,300	22,200	24,100
40 - 44	50,600	24,000	26,600
45 - 49	56,700	27,500	29,200
50 - 54	63,000	31,000	32,000
55 - 59	56,900	27,900	29,000
60 - 64	45,600	22,400	23,200
65 - 69	36,400	17,400	19,000
70 - 74	24,600	11,700	13,000
75 - 79	18,100	8,300	9,800
80 - 84	12,500	5,500	7,100
85+	12,000	4,400	7,600
Total	765,900	379,900	386,000



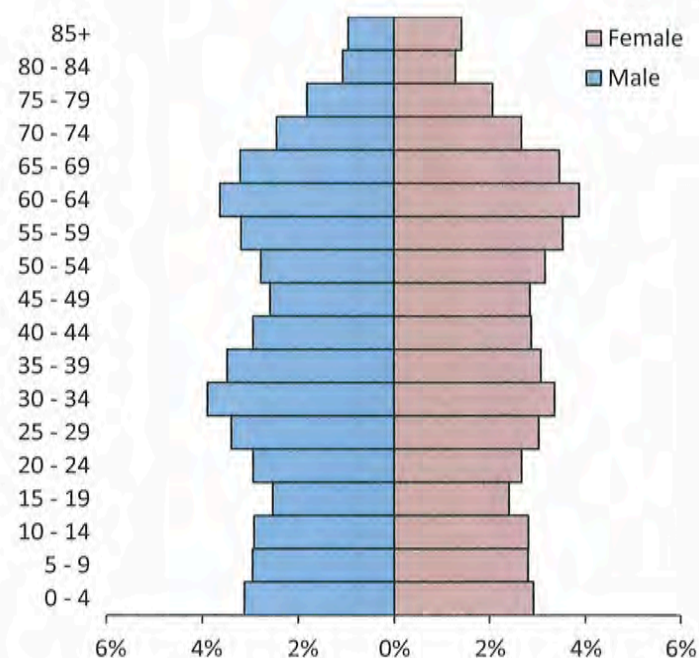
City of Mississauga Age Structure Forecast 2011-2041

Appendix 3

2021			
	Total	Male	Female
0 - 4	47,400	24,500	22,900
5 - 9	46,400	23,800	22,600
10 - 14	38,700	19,700	19,000
15 - 19	43,200	22,300	20,900
20 - 24	50,900	26,600	24,200
25 - 29	59,300	31,700	27,600
30 - 34	54,600	28,900	25,700
35 - 39	47,700	24,300	23,400
40 - 44	45,200	21,500	23,600
45 - 49	48,700	23,100	25,700
50 - 54	55,400	26,500	28,900
55 - 59	61,300	29,900	31,500
60 - 64	55,900	27,200	28,600
65 - 69	43,600	21,100	22,500
70 - 74	34,000	16,100	18,000
75 - 79	22,400	10,400	12,000
80 - 84	15,100	6,700	8,400
85+	15,200	5,900	9,300
Total	784,800	390,000	394,800



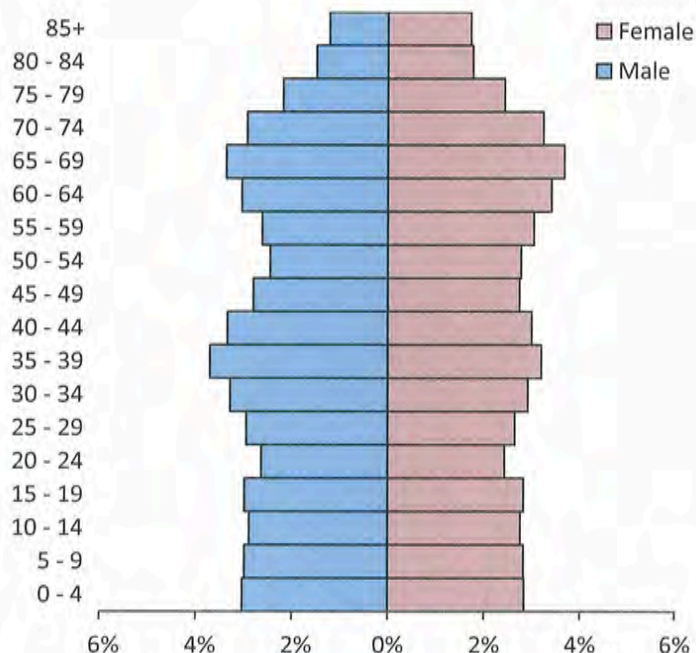
2026			
	Total	Male	Female
0 - 4	48,600	25,100	23,500
5 - 9	46,400	23,800	22,600
10 - 14	46,200	23,500	22,700
15 - 19	39,700	20,400	19,400
20 - 24	45,200	23,700	21,500
25 - 29	51,700	27,300	24,400
30 - 34	58,400	31,300	27,100
35 - 39	52,800	28,000	24,800
40 - 44	46,900	23,700	23,200
45 - 49	43,800	20,800	23,000
50 - 54	47,800	22,300	25,500
55 - 59	54,100	25,600	28,500
60 - 64	60,400	29,200	31,200
65 - 69	53,700	25,800	27,900
70 - 74	41,100	19,700	21,500
75 - 79	31,300	14,600	16,700
80 - 84	19,000	8,600	10,400
85+	19,000	7,700	11,400
Total	806,000	401,000	404,900



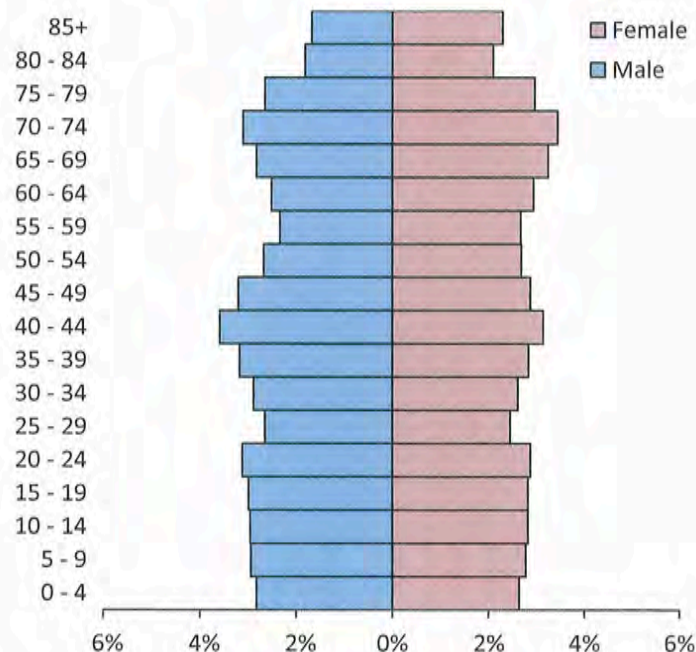
City of Mississauga Age Structure Forecast 2011-2041

Appendix 3

2031			
	Total	Male	Female
0 - 4	48,600	25,100	23,500
5 - 9	48,100	24,700	23,400
10 - 14	46,800	23,900	22,900
15 - 19	48,100	24,700	23,400
20 - 24	41,900	21,800	20,100
25 - 29	46,300	24,400	21,900
30 - 34	51,400	27,200	24,200
35 - 39	57,100	30,700	26,500
40 - 44	52,400	27,700	24,800
45 - 49	45,900	23,200	22,700
50 - 54	43,300	20,300	23,000
55 - 59	46,900	21,700	25,200
60 - 64	53,500	25,200	28,300
65 - 69	58,300	27,900	30,500
70 - 74	51,100	24,300	26,800
75 - 79	38,200	18,100	20,100
80 - 84	27,000	12,300	14,700
85+	24,300	10,100	14,300
Total	829,100	413,000	416,200



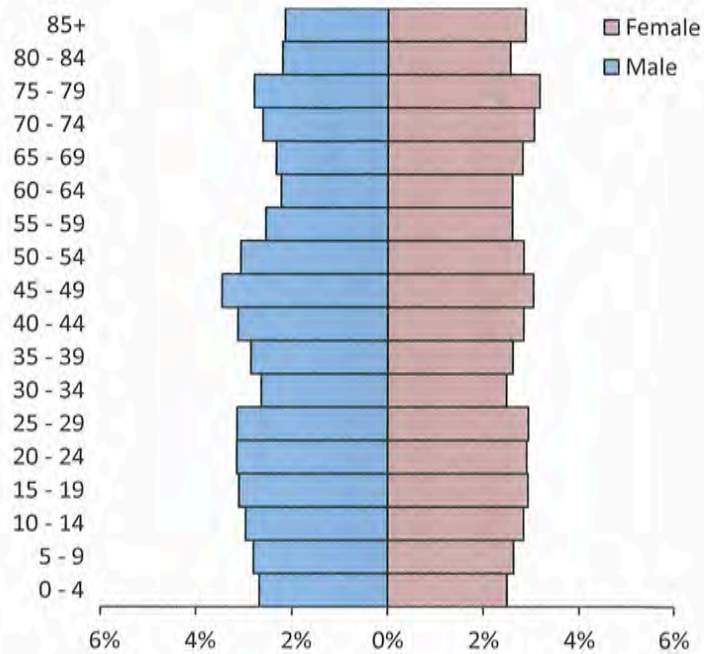
2036			
	Total	Male	Female
0 - 4	46,600	24,100	22,500
5 - 9	48,800	25,100	23,700
10 - 14	49,300	25,200	24,100
15 - 19	49,600	25,500	24,100
20 - 24	51,100	26,600	24,500
25 - 29	43,500	22,600	20,900
30 - 34	46,900	24,600	22,300
35 - 39	51,300	27,100	24,200
40 - 44	57,400	30,600	26,800
45 - 49	51,800	27,300	24,500
50 - 54	45,700	22,800	22,900
55 - 59	42,700	19,900	22,800
60 - 64	46,500	21,400	25,100
65 - 69	51,800	24,100	27,700
70 - 74	55,900	26,500	29,400
75 - 79	47,900	22,600	25,300
80 - 84	33,300	15,500	17,900
85+	33,900	14,300	19,600
Total	853,900	425,600	428,400



City of Mississauga Age Structure Forecast 2011-2041

Appendix 3

2041			
	Total	Male	Female
0 - 4	45,400	23,500	21,900
5 - 9	47,700	24,600	23,100
10 - 14	50,900	26,000	24,900
15 - 19	53,000	27,300	25,700
20 - 24	53,200	27,700	25,500
25 - 29	53,400	27,600	25,800
30 - 34	45,000	23,200	21,800
35 - 39	48,000	25,100	22,900
40 - 44	52,400	27,500	24,900
45 - 49	57,100	30,400	26,700
50 - 54	51,900	27,000	24,900
55 - 59	45,200	22,400	22,800
60 - 64	42,400	19,600	22,800
65 - 69	45,100	20,500	24,700
70 - 74	49,800	23,000	26,800
75 - 79	52,400	24,600	27,800
80 - 84	41,800	19,400	22,400
85+	44,000	18,900	25,200
Total	878,400	438,000	440,500





Corporate Report

Clerk's Files

Originator's
FilesCD.07.MIS
(Phase II)

DATE: June 3, 2014

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

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Mississauga Parking Strategy – Phase II: Port Credit and Lakeview – Final Report - Report on Comments**

- RECOMMENDATION:**
1. That Section 10 Conclusions and Recommendations and Figure 14: Action Plan from the “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview – Final Report”, prepared by BA Consulting Group, dated June 2014, be endorsed as a guideline for managing and expanding municipal parking resources in Port Credit and Lakeview and future amendments to the Zoning By-law.
 2. That the required amendments to the Fees and Charges By-law and the Corporate Policy and Procedure regarding the establishment of a Lakeview category related to the Payment-in-lieu of Off-Street Parking be undertaken.

**REPORT
HIGHLIGHTS:**

- The Strategy was finalized by BA Consulting Group based on comments received through the departmental circulation and public consultation process.
- The Conclusions, Recommendations and Action Plan outlined in the Strategy will guide the development and management of existing and future municipal parking resources in Port Credit and

the Lakeshore Road corridor through Lakeview and support the development visions for those communities.

- Transportation and Works has completed a Phase One Feasibility Investigation of the potential sites identified for building expanded parking facilities. Based on the costs associated with conducting further supplementary studies and that demand for additional parking facilities in Port Credit is not expected in the near future, undertaking further work related to feasibility studies is not recommended.

BACKGROUND:

On July 3, 2013, City Council considered the report titled “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview”, dated June 4, 2013 (Appendix 1), from the Commissioner of Planning and Building and adopted the following recommendations:

1. That the report titled “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview” dated June 4, 2013, from the Commissioner of Planning and Building, be circulated to stakeholders within the Port Credit and Lakeview communities for comment.
2. That the Transportation and Works Department undertake feasibility studies to confirm future public parking garage locations in Port Credit.
3. That the Transportation and Works Department initiate the development of a business plan for existing and future parking development and operations; including a capitalization, financial and implementation plan, for Port Credit and Lakeview.

COMMENTS:

Circulation and Public Consultation

A draft of the “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview”, prepared by BA Consulting Group, was circulated to departments for comment in October 2012. The Strategy was modified, and a revised draft, dated April 2013, was presented to City Council in July 2013 and subsequently to the public for comment.

The public consultation program included:

- a key stakeholder meeting held on September 10, 2013 where presentations were made by staff and BA Consulting Group. Members of the Port Credit Local Advisory Panel, Lakeview Local Advisory Panel, Port Credit BIA and a group representing cultural interests were invited to attend;
- a Community Open House held on October 10, 2013 where key information boards were available and presentations were made by staff and BA Consulting Group. All residents and business owners in Port Credit and Lakeview, located south of the Canadian National Railway, were invited to attend;
- an update meeting with the Port Credit BIA on April 14, 2014; and
- a project specific City website where the draft Strategy was available and comments could be forwarded to the Planning and Building Department.

Changes to the “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview”

Attached as Appendix 2 is a summary of the key issues and comments raised through the circulation and public consultation process, staff’s response, and, where appropriate, revisions undertaken to the “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview – Final Report”, prepared by BA Consulting Group, dated June 2014 (under separate cover).

The comments are grouped by issue and the Section number refers to the final Strategy. Where modifications to the Strategy were undertaken, deletions are shown as “~~strikeouts~~” and additions are “*in italics and underlined*”.

Key issues raised during the consultation process are discussed below; however, Appendix 2 should be referred to for a more complete summary of issues and changes made to the final Strategy.

1. Port Credit – Charging for Public Parking

The extent to which the parking in Port Credit should be managed through pay for parking has been raised by various stakeholders. Some agree that pay for parking is necessary and should be expanded to off-street lots, with extended hours, while others suggest that additional pay for parking and increased fees may result in fewer visitors and shoppers to the area.

The Strategy recommends expanding the pay for parking environment in Port Credit to include off-street lots and extend the time period for paid parking. This will allow for proactive planning for future parking facilities, generate revenue to fund future capital repair costs for existing parking facilities and fund Transportation Demand Management (TDM) initiatives such as facilitating the implementation of car share services. The long term municipal parking goal is to continue to provide good service to residents, businesses and visitors with a self-sustaining parking management system.

2. Possible Locations for New Municipal Parking

Concern was raised regarding the identification of the Port Credit Library parking lot as a potential location for a new parking structure.

The Strategy identifies many potential locations for new municipal parking. Transportation and Works has completed Phase One Feasibility Investigations of all the potential sites. More detailed supplementary studies will be conducted in the future when the demand for municipal parking increases in Port Credit and the need becomes imminent.

3. Free Parking in December

Concern was raised with the suggestion of discontinuing the practice of permitting free municipal parking in Port Credit through the month of December.

Incentives for shopping in Port Credit in December are vital to the economic success of main street businesses. The Strategy does not recommend discontinuing the practice of permitting a parking 'free holiday' within the implementation time period of this study. Further,

the Strategy was revised to indicate that additional public consultation with the business community would be required prior to a change in the holiday provision.

4. Request for Long Term (Overnight) Parking in Port Credit

Several Port Credit residents requested more municipal long term or overnight parking due to insufficient on-site facilities.

The Strategy recommends implementation of monthly paid parking for the general public on municipally owned lands. The Transportation and Works Department will be undertaking the development of a citywide Parking Master Plan that will include a component related to the possible introduction of on-street permit parking in Mississauga. The input provided by Port Credit residents in this regard will be forwarded for consideration through the Parking Master Plan.

Status of Feasibility Studies and Business Plan

Transportation and Works has completed a Phase One Feasibility Investigation of the potential sites for building expanded parking facilities as described in the Parking Strategy. The Phase One Feasibility Investigation included a preliminary review of environmental, geotechnical, traffic, and ownership conditions associated with each site.

After reviewing the results of the Phase One Feasibility Investigation, Transportation and Works concluded that each site requires detailed study to accurately estimate the site mitigation, capital construction, long term operating, and potential acquisition/partnership costs associated with the proposed parking facility locations. Costs associated with conducting the required supplementary studies are estimated to be between \$50,000 and \$100,000 per site.

Based on Port Credit's current parking utilization rate, demand for additional parking facilities, and the estimated cost of completing the required supplementary studies; Transportation and Works has

determined that undertaking a detailed feasibility study for the potential sites for building expanded parking facilities is not recommended at this time.

Transportation and Works will continue to utilize the Action Plan contained in the Strategy as a guideline for managing and expanding municipal parking resources in Port Credit and Lakeview.

The business plan for parking development and operations will be conducted in accordance with the Action Plan and the citywide Parking Master Plan, which is currently in development.

Key Conclusions and Recommendations and Strategy Implementation

Section 10 of the final Strategy contains the key Conclusions and Recommendations and is attached to this report in Appendix 3. The implementation of the Strategy is outlined in Appendix 4, Phase II Parking Strategy Action Plan. The Action Plan identifies the recommendations and timing for implementation and the department(s) that will lead the action.

STRATEGIC PLAN: The Conclusions and Recommendations of the “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview – Final Report” are consistent with and respond to four of the Strategic Pillars for Change in the City’s Strategic Plan. These are Developing a Transit-Oriented City, Completing Our Neighbourhoods, Cultivating Creative and Innovative Businesses, and Living Green.

FINANCIAL IMPACT: Recommendations resulting from the “Mississauga Parking Strategy - Phase II: Port Credit and Lakeview – Final Report” could have a significant financial impact, depending on future City Council decisions.

The Strategy presents two key recommendations for financing the Port Credit parking operation. The first is to set a monetary goal to fund a future parking garage; and, second to increase parking revenues to help finance existing and future parking and TDM initiatives. Immediate consideration should be given to implementing the revenue generating recommendations, most importantly, the introduction of

paid parking in all municipal off-street lots that service the main commercial area. Given that the capital budget does not include funding for a parking structure in Port Credit, this proactive approach will help to ensure the City is financially prepared to address future parking needs.

The Lakeview area has minimal public parking, thus there is limited opportunity for revenue generation through paid parking to help in funding future municipal parking. The City should begin to look for opportunities to provide new off-street parking by utilizing Payment-in-Lieu of Off-Street Parking funds to purchase properties, partnering with the private sector as part of development requirements, and through Section 37 bonusing provisions.

A business plan for parking development and operations will be conducted in accordance with the Action Plan and the citywide Parking Master Plan, currently in development, to validate the revenue and cost assumptions.

CONCLUSION:

The “Mississauga Parking Strategy – Phase II: Port Credit and Lakeview - Final Report”, dated June 2014, was finalized by BA Consulting Group based on comments received through the departmental circulation and public consultation process.

The Strategy approaches the management of parking in a comprehensive manner considering aspects related to good urban design, sustainable economic development and transportation demand management principles. The key Conclusions and Recommendations, as summarized in Section 10 of the Strategy (Appendix 3), support the established vision of an evolving urban village for Port Credit, and strengthening the community in Lakeview.

As outlined in the Action Plan (Appendix 4), some of the recommendations will be implemented in the next couple of years (e.g. reduced parking standards), others will be undertaken in the longer term (e.g. potential construction of a new parking structure), while others will be on-going (e.g. engagement with the Port Credit Business Improvement Area).

ATTACHMENTS:

Under separate cover: "Mississauga Parking Strategy – Phase II: Port Credit and Lakeview – Final Report", dated June 2014, prepared by BA Consulting Group.

Appendix 1: Corporate Report: "Mississauga Parking Strategy – Phase II: Port Credit and Lakeview", dated June 4, 2013

Appendix 2: Response to Comments Table – Draft Port Credit and Lakeview Parking Strategy

Appendix 3: Excerpt from the "Mississauga Parking Strategy – Phase II: Port Credit and Lakeview – Final Report", dated June 2014: Section 10 Conclusions and Recommendations

Appendix 4: Excerpt from the "Mississauga Parking Strategy – Phase II: Port Credit and Lakeview – Final Report", dated June 2014: Figure 14: Phase II Parking Strategy Action Plan



Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Teresa Kerr, Policy Planner

CITY OF MISSISSAUGA PARKING STRATEGY - PHASE II PORT CREDIT & LAKEVIEW

Final Report

*Prepared for:
The City of Mississauga*

June 2014



**Movement
In Urban
Environments**

Executive Summary

The City of Mississauga has recognized that parking can be a powerful tool to achieve a variety of community objectives. Through Phase I - Parking Strategy for Mississauga City Centre, the City has begun to change the way in which parking is managed in its more dense urban environments. Phase II of the Parking Strategy focuses on two established communities along Mississauga's Lakeshore Road: Port Credit and Lakeview.

The purpose of the Phase II study is to build upon the findings of Phase I and to develop an effective Parking Strategy for the Port Credit and Lakeview areas that supports the City's urban design, economic, land use and transportation objectives.

Phase II provides a comprehensive review of the existing parking context in both Port Credit and Lakeview and includes detailed recommendations that will allow the City to meet its objectives. Key issues addressed in this report include:

- whether the City's existing public parking supply in Port Credit is sufficient to meet the existing demand;
- locations where the City could build additional public parking to facilitate future development;
- guidance on how the City should approach parking in Lakeview in order to foster the development of a new commercial main street area along Lakeshore Road East in Lakeview;
- how much new off-street municipal parking the City should provide in Lakeview to foster development of commercial uses along Lakeshore Road East;
- recommended modifications to the parking supply rates in the Zoning By-law that will encourage development in the main street areas of Port Credit and Lakeview;
- ways in which the City can foster cultural uses in Port Credit and Lakeview such as art galleries, museums, cultural group offices, heritage buildings, street festivals, and the Transformative Parking Space project;
- whether the City is currently running a surplus or loss on the existing parking system in Port Credit and ways to adjust current financial practices to improve the financial performance of the overall parking system;
- potential parking revenue initiatives in Port Credit to fund additional municipal parking resources and TDM programs, including potential new locations for paid on-street parking;
- recommended bicycle parking supply and end of trip requirements for commercial developments and implementation recommendations;
- Transportation Demand Management (TDM) objectives to ensure the parking strategy is linked to supporting transit use and active transportation; and
- an action plan for implementing the parking strategy.

A detailed summary of Conclusions and Recommendations are set out in Section 10.0 of this report. An Action Plan follows in Section 11.0.

BA Group wishes to thank the City of Mississauga for the opportunity to develop this parking strategy and looks forward to its implementation.

Table of Contents

1.0	INTRODUCTION	1
1.1	Overview	1
1.2	Study Purpose	1
2.0	BACKGROUND	3
2.1	Area Context	3
2.2	Background Studies	5
2.3	Existing Zoning By-Law Requirements	12
2.4	Payment-in-Lieu (PIL) of Off-Street Parking Policy	12
3.0	PORT CREDIT PLANNING AREA	16
3.1	Existing Conditions	16
3.2	Existing Parking Demand	21
3.3	Future Changes in Parking Demand	35
3.4	Future Changes in Parking Supply	40
3.5	Summary of Potential Future Parking Changes	44
3.6	Potential Future Public Parking Options	45
3.7	Additional On-Street Pay Parking Zones	49
3.8	Discussion and Recommended Next Steps	49
4.0	LAKEVIEW PLANNING AREA	53
4.1	Existing Conditions	53
4.2	Potential Future Development	54
4.3	Parking Goals for the Lakeview Area	54
4.4	Potential Scope for Municipal Parking Involvement	56
4.5	Discussion and Recommended Next Steps	58
5.0	ZONING BY-LAW CONSIDERATIONS	59
5.1	Port Credit	59
5.2	Lakeview	61
6.0	CULTURAL USES PARKING CONSIDERATIONS	62
6.1	Reduced Parking Standards for Cultural Uses	62
6.2	Parking Exemptions / Concessions for Buildings on Designated Heritage Properties	63
6.3	Manage Parking for Special Events	66
6.4	Support the Transformative Parking Space Project	67
7.0	BICYCLE PARKING CONSIDERATIONS	68
7.1	Recommended Bicycle Parking Requirement	68
7.2	Existing Development Considerations	68
7.3	New Development Requirements	71

7.4	Shower / Change Room Requirements _____	71
8.0	FINANCIAL CONSIDERATIONS _____	73
8.1	Existing Financial Status _____	73
8.2	Recommendations _____	75
9.0	GENERAL MANAGEMENT & OPERATIONAL CONSIDERATIONS _	79
9.1	On-Street Parking Duration _____	79
9.2	Improved Parking Management – the Next Steps _____	79
10.0	CONCLUSIONS AND RECOMMENDATIONS _____	83
11.0	ACTION PLAN _____	93

LIST OF APPENDICES

APPENDIX A:	Detailed Parking Demand Survey Tables
APPENDIX B:	Future Development Calculation Information
APPENDIX C:	Relevant Parking Policies from the New Official Plan
APPENDIX D:	Example Heritage Parking Exemption Policies from Other Municipalities

LIST OF FIGURES

Figure 1:	Port Credit and Lakeview Area Context.....	4
Figure 2:	Port Credit Area Overview.....	17
Figure 3:	Port Credit Planning Zone Boundaries	18
Figure 4:	On-Street Parking Supply and Restrictions	23
Figure 5:	Off-Street Parking Supply	25
Figure 6:	Municipal Off-Street Parking Supply	27
Figure 7:	On-Street Parking Demand and Restrictions.....	29
Figure 8:	Off-Street Parking Demand.....	31
Figure 9:	Future Development Sites in Port Credit	38
Figure 10:	Potential Area Parking Supply Reductions.....	43
Figure 11:	Potential Opportunities For New Municipal Parking.....	48
Figure 12:	Lakeview Area Overview	55
Figure 13:	Bicycle Parking Deployment Recommendations for Port Credit.....	70
Figure 14:	Phase II Parking Strategy Action Plan.....	94

1.0 Introduction

1.1 Overview

Parking is more complicated than it first seems to be. At first glance a parking space is simply a place to store an automobile. Dig deeper however and one will discover that a parking space is an economic driver, an integral part of the transportation system, a critical piece of urban design and can be a revenue generator. The way in which parking is provided in an urban context sets the stage for what type of development takes place around it and how successful those developments are.

Providing parking in Mississauga has historically relied upon 'predict and provide' approaches where individual developments were required to supply enough dedicated on-site parking to accommodate the peak demands of the land use. The parking typically was not to be shared and developments could not utilize street parking to accommodate any demand because streets were traditionally viewed as reserved for the conveyance of vehicles.

The historical approach to parking in Mississauga has led to a spread out development form that is land intensive; primarily because a large portion of every site's area had to be dedicated to parking. The spread out nature of development made users reliant upon the automobile as the only effective method of transportation, which in turn reinforced the need to have abundant parking on-site.

Recently, however, the City has recognized that parking can be a powerful tool to achieve a variety of community objectives. An effective parking management strategy can:

- foster compact urban development and good urban design;
- be an effective way for a municipality to encourage and support economic development;
- provide for a more efficient use of both public and private parking resources;
- encourage sustainable transportation habits such as transit use, carpooling, active transportation, etc.; and
- generate revenue to fund future municipal shared parking and shared TDM projects.

Through Phase I of the Mississauga Parking Strategy, the City has begun to change the way in which parking is managed in its more dense urban environments. Phase I, completed in 2009, focused on the City Centre area. Phase II focuses on two established communities along Mississauga's Lakeshore Road: Port Credit and Lakeview.

1.2 Study Purpose

The purpose of the Phase II study is to build upon the findings of Phase I and to develop an effective Parking Strategy for the Port Credit and Lakeview areas that supports the City's urban design, economic, and land use objectives.

The Request for Proposal (RFP) for Phase II outlined three specific goals:

- develop a comprehensive parking management strategy for the Port Credit Planning District;
- develop a set of strategic parking policies for the Lakeshore Road East Corridor through the Lakeview Planning District; and
- provide an analysis of parking policies related to cultural uses/activities and develop a strategic parking approach that promotes and removes barriers to cultural activities within the study areas.

The City currently plays a significant role in parking for the Port Credit area. This is primarily due to the historic Port Credit commercial node (i.e. 'downtown' Port Credit). Here, the City provides a significant amount of public parking which supports the local businesses as many of the existing historic buildings were constructed with little or no private parking. The public parking also supports the general area activities such as the Credit Village Marina, public library and City's waterfront parks system. In this regard, a key consideration of the Parking Strategy is therefore to confirm whether the current public parking supply is adequate, whether additional public parking is required, and if so, where. Lakeview in comparison does not have a defined commercial node and the City does not yet play a significant role in the parking supply.

Given that the City plays a greater role in the Port Credit parking system, this study will provide additional detail in the Port Credit case. For example, a consideration will be to review the existing public and private parking supply in the area and compare it to the measured existing area parking demand. In the case of Lakeview, this study will focus on providing high level guidance regarding what parking policies should be implemented to support the City's development goals for the area, such as creating a sustainable development form, one that can be reinforced by Transportation Demand Management (TDM) and alternative modes of transportation.

Another important goal of this Phase II study is to undertake an analysis of the role of cultural uses in each of the study areas. Cultural uses are broadly defined and can include many activities such as theatres, parks, art galleries, festivals, restaurants, and places of worship. In an urban context, cultural uses, especially when located in historic areas or buildings, often have to rely upon municipal public parking because they do not have the financial capital or physical space to provide dedicated on-site parking to support the use. The reliance upon public parking is acceptable because it generates economic activity that is beneficial to an area. To support cultural uses in Port Credit and Lakeview, this study will include recommendations on:

- zoning by-law parking supply requirements for cultural uses;
- the reuse and redevelopment of heritage buildings;
- festivals and public events; and
- the Transformative Parking Space project.

2.0 Background

The City of Mississauga is at a crossroad in its development. It has evolved from a suburban community into a major Canadian city. As the remaining 'Greenfield' sites in Mississauga are developed, growth will increasingly depend on the City's potential for intensification and redevelopment and move more towards an urban built form. The Mississauga Official Plan identifies intensification areas, such as the Urban Growth Centre and Community Nodes, where new development and higher densities will be focused. Port Credit has a community node. A community node has also been designated in Lakeview; however, its boundaries have not yet been determined. Consistent with the approach adopted in Phase I, which focused on the City Centre, a different parking philosophy is required in community nodes to support the planned growth.

2.1 Area Context

The relationship of the Port Credit and Lakeview study areas within the City is illustrated on Figure 1.

2.1.1 Port Credit

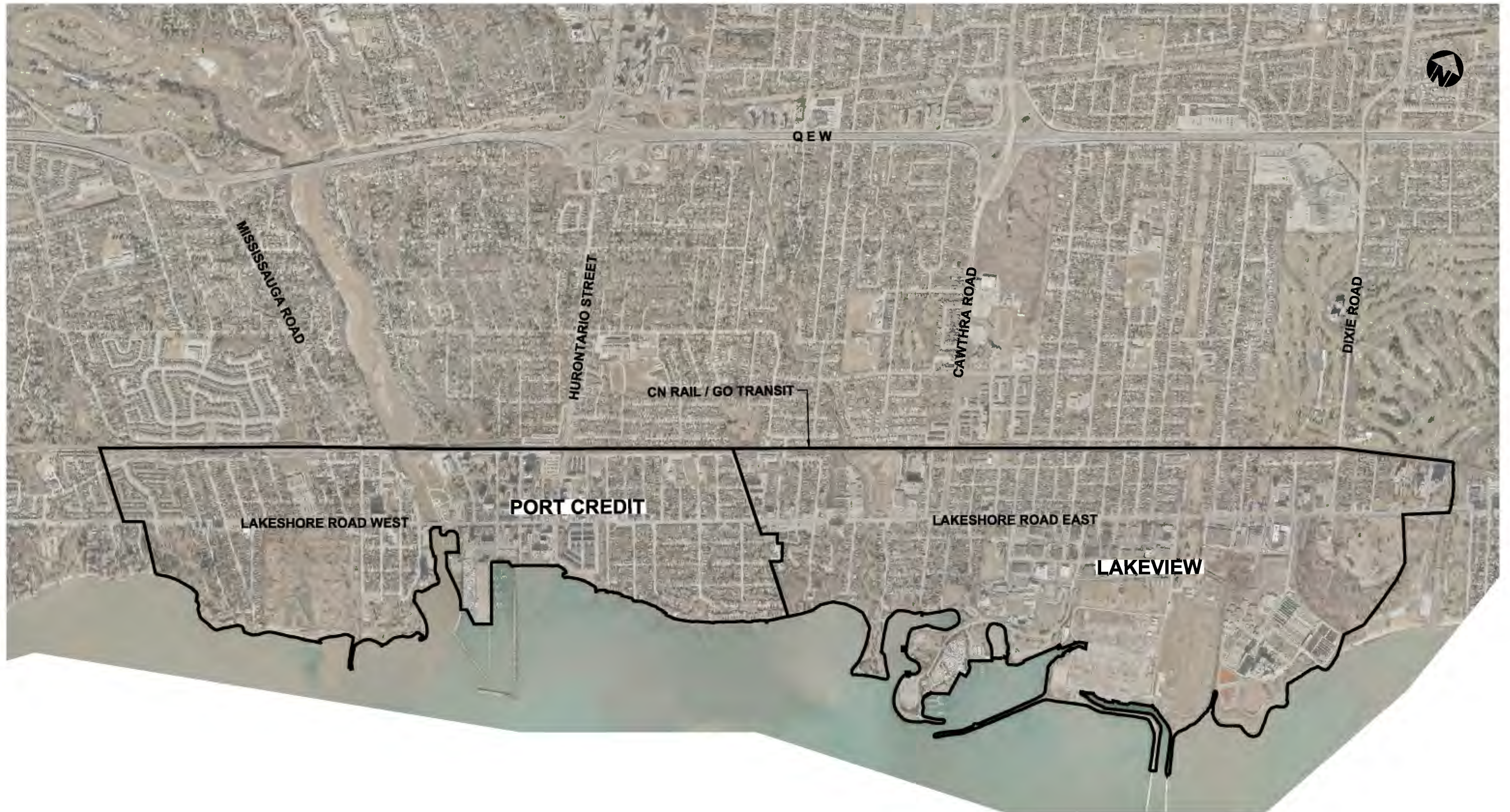
The Port Credit area is Mississauga's historical waterfront village. It is characterised by an established commercial area that extends along Lakeshore Road east and west of Hurontario Street. The Credit River, which is the centre of many of the waterfront based activities, is located to the west of Hurontario Street. Key activity areas include:

- the Port Credit GO Station;
- the Port Credit boat launch, rowing and canoe clubs;
- the Port Credit area restaurants and commercial establishments;
- the area Parks, library and arena;
- the Port Credit Harbour Marina; and
- the Credit Village Marina.

The City operates and maintains several on-street and off-street public parking facilities in the Port Credit area. The parking is provided by the City to support area commercial uses by augmenting private parking supply. It also provides parking for special events, city parks, recreational activities and casual visitors to the area. The City charges for on-street parking along the Lakeshore Road corridor and along some side streets in close proximity to Lakeshore Road. Currently, public off-street parking is free.

2.1.2 Lakeview

The Lakeview area differs from Port Credit in that it does not have an established built-up cohesive commercial area with street related retail uses. While the Lakeview study area is also based around the Lakeshore Road corridor, the area lacks continuity and a focal point. Much of the retail space that exists is separated from Lakeshore Road East by parking. The City currently does not have an active role in the parking supply system in Lakeview. Most of the parking is provided in private off-street lots with some spill over onto side streets and the boulevard adjacent to Lakeshore Road East.



PORT CREDIT AND LAKEVIEW AREA CONTEXT

Other predominant features of Lakeview are the waterfront parks, GE Booth Wastewater Treatment facility, and the former Ontario Power Generation (OPG) Lakeview Power Plant lands. The OPG power plant was demolished several years ago and the site is now vacant awaiting redevelopment. The City has recently undertaken a visioning study to determine what the future redevelopment of the OPG lands might look like. The details of the Lakeview visioning study, known as Inspiration Lakeview, and its relevance to the Phase II Parking Strategy, are summarized in Section 2.2.

2.2 Background Studies

There are many initiatives and background studies that directly inform and define the framework for the Phase II of the Parking Strategy. They include the following:

- Metrolinx Regional Transportation Plan (RTP) / Port Credit Mobility Hub Study;
- Mississauga Strategic Plan;
- Mississauga Official Plan (2011);
- Port Credit and Lakeview Local Area Plan Reviews;
- Hurontario/Main Street Corridor Master Plan / LRT Study;
- Lakeshore Road Corridor (Urban Design) Study;
- Lakeshore Road Transportation Review Study;
- Mississauga Waterfront Parks Strategy;
- City's internal review of key waterfront development sites;
- Inspiration Lakeview;
- Inspiration Port Credit;
- Mississauga Culture Master Plan;
- Mississauga Commercial Area Parking Strategy (1998); and
- Parking Strategy for Mississauga City Centre (2009).

The purpose of this section is to review these background studies and summarize their relevance to the Phase II of the Parking Strategy. A summary of each study is outlined below.

The Metrolinx Regional Transportation Plan & Port Credit Mobility Hub Study

In November 2008, Metrolinx adopted The Big Move – the Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton Area (GTHA). The Big Move provides the blueprint for transforming the regional transportation system over the next 25 years.

The RTP identifies the Port Credit GO station and surrounding area as a Gateway Mobility Hub. In keeping with the RTP the Mississauga Official Plan (2011) identifies the area as a Major Transit Station.

The City, in conjunction with Metrolinx, undertook a study of the Port Credit Mobility Hub which provided background information and informed the preparation of the Port Credit Local Area Plan

(2012). The Mobility Hub Study identified an opportunity for a parking structure (providing up to an additional 500 spaces), and a mixed use development on the GO station's southern parking lot. However, further work is required to determine appropriate development on the site. The parking structure could also be utilized by the City and Metrolinx to support other uses in the area during off-peak times.

The RTP also provides guidance and policies that encourage minimizing parking in intensification areas as a means of supporting Transportation Demand Management (TDM).

Mississauga Strategic Plan

Mississauga City Council has approved a new Strategic Plan that is based on five key pillars that will make Mississauga a dynamic and beautiful global City that celebrates diversity. The Strategic Plan pillars are:

- developing a transit-oriented City
- ensuring youth, older adults, and immigrants thrive;
- completing the City's neighbourhoods;
- cultivating creative and innovative business; and
- living green.

In support of the Strategic Plan, this Parking Strategy reviews the City's existing parking infrastructure in both Port Credit and Lakeview and provides recommendations on how it can utilize its public parking assets to achieve the pillars of the strategic plan, such as supporting a transit-oriented city and creating a model, creative, sustainable waterfront community.

The Strategic Plan also directs the Municipality to seek out ways in which it can bolster, support, foster, and remove barriers to cultural activity in the community. This report discusses how the City can improve current parking policies to support cultural development. Additional information on the Mississauga Cultural Master Plan is set out later in this section.

Mississauga Official Plan (2011)

A new Official Plan (OP) was approved by City Council in September 2010 and by the Region of Peel in September 2011. Parts of the plan are still under appeal.

The new OP includes a new City Structure and identifies the locations and number of nodes and corridors within the City's urban structure. A portion of the Port Credit study area has been designated as a Community Node. The OP also includes a community node in Lakeview District; however the boundaries of the node are yet to be confirmed.

Lands on either side of Hurontario Street have been identified as an Intensification Corridor in the new OP where future development will be supported by light rail transit (LRT). Lakeshore Road through both Port Credit and Lakeview has been identified as a Corridor which *"will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses."* Similar to the Hurontario Street corridor, parking is anticipated to be a significant component in

realizing the potential and shaping land use patterns along the Lakeshore Road corridor through both Port Credit and Lakeview.

The Plan includes strategic parking policies which reflects the new parking philosophy established through Phase I of the Mississauga Parking Strategy. The OP includes specific policies related to cultural facilities and TDM policies. This Parking Strategy will build upon the policies set out in the new OP, review the parking context specific to Port Credit and Lakeview, and identify additional parking policies that support the goals of the OP for each area. Relevant policies from the new OP are provided for reference in Appendix C.

Port Credit and Lakeview Local Area Plan Reviews

In addition to the new OP, the Local Area Plans related to Port Credit and Lakeview communities are undergoing review. A consortium of consultants was retained to engage the community and provide recommendations into the visioning process. A report titled *Lakeview and Port Credit District Policies Review and Public Engagement Process – Directions Report*; dated October 2008 was received for information by City Council and informs the preparation of the draft policies.

More recently, in 2010/11, a broad stakeholder consultation process was conducted to develop a high level vision for the industrial and OPG lands in Lakeview. This vision was approved by Council in April 2011. The next stage in the process will be the development of more detailed master plan. It is expected that high level principles and strategies for parking will be identified in this study.

Local advisory panels consisting of members of ratepayers' associations, local businesses, Business Improvement Areas (BIAs), property owners, members of the local residential community, and special interest groups have been established for both Port Credit and Lakeview areas through the Local Area review process. This study has engaged the Local Advisory Panels in addition to other public stakeholder groups (e.g. BIA, the culture group) to ensure that input to the parking strategy was received early in the process.

Hurontario Main Street Corridor Master Plan / LRT Study

The Hurontario Main Street Study developed a corridor master plan for incorporating rapid transit along the Hurontario corridor from Port Credit in Mississauga to downtown Brampton. The study contemplates a light rail transit line (LRT) running along Hurontario to Port Credit, extending south of Lakeshore Road East, and terminating on Port Street. A connection to the Port Credit GO Station is also planned through a transit stop at the intersection of Hurontario Street and Park Street.

A full functional design for the Hurontario LRT has not been completed however it is understood that the construction of the portion of the LRT south of Lakeshore Road East will result in the loss of some street parking on St. Lawrence Drive and Port Street. The parking strategy will attempt to quantify and consider the implications of the potential loss of parking.

In addition to reviewing the direct impacts of the LRT on the Port Credit parking supply, the Parking Strategy provides guidance on how the City can utilize the public parking supply to support and meet the redevelopment objectives of the LRT study including recommendations on charging for parking (i.e. where and how much). Supportive parking policies will be critical to sustaining higher order transit initiatives along Hurontario Street and through Port Credit.

Lakeshore Road Urban Design Study

Mississauga has undertaken an Urban Design Study for Lakeshore Road as part of the Port Credit and Lakeview Local Area Plan reviews. The Urban Design Study focuses on determining the appropriate built form along Lakeshore Road through Port Credit and Lakeview, ensuring that appropriate densities are accommodated in consideration of the future road function and boulevard widths, and guiding appropriate transition from existing uses.

Lakeshore Road Transportation Review Study

The Lakeshore Road Transportation Review Study was undertaken by HDRiTrans and completed in 2010. The study provided a comprehensive and technical transportation review regarding how the Lakeshore Road corridor could accommodate alternative modes of transportation. The study identified the existing right-of-way as a significant constraint along portions of the corridor, particularly through Port Credit, where the width is inadequate to fully accommodate all modes of transportation, along with parking and appropriate streetscape improvements.

Lakeview has more generous right-of-ways along Lakeshore Road and is not as restricted as Port Credit. There is opportunity to acquire additional land in areas where the right-of-way is smaller. The section from Greaves Avenue to the municipal boundary has a large right-of-way, with opportunities to accommodate multi-modes of transportation.

Two design plans were developed for the corridor. One is considered to be a long term plan which includes Light Rail Transit east of Hurontario Street, while a near term option was developed which did not include Light Rail Transit, but did include the addition of sharrows to better accommodate cyclists.

Although the near term recommended plan for the corridor includes retention of the existing parking spaces, in order to provide more opportunity for other modes, at least one side of the on-street parking may need to be replaced by adequate and convenient off-street parking. This provides a longer term challenge and is reflected in the long term plan which includes bicycle lanes with parking on the south side only. This results in the removal of 88 on-street parking spaces on the north side of Lakeshore Road.

Mississauga Waterfront Parks Strategy

Mississauga City Council approved a Waterfront Parks Strategy (WPS) in March 2008 that includes a comprehensive master plan for all of the City's waterfront parks. The Port Credit study area contains 10 waterfront parks, many of which are integrated with Port Credit's commercial node and have a shared parking relationship with the retail uses in Port Credit. There are also five existing waterfront parks in the Lakeview area. Park 358 is not yet named, is unofficially referred to as the Arsenal lands, and will be developed in the future.

Sustainability is a guiding principle of the WPS. The plan speaks to the reduction of parking within the waterfront parks, such as J.C. Saddington Park, when and if transit becomes more accessible and available to bring people to the parks. Although the Parks Strategy discusses the reduction of parking, there is no intention to remove existing parking within the parks and build replacement parking off site at this time. The study promotes alternatives to automobile use such as bicycles and improving transit

access. In the case of Lakeview, the Parks Strategy recommends expanding the park system into the OPG lands through redevelopment in the area.

In addition to the general recommendations outlined above, the Parks Strategy identifies three parks in the Port Credit area as 'priority' parks, including:

- Port Credit Memorial Park West;
- Marina Park; and
- J.C. Saddington Park.

Conceptual plans have been developed for each of these sites. The plans for two sites; Marina Park and J.C. Saddington Park, depend upon the successful resolution of parking supply issues related to existing surface parking lots that are well utilized during the peak summer season. Ideally, these lots would be substantially reduced in size or eliminated in favour of replacement parking nearby which could also be utilized to serve the broader main street business area in Port Credit.

Potential Redevelopment of Key Waterfront Sites and Employment Lands

The Port Credit Harbour Marina and three former industrial sites in Port Credit and Lakeview have the potential for significant redevelopment in the future. Some of these sites have largely been vacant or underutilized for the last several years. The four sites are relevant to the Phase II Parking Strategy because they will likely generate a significant parking demand. It is possible that some of the parking needs for those sites could be met by the municipal public parking supply in return for a payment-in-lieu of parking contribution to the City. A challenge for this study is the current uncertainty associated with the ultimate use and timing of the following lands:

- the Port Credit Harbour Marina;
- the Imperial Oil lands in Port Credit;
- the employment lands south of Lakeshore Road East in Lakeview; and
- the OPG lands in Lakeview.

In order to understand the development potential for these sites, City staff have undertaken an internal review of them and estimated what types of density they might support.

With regards to the Imperial Oil site at the west end of Port Credit, the City's review estimates that the redevelopment of these lands would result in a significant portion of the property being turned into parks. The redevelopment potential is complicated by contamination issues arising from the previous use. The internal review concluded that there was likely minimal development potential of this site in the immediate future (i.e. not before 2031).

The Port Credit Harbour Marina site is the largest redevelopment site in Port Credit that has significant development potential within the 2031 period. Due to its prominence at the edge of Lake Ontario, it is assumed that any development would occur in addition to the planned infill absorption rates for Port Credit (i.e. it will not take away from the development potential from other sites in the area). Estimated development potential as provided by the City for the purpose of this study includes:

- 255 residential units;
- 1,640 square metres of commercial space (main street commercial type units)
- 3,000 square metres of industrial space (retained portion of building used for boat repair).

A specific development plan by the owner might differ from these assumptions.

Inspiration Lakeview

Inspiration Lakeview is a study being undertaken by the City to create a vision for the OPG lands and the Lakeview employment area on the south side of Lakeshore Road East between Cawthra Road and Dixie Road. This area represents the largest parcel of land available in the area. City staff has noted that the timing / status of redevelopment is not clear.

Phase 1 of the Inspiration Lakeview Study was completed in December 2010. Phase I reviewed the existing environmental, transportation, market, and planning context of the site, and provided preliminary study directions based on key themes which are outlined below:

1. Link the city and the water;
2. Create a green, sustainable, innovative, model new community;
3. Open the site with a wealth of accessible public spaces;
4. Create a vibrant community;
5. Connect in multiple ways: transit, walking, cycling, and the car;
6. Create a destination to draw local, regional, and international visitors;
7. Commemorate history while creating a new legacy; and
8. Balance public and private investment to be economically viable and sustainable.

Based on the themes outlined above, the Inspiration Lakeview study recommended that the following uses be supported:

- medium and high-density residential development;
- commercial offices;
- schools (universities / colleges / high-schools / trade-schools);
- medical (hospitals / rehabilitation / long term care);
- sports facilities & stadiums;
- cultural facilities (museums / art galleries / theatres / libraries); and
- parks and public spaces.

Phase I of Inspiration Lakeview provides a vision for the subject lands, but does not provide specific details on the future parking and transportation needs. These details will be confirmed as part of the Master Plan which will be completed as part of the next step in the process. However it is understood

that any recommendations stemming from the Parking Strategy will be incorporated into future planning for the Lakeview site.

Inspiration Port Credit

Inspiration Port Credit is a study being undertaken by the City to refine and enhance the vision established for the Port Credit Harbour Marina lands and the Imperial Oil Limited lands through the Port Credit Local Area Plan process. The goal is to establish a comprehensive Master Plan and implementation plan which blends the needs of the community and land owners and will guide the City towards the realization of the full potential of the waterfront sites.

Inspiration Port Credit was launched May 9, 2012 by City Council. Subsequently, a series of public meeting and community workshops were held for residents to share their ideas and opinions on the key waterfront sites. The project team will present their final report to City Council, laying out a vision for the two areas in 2014.

Mississauga Culture Master Plan

Mississauga's first Culture Master Plan was approved by City Council in June of 2009. The Plan provides a framework and a long term vision, and identifies key opportunities and strategies that the City can implement over the next several years to help transform Mississauga into a culturally significant Canadian city. The Plan envisions strengthened arts, culture and heritage organizations and a wide range of opportunities for citizens of all ages and backgrounds to participate in a variety of cultural activities.

The Culture Master Plan identified Port Credit as one of three nodes within the city that has the highest concentration of cultural resources and is host to a number of annual festivals that generate demand for substantial amounts of parking over several weekends. It also has significant opportunities to provide new cultural facilities, including for example the potential for a farmers' market at the Port Credit Harbour Marina.

Lakeview has fewer cultural facilities compared to Port Credit. Existing cultural uses include area parks, several places of worship, artist studios, and community groups. There are also several historic buildings in the Lakeview area. There is the potential for using not-yet-named Park P-358 (the Arsenal Lands) in Lakeview to make a significant addition to the area cultural amenities. Preliminary investigations have been completed for P-358 that proposes a festival area, conservation features, and a historical walk. There is potential for an adaptive reuse of the Small Arms Building located on P-358 for artists' studios, performance spaces, galleries, workshops, meeting rooms, food service, a heritage museum, and joint UTM /Seneca College field office.

One of the action items stemming from the Cultural Plan is to understand the barriers to cultural development created by parking requirements and how more flexible requirements might eliminate this barrier. For example, the City could consider permitting parking reductions or exemptions for a cultural adaptive reuse of a heritage structure. Providing a parking exemption in these cases may make the reuse of the heritage building economically feasible because of the associated cost savings from not providing parking. This Parking Strategy will review the existing and potential cultural opportunities in the Port Credit and Lakeview areas and provide input into what parking policies the City should adopt to support both the existing cultural uses in the area and to foster opportunities for new cultural uses.

Mississauga Commercial Area Parking Strategy (1998)

McCormick Rankin Corporation (MRC) completed a review of the parking supply and demand within the Clarkson, Cooksville, Port Credit and Streetsville areas in March 1998. MRC undertook parking surveys in each area and identified any significant parking surpluses or shortfalls on a block by block basis. A 'Parking Index' was calculated for each block to assist in assessing the severity of the shortfall / surplus.

While the parking observations are now considered out of date and new parking surveys have been undertaken as part of this study, the MRC study also included design recommendations on ways in which the City and the private sector could improve the parking supply in the area to address any inefficiencies. The recommendations were grouped into three tiers of solutions which were based on the ease of implementation. Some of the recommendations in the MRC report, such as the creation of perpendicular street parking on several side streets in Port Credit, have been implemented.

This Parking Strategy study builds upon the 1998 study undertaken by MRC by reconsidering the design recommendations and updating the parking survey results for the Port Credit area.

2.3 Existing Zoning By-Law Requirements

The parking supply requirements for buildings in Port Credit and Lakeview are set out in Tables 3.1.2.1 and 3.1.2.2 in Part 3 of Mississauga Zoning By-Law 0225-2007. The predominate uses and associated requirements are summarized in Table 1. Much of the Port Credit commercial area is classified as a C4 zone. The C4 zone parking supply rates for some uses are lower than those for similar uses in other areas of the City in recognition that they tend to generate lower parking demands than typical suburban uses.

A shared parking schedule in Table 2 is also provided in the general zoning regulations which allows the amount of parking for mixed use development projects to be reduced by taking into account the different temporal parking characteristics for each use. These reductions apply City wide. Specific rates for uses in main street areas have not yet been created.

2.4 Payment-in-Lieu (PIL) of Off-Street Parking Policy

Mississauga has a policy that allows the City to consider accepting a cash payment-in-lieu (PIL) for all, or part, of the Zoning By-Law parking supply requirements for a site. Like other municipalities with similar policies, a PIL program is intended to facilitate development in urban areas by providing an option for developments that cannot physically meet the Zoning By-law requirements on site or find it financially challenging to provide the parking on site; to make a payment in lieu of providing some or all of the required parking. PIL is typically considered in areas of the city where municipal off-street or on-street parking is available or expected in the future.

The City's current PIL fees for the Port Credit and Other Areas including Lakeview are summarized in Table 3. The PIL values per space represent a minimum of 12.5% and a maximum of 50% of the estimated cost to provide parking in the locations noted. The 50% discount represents a substantial savings for developments that would otherwise have to pay the full cost to provide parking on its own or

TABLE 1 PORT CREDIT / LAKEVIEW ZONING BY-LAW REQUIREMENTS

Use	Zoning Requirement
Condominium Apartment Dwelling	1.00 resident / bachelor unit 1.25 resident spaces / one-bedroom unit 1.40 resident spaces / two-bedroom unit 1.75 resident spaces / three-bedroom unit 0.20 visitor spaces / unit
Rental Apartment Dwelling	1.00 resident space / bachelor unit 1.18 resident spaces / one-bedroom unit 1.36 resident spaces / two-bedroom unit 1.50 resident spaces / three-bedroom unit 0.20 visitor spaces / unit
Office	3.2 spaces / 100 m ² of GFA ¹
Medical Office	6.5 spaces / 100 m ² of GFA
Retail Store (in a C4 Zone)	4.0 spaces / 100 m ² of GFA
Restaurant (in a C4 Zone)	9.0 spaces / 100 m ² of GFA
Take-out Restaurant	6.0 spaces / 100 m ² of GFA
Warehousing (Single Occupancy Building)	1.1 spaces / 100 m ² of GFA up to 6975m ² 0.6 spaces / 100 m of GFA over 6975m ²
Marina	0.6 spaces / slip or berth
Art Gallery, Museum	3.6 spaces / 100 m ² GFA
Financial Institution	5.5 spaces / 100 m ² of GFA
Animal Care Establishment (in a C4 Zone)	4.0 spaces / 100 m ² of GFA
Real Estate Office	6.5 spaces / 100 m ² of GFA
Repair Establishment (in a C4 Zone)	4.0 spaces / 100 m ² of GFA
Personal Service (in a C4 Zone)	4.0 spaces / 100 m ² of GFA
Dwelling Unit (located above a commercial development with a max height of three storeys)	1.25 spaces / unit

Notes:

1. Where the non-office uses are greater than 10% of the total GFA, separate parking will be required for all such uses in accordance with Table 3.1.2.2. of Zoning By-law 0225-2007.

TABLE 2 MISSISSAUGA BY-LAW SHARED PARKING FORMULA

Use	Percentage of Peak Period ¹			
	Morning	Noon	Afternoon	Evening
Office / Medical / Financial Institution	100 (10)	90 (10)	95 (10)	10 (10)
Retail Centre / Retail Store / Personal Service	80 (80)	90 (100)	90 (100)	90 (70)
Restaurant / Take-out Restaurant	20 (20)	100 (100)	30 (50)	100 (100)
Overnight Accommodation	70 (70)	70 (70)	70 (70)	100 (100)
Residential – Resident	90 (90)	65 (65)	90 (90)	100 (100)
Residential – Visitor	20 (20)	20 (20)	60 (60)	100 (100)

Notes:

1. 00 – Indicates weekday peak period percentage, (00) indicates weekend peak period percentage.

forgo development altogether. The lower rates provide further assistance by recognizing that smaller building owners and business establishments in main street areas may not have the financial resources that larger developers would have. The portion of the cost not covered by PIL payments is then typically recovered by user fees and or subsidized by the general tax base in most municipalities.

The current PIL Corporate Policy directing when surface, above, and below grade structure rates apply are as follows:

For the City Centre

"The structured parking formula (for above grade and below grade parking) will be used when the conversion, development, redevelopment or addition provides structured parking. In instances where the subject property/proposal provides a mix of surface and structured parking (above and/or below grade), PIL contributions will be prorated based on the mix of parking types.

If the conversion, development, redevelopment or addition does not provide any parking, the surface rate shall apply. In instances where the payment-in-lieu is being made due to a loss in off-site parking, the contribution will be based on the off-site parking type.

Notwithstanding the above, other criteria may be applicable in determining payment requirements if the City enters into joint venture development agreements with other partners to provide parking."

For All Other Areas of the City

"The surface parking formula is used for areas outside of the City Centre".

"Proposals for payment-in-lieu are evaluated based on the following considerations:

- a) consistency with and advancement of environmental, design, transportation or economic development objectives and policies of Mississauga's Official Plan;*
- b) consistency with the objectives of a City Council endorsed parking strategy relevant to the subject location;*
- c) the ability of the existing parking supply in the surrounding area to accommodate an on-site development parking deficiency (The parking supply should not be more than a 500m radius from the subject site, representing about a 10 minute walk);*
- d) whether the site is physically constrained such that it cannot reasonably provide the required amount of parking; and*
- e) the proposed use of the property is not considered an over-development of the site.*

Further, the City may accept PIL in situations where limited or no municipal parking facilities are available. In these situations the City has regard for the following:

- a) an identified municipal interest in providing public parking facilities in the area;*
- b) the timing for the delivery of the municipal parking facilities;*
- c) the adequacy of alternatives to on-site parking until the municipal parking facilities are delivered;*

- Port Credit currently has a PIL account. Lakeview does not have a dedicated PIL account. Currently, the money collected from the Lakeview area is placed into an 'Other Areas' account. The total PIL account for all areas of the City is approximately \$3.5 million, of which approximately \$2.5 million was collected from the Port Credit area. Approximately \$40,160 in the 'Other Areas' account has been collected from the Lakeview area.

PIL Type	2014 PIL Values (cost / space)		
Type A – A Change of Land Use or the Conversion of an Existing Building or Structure or Part Thereof: Category 1: Where the gross floor area equals or is less than 50m ² (538 sq. ft.) – The developer must pay 12.5% of the estimated cost of the spaces Category 2: Where the gross floor area exceeds 50m ² (538 sq. ft.), but equals or is less than 200m ² (2,152 sq. ft.) – The developer must pay 25% of the estimated cost of the spaces Category 3: Where the gross floor area exceeds 200m ² (2,152 sq. ft.) – The developer must pay 50% of the estimated cost of the spaces	Surface Parking Port Credit - \$2,675 Other Areas- \$1,776 Port Credit- \$5,350 Other Areas - \$3,552 Port Credit- \$10,700 Other Areas - \$7,104	Above Grade Structured Parking Port Credit - \$3,798 Other Areas - \$3,538 Port Credit- \$7,595 Other Areas - \$7,075 Port Credit- \$15,191 Other Areas - \$14,150	Below Grade Structured Parking Port Credit - \$5,048 Other Areas - \$4,788 Port Credit- \$10,095 Other Areas - \$9,575 Port Credit- \$20,191 Other Areas - \$19,150
Type B – New developments, redevelopments, and additions to existing buildings and structures – The developer must pay 50% of the estimated cost of the spaces	Port Credit- \$10,700 Other Areas - \$7,104	Port Credit- \$15,191 Other Areas - \$14,150	Port Credit- \$20,191 Other Areas - \$19,150

1. *PIL costs based on 2010 land values and construction costs*
2. *Lakeview area does not have a defined PIL account and therefore falls under the 'Other Areas' definition.*

3.0 Port Credit Planning Area

3.1 Existing Conditions

3.1.1 Area Context

Port Credit is centred on the Lakeshore Road corridor between Shawnmarr Road in the west to Seneca Avenue in the east. It is bounded by the CNR Railway line to the north and Lake Ontario to the south.

Figure 2 illustrates the Port Credit study area, including the key boundaries, uses and activity centres.

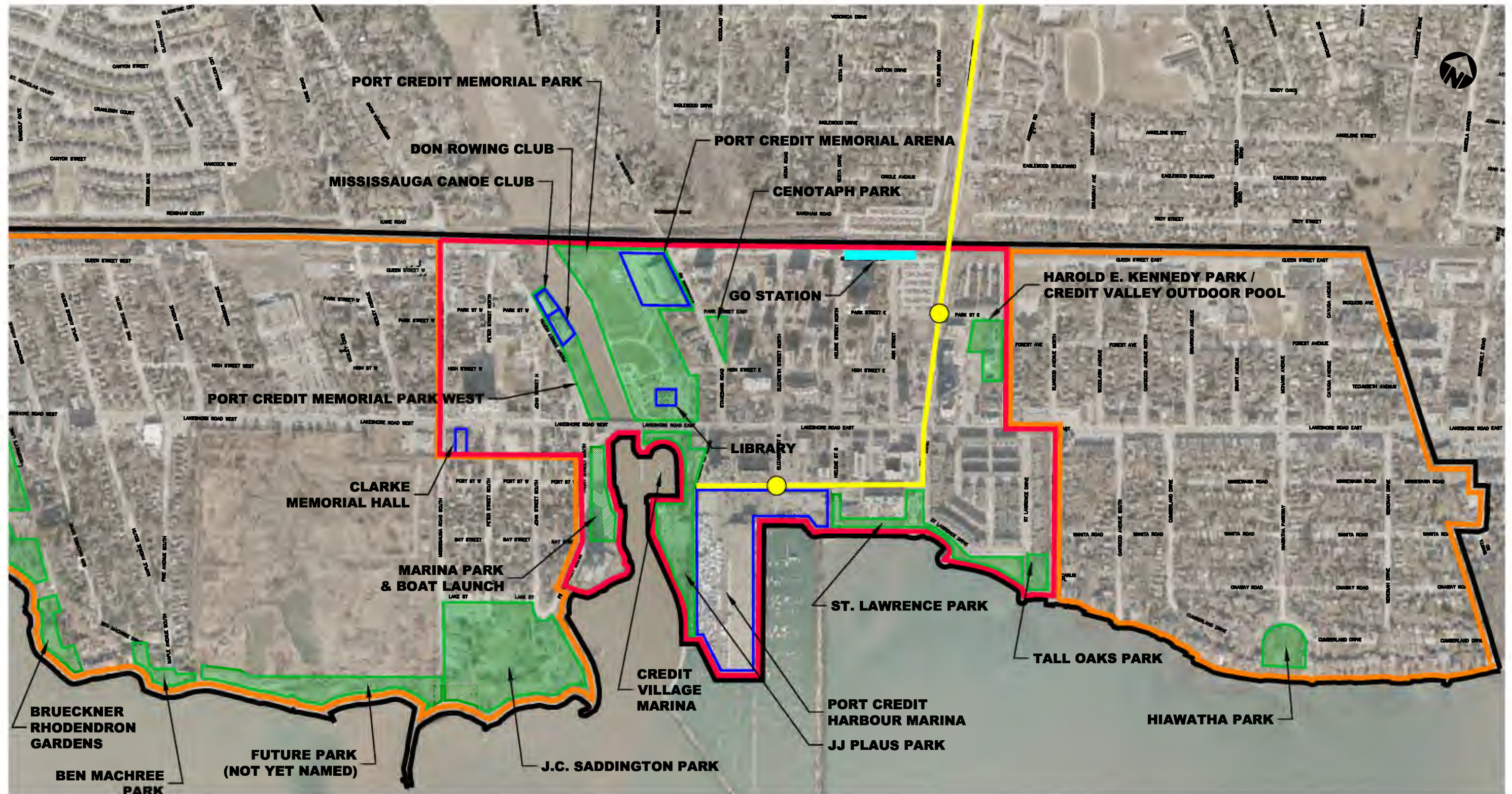
Within the study area is the Port Credit Node, which is generally bounded by Mississauga Road and Front Street South to the west, Rosewood Avenue and Elmwood Avenue South to the east, the CNR to the north, and Lake Ontario and north of Port Street West to the south. The Node contains the primary retail and commercial area and, for the purposes of this study, is called the Primary Node Commercial Area.

There are two secondary commercial areas in Port Credit. The first exists to the east along Lakeshore Road East between Rosewood Avenue and Seneca Avenue entitled the Secondary Eastern Commercial Area. The second is west of the node between Mississauga Road and Maple Avenue entitled the Western Commercial Area.

The Secondary Eastern Commercial Area features many shops and restaurants and is an important part of the overall Port Credit commercial strip. By comparison, the Western Commercial Area is much less focused from a commercial use perspective. Much of the frontage along Lakeshore Road West through the Western Commercial Area is residential and is broken up by a large vacant property on its south side (the Imperial Oil site) and a large suburban retail plaza on its north side (Credit Landing). As a result, while this study considers the overall area, it focuses on the parking considerations of the Primary Node and Secondary Eastern Commercial Areas. The Western Commercial Area was not directly considered for the purposes of this parking strategy study due to the less focused nature of commercial uses in this area.

The City has divided the Port Credit Node into sub-zones for the purposes of establishing census information and estimating future land use growth projections. The Port Credit Node features eight Planning Zones referred to as Zones 1- 8 for the purposes of this study. The remaining areas outside the Node, but within the district, have been subdivided into four quadrants centred about the node. These zones are referred to as northeast (NE), southeast (SE), northwest (NW), and southwest (SW).

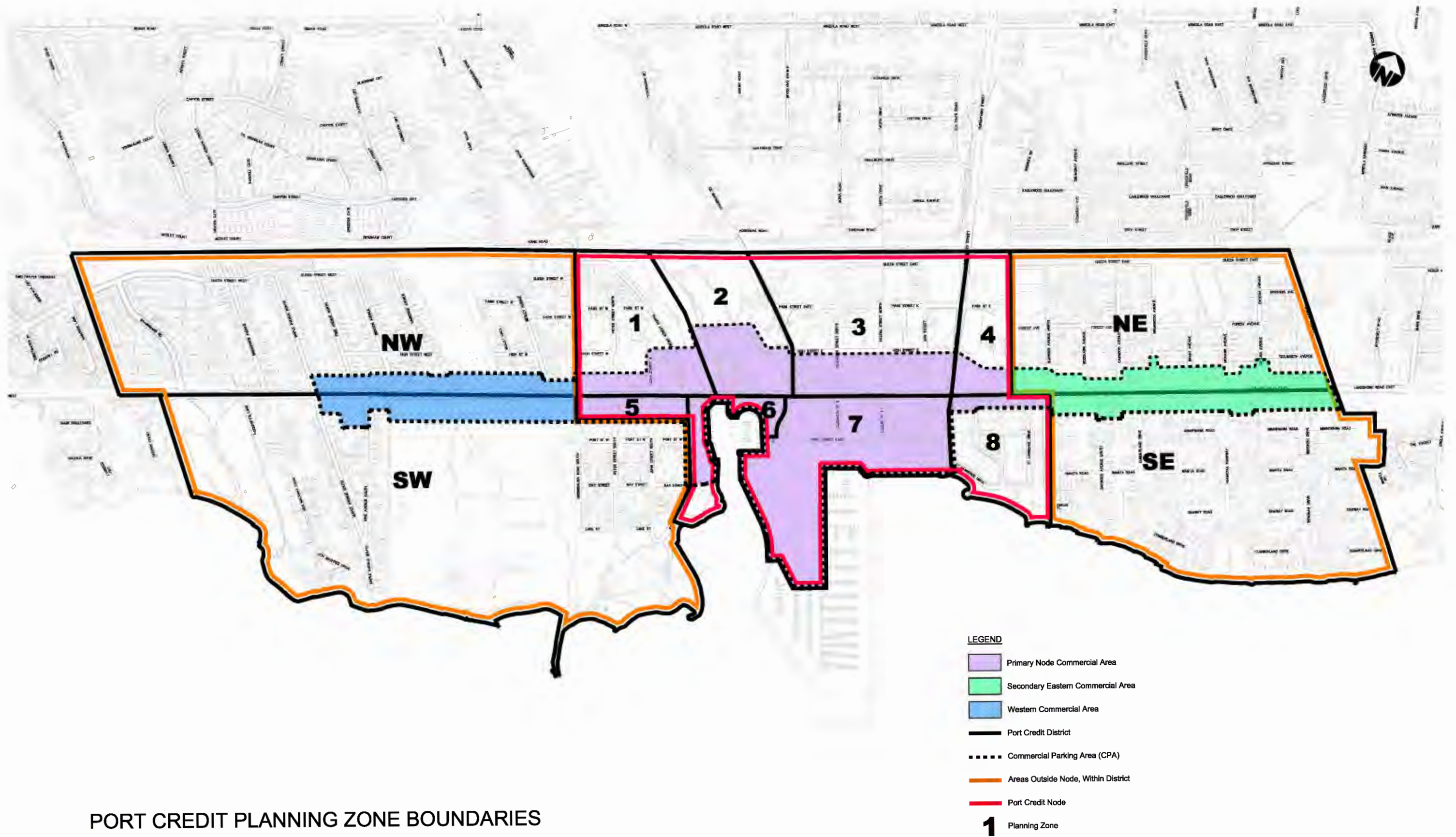
Figure 3 illustrates the Commercial Areas in Port Credit and Planning Zones adopted for the purposes of this study.



PORT CREDIT AREA OVERVIEW

LEGEND

- Areas Outside Node, Within District
- Port Credit Node
- GO Station
- Parks
- Municipal Facilities / Activity Centres
- Proposed Higher Order Transit Corridor
- Proposed Light Rail Station



3.1.2 Existing Land Uses

Mississauga has provided detailed land use information for all properties within the Port Credit study area. BA Group has broken down the various uses for each of the Planning Zones referred to in Section 3.1.1. Appendix A provides a detailed breakdown of all uses and floor areas. Table 4 summarizes the commercial land uses, by area and type, within Port Credit.

TABLE 4 EXISTING PORT CREDIT COMMERCIAL LAND USE SUMMARY

Commercial / Floor Area by Zone (Floor area refers to uses located in primary node and eastern commercial parking areas only)											
Use	1	2	3	4³	5	6	7³	8	NE	SE	
	Primary Node CPA								Secondary Eastern CPA		Total
Commercial GFA (m ²) ¹	2,968	2,837	12,179	910	2,355	0	16,866	2,193	9,241	12,803	62,350
Inefficiencies & Vacancy Adjustment ²	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
Adjusted Commercial GFA (m ²)	2,374	2,270	9,743	728	1,884	0	13,492	1,755	7,392	10,242	49,880
Total Adjusted Commercial GFA By Area (m ²)	32,245								17,635		49,880

Notes:

1. Includes automotive, office, restaurant, general retail and personal service. Excludes institutional and community uses.
2. Existing commercial floor areas provided by City of Mississauga based primarily upon estimate of building area from City GIS information. Existing areas do not take into account vacancies, building inefficiencies, non-commercial building areas (e.g. bathrooms, hallways, etc.) which would not be included in GFA. A 20% reduction factor was applied to the total commercial uses to account for these factors and to provide an estimate of the actual GFA.
3. GFA does not include Port Credit Harbour Marina, Ports Hotel, Waterside Inn (Hotel component), the Lions Club of Credit Valley Outdoor Pool (under construction) and FRAM Northshore development (under construction).

The floor areas provided by the City are based on GIS estimates of building area. The total commercial floor area was adjusted (down) by 20% to account for vacancies, building inefficiencies and areas that can be deducted from the building (e.g. bathrooms, stairways) which are not included in the Zoning By-law definition of GFA. The adjusted commercial GFA figure was utilized for the purposes of establishing parking supply and demand ratios.

In the Primary Node CPA, the majority of the commercial uses are retail and personal service based consisting of approximately 61% of the total commercial space. Restaurants make up approximately 17% of the total commercial floor area, office uses make up 21%, and automobile commercial uses make up the remaining 1%. Within the Secondary Eastern CPA, over 81% of commercial uses are retail and personal services, 9% are restaurants, 6% are offices, and the remaining 4% are automobile commercial uses.

3.1.3 Existing Parking Inventory

In order to develop a current profile of existing parking conditions in Port Credit an extensive data collection process was undertaken by BA Group. This included compiling an inventory of existing parking throughout the study area including all on-street parking and public and private off-street parking facilities.

A Commercial Parking Area (CPA), as shown in Figure 3, was defined for the purposes of establishing the base commercial parking supply that serves the traditional main street area along Lakeshore Road. Areas not within the CPA are not likely to serve the Lakeshore Road commercial area, and were therefore excluded from the calculations. Examples of significant parking areas not included in the analysis include the GO station parking lots, any on-street parking not immediately adjacent to Lakeshore Road, and parking associated with the Port Credit Arena. Table 5 provides a summary of the parking inventory within the Primary Node and Secondary Eastern CPA.

TABLE 5 PORT CREDIT PARKING INVENTORY

Parking Supply by Zone (Supply refers to primary node and eastern commercial parking areas only)										
Use	1	2	3	4 ¹	5 & 6 ²	7 ¹	8	NE	SE	Total
Primary Node CPA								Eastern Secondary CPA		
Public On-Street Supply (# spaces)	69	9	72	0	56	120	20	89	103	538
Public Off-Street Supply (# spaces)	0	144	0	0	41	191	0	81	16	473
Private Off-Street Customer Parking Supply	88	0	216	19	78	396	0	122	66	985
Private Off-Street Staff Parking Supply	0	15	11	0	62	93	0	32	0	213
Total Parking Supply	157	168	299	19	237	800	20	324	185	2,209
Parking Supply by Area	1,700							509		2,209
Parking Supply Rate (spaces per 100m ² GFA)	6.61	7.40	3.07	2.61	12.58	5.93	1.14	4.38	1.81	4.43
Parking Supply Rate (spaces per 100m ² GFA) By Area	5.27							2.89		4.43
No. of Municipal Public Spaces	722							289		1,011
Percentage of supply that is municipal public parking	42%							57%		46%

Notes:

1. Parking supply at Port Credit Harbour Marina, Ports Hotel, Waterside Inn Hotel (underground component), the Lions Club of Credit Valley Outdoor Pool (under construction at the time) and FRAM Northshore development (under construction at the time) not included.
2. The parking supply rate for Planning Zones 5 & 6 were combined as Zone 6 does not contain occupied commercial gross floor area.

The Primary Node CPA contains approximately 1,700 parking spaces and has an average parking supply rate of approximately 5.3 spaces per 100m² of GFA. The Secondary Eastern CPA contains approximately 510 parking spaces; this corresponds to a parking supply rate of approximately 2.9 spaces per 100m². This includes both publicly available municipal parking as well as private parking facilities.

Over 40% percent of the total parking supply (i.e. 1011 spaces) in the commercial parking areas is public parking. Of this, approximately 53% (or one half) is on-street parking, and the remaining 47% is located in eight City owned off-street public parking lots and one portion of a joint venture below grade garage.

At the present time, on-street parking in prime locations is operated as paid parking from 10am to 5pm Monday to Saturday while surface lots are free of charge. There is a two hour time limit for most on-street parking.

Figures 4a and 4b illustrate the location of the on-street parking supply. Figures 5a and 5b illustrate the off-street parking supply. Figures 6A and 6b illustrate municipal off-street parking facilities. Nine of the facilities are located in the CPA and are provided in eight surface lots and one underground garage.¹ These lots primarily service the commercial and library mainstreet area and adjacent parks and library. The remaining municipal lots are outside of the CPA and primarily service the GO Station, parks and recreational uses. All figures include the CPA boundaries adopted for the purposes of this study.

3.2 Existing Parking Demand

As part of the data collection process, BA Group undertook parking occupancy surveys of the on-street and public and private off-street parking facilities in Port Credit. Two days were surveyed to provide a profile of occupancy for both weekday and weekend parking demand. The surveys were undertaken on Saturday October 16th 2010 and Tuesday October 19th 2010. The October survey dates were selected in consultation with City staff and the study steering committee on the basis that they were reasonably representative of typical recurring parking conditions, excluding peak special events. Follow up spot counts were also undertaken in May and June of 2011 to confirm the October demand at select parking lots. The parking occupancy surveys determined that the overall parking demand peaks at approximately 1pm on both the weekday and the weekend. As a result 1pm was adopted as the defined 'peak' parking demand for the purposes of this study. Figures 7 and 8 illustrate the observed on-street and off-street parking demand by street and facility respectively. The results of the weekday parking occupancy surveys observations are summarized in Table 6. Weekend observations are summarized in Table 7.

On an individual zone basis the observed parking demand rate ranges from approximately 0.17 to 6.32 spaces per 100m² GFA. The demand rate in Zone 2 and the combined Zone 5 & 6 are substantially higher than the other zones because of the large number of parking spaces and relatively low amount of commercial floor space which inflates the number. In order to avoid anomalous results such as those in Zone 2 and 5&6, the parking demand rates were also calculated based on grouping the zones as follows:

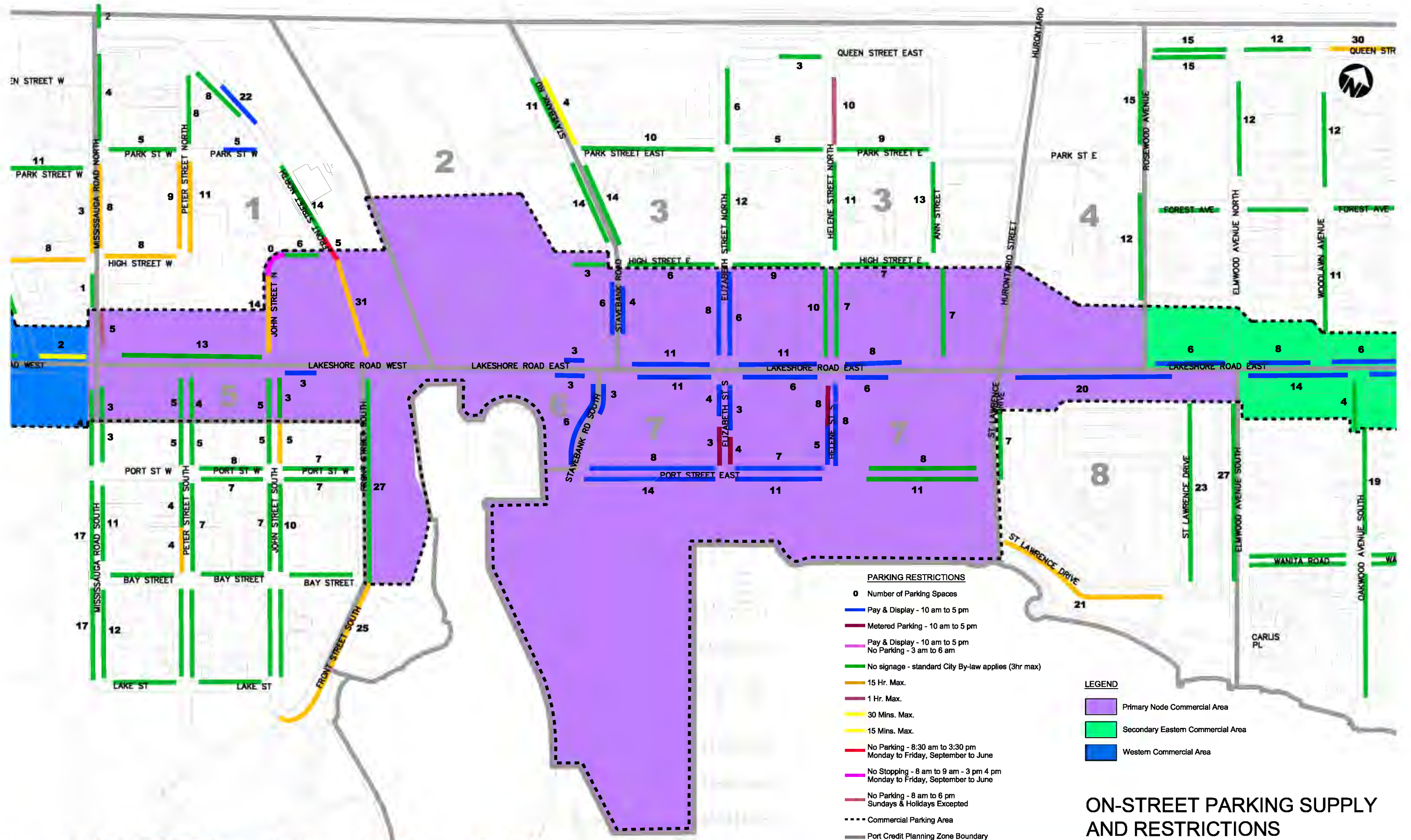
- Primary Node Commercial Parking Area; and
- Secondary Eastern Commercial Parking Area

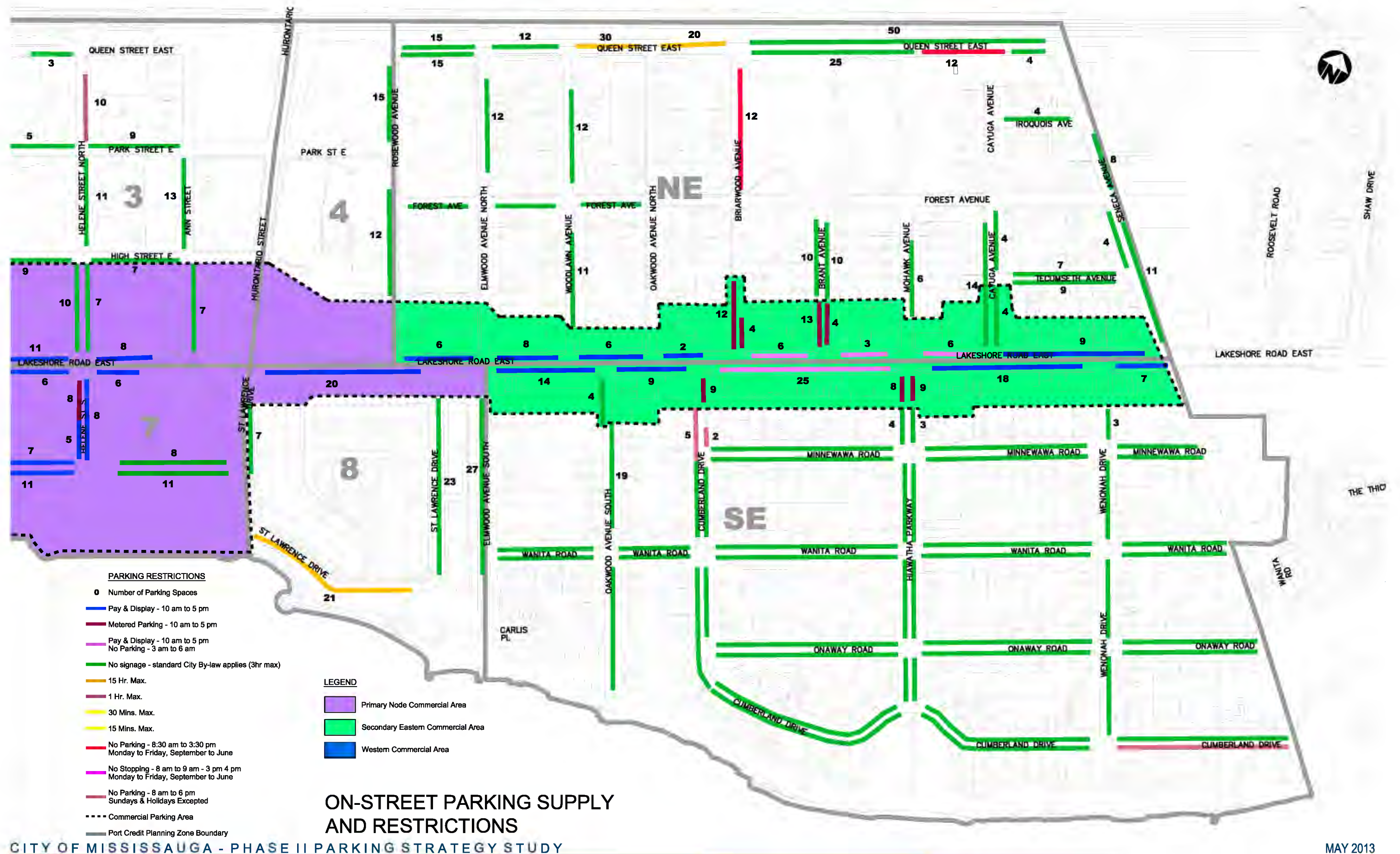
The resulting peak parking demand in the Primary Node CPA is in the order of 2.3 to 2.7 spaces per 100m² of GFA. The peak parking demand for the Secondary Eastern CPA is approximately 1.25 to 1.4

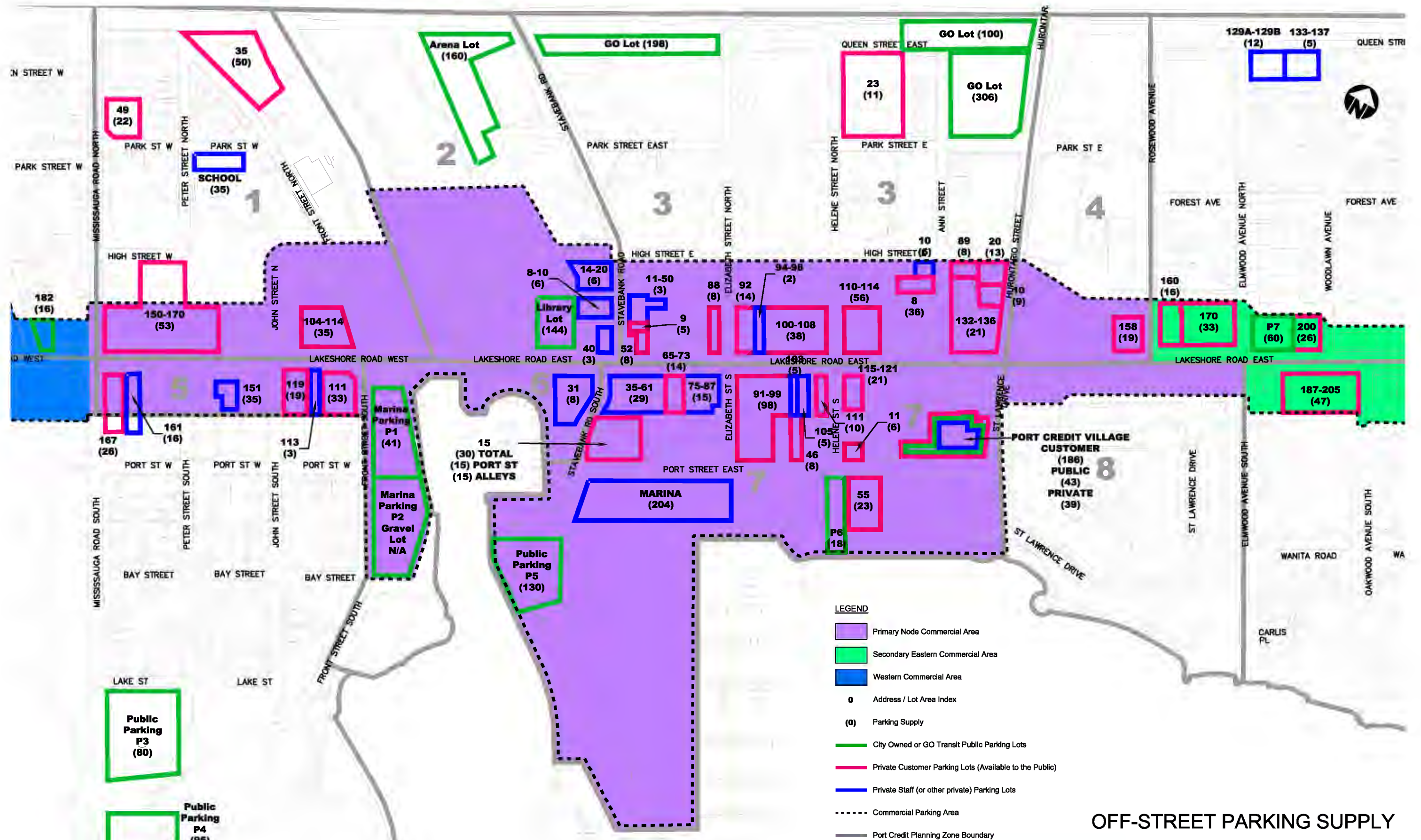
¹ The nine parking facilities serving the commercial parking area include the Port Credit Village garage and surface lots at Lakeshore/Wesley, Marina North, Library, JJ Plaus Park, Helene South, Elmwood, Hiawatha & Cayuga. The three surface lots serving primarily park/recreational uses include the Marina South and two J.C. Saddington park lots. Post study commencement, an additional surface lot at The Harold E. Kennedy/Credit Valley Outdoor Pool was constructed and serves both the park/recreational facility and commercial area.

spaces per 100m² GFA, which is roughly 50% lower than the parking demand in the Primary Node CPA. The parking surveys also suggest that there is currently enough public parking in Port Credit with approximately 475 vacant public municipal parking spaces available during the peak times. Of this approximately 310 vacant spaces are located in the Primary Node Commercial Area, and approximately 165 vacant spaces are located in the Secondary Eastern Commercial Area. Detailed tables summarizing the parking demand calculations are provided in Appendix A.

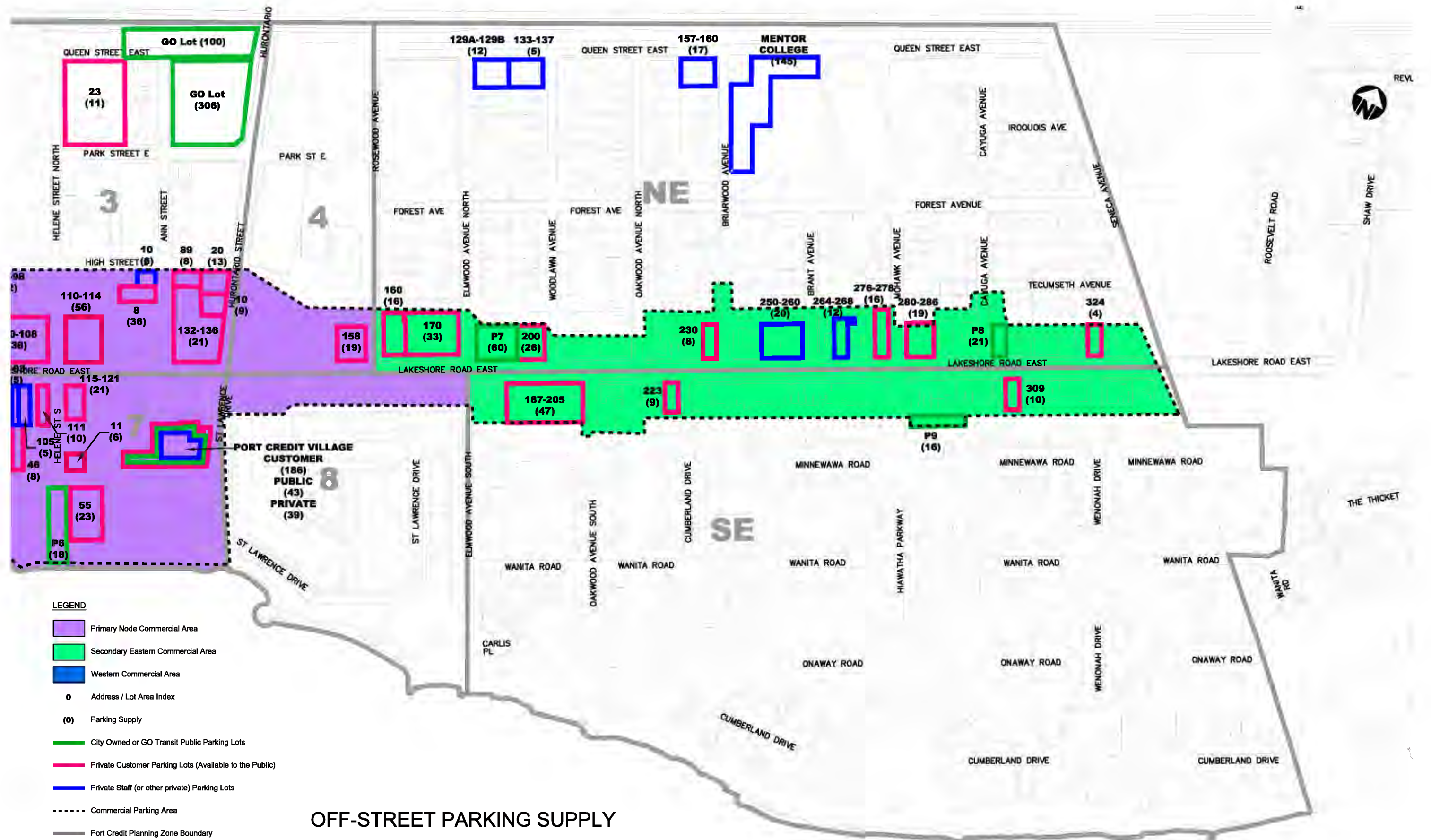
It should also be noted that the group observed parking demand rate is substantially lower than the Zoning By-law parking requirements for most individual land uses. This is often the case in main street type commercial areas because the zoning by-law regulations are adopted from suburban requirements that inadequately reflect the different nature of traditional main street environments. The City has partially recognized this trend by providing lower standards for some uses in C4 zone main street areas. Retail and personal service rates have been lowered from the city wide standard of 5.4 to 4 spaces/100 m² GFA and restaurant rates have been reduced from the city wide standard of 16 to 9 spaces/100 m² GFA. Table 8 compares the observed parking demand ratios to the zoning requirements for office, retail/personal service and restaurant uses.

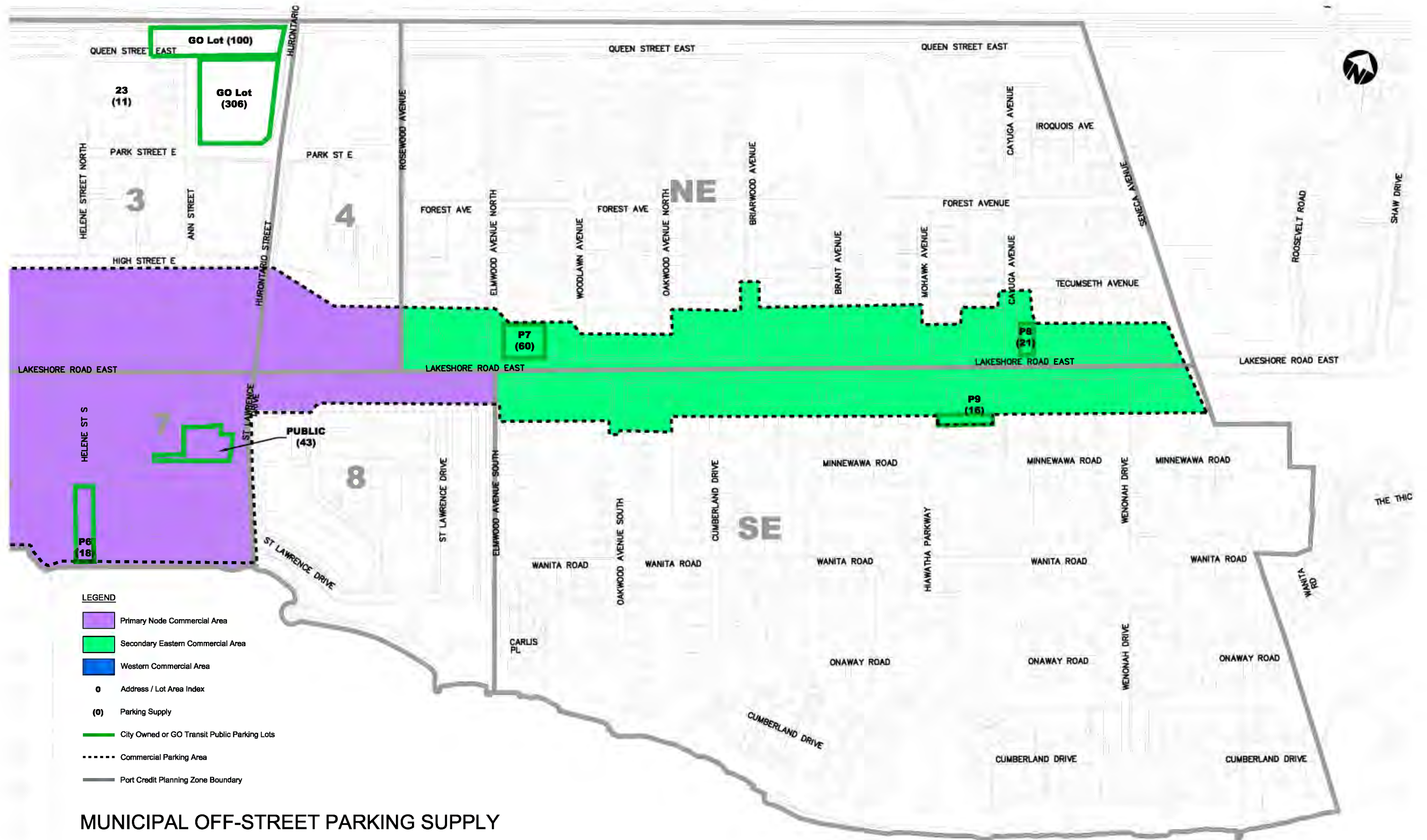




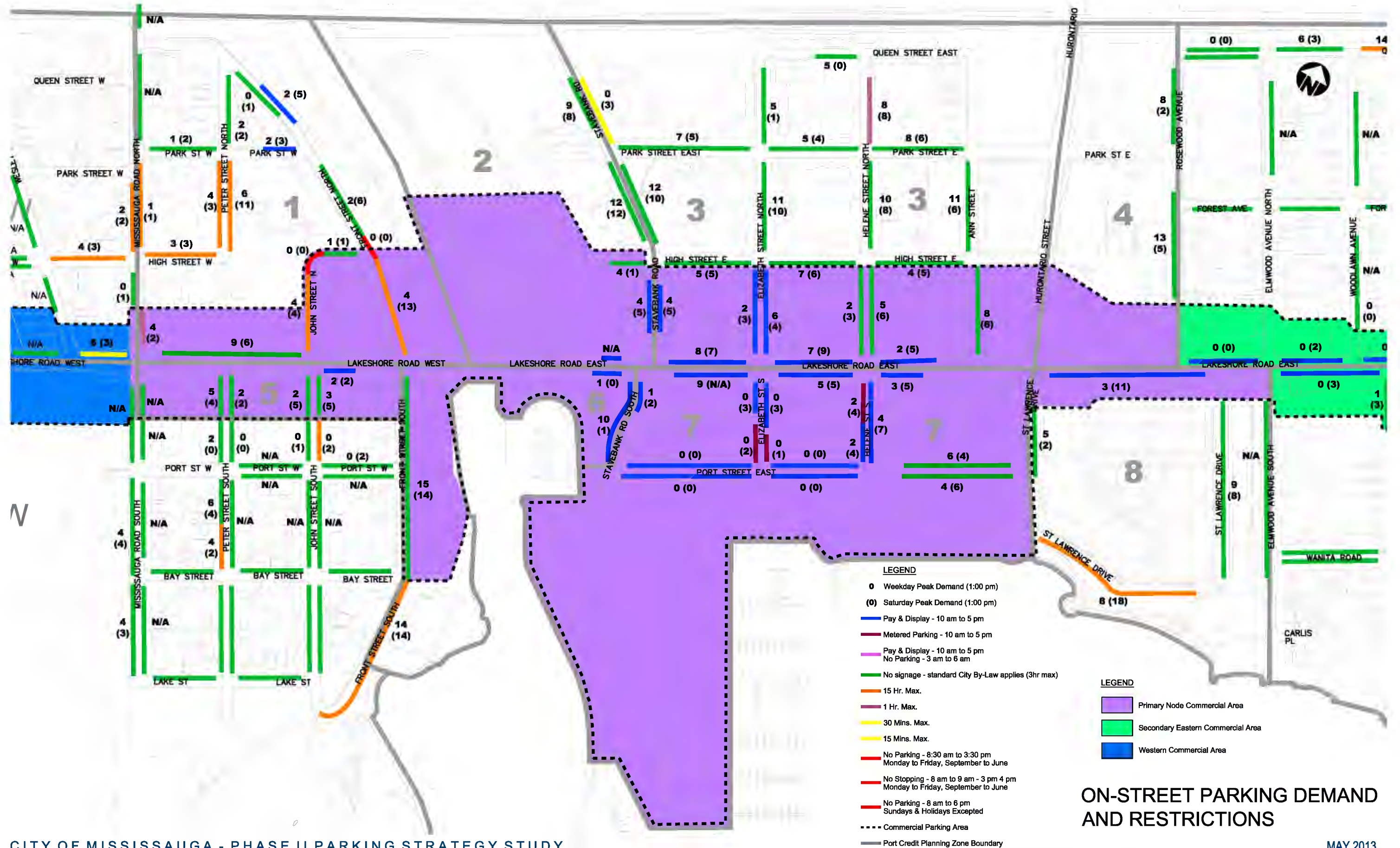


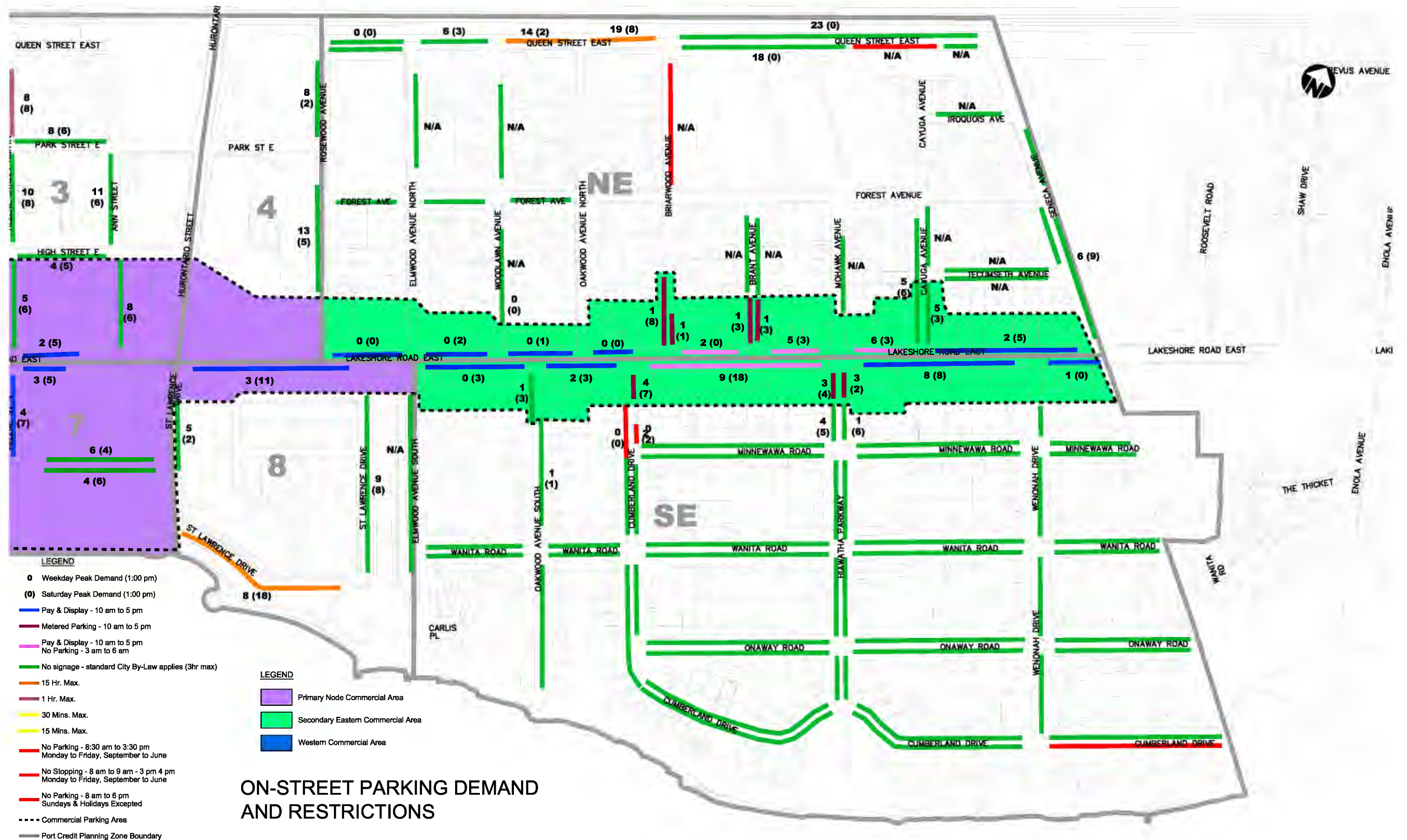
OFF-STREET PARKING SUPPLY

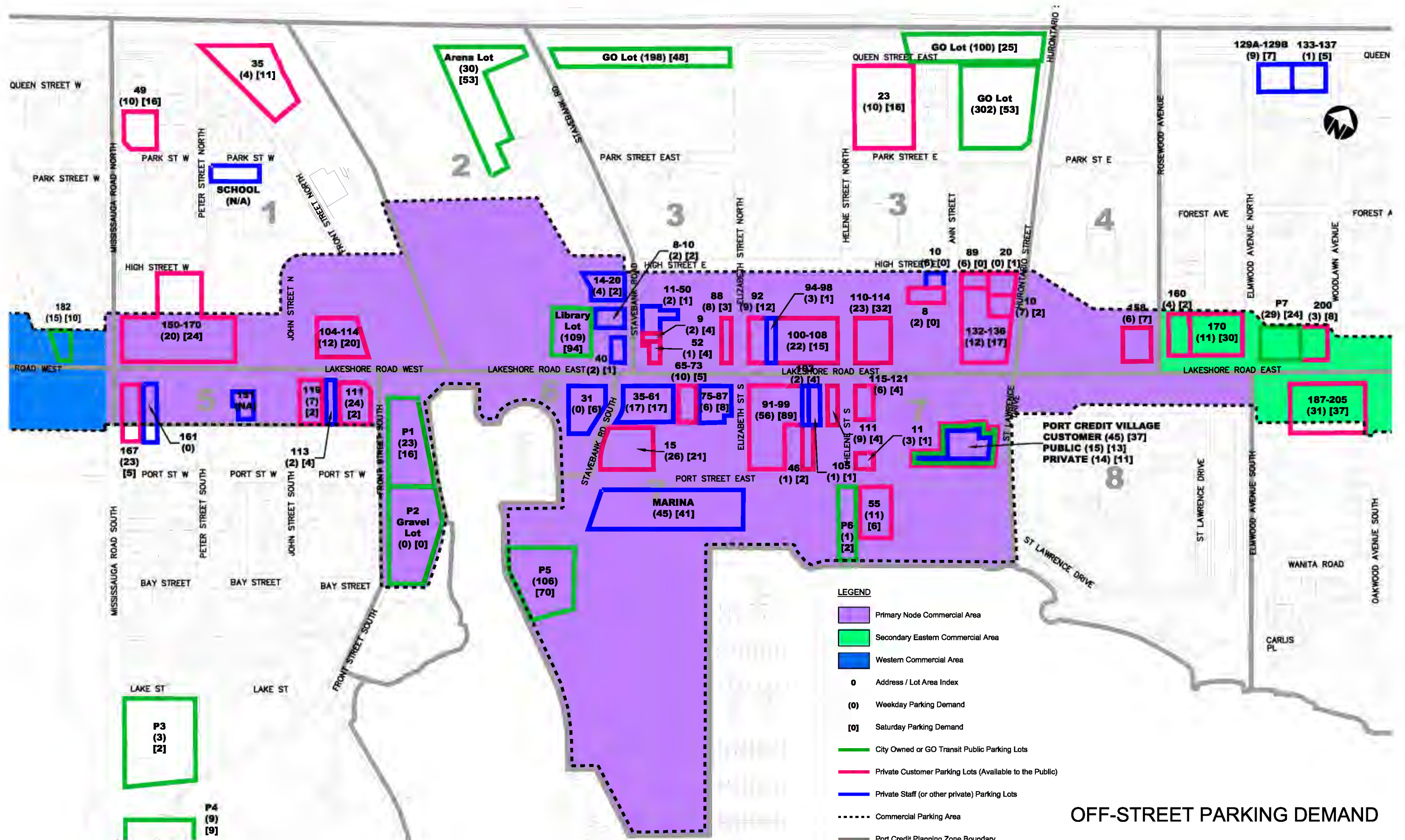




MUNICIPAL OFF-STREET PARKING SUPPLY







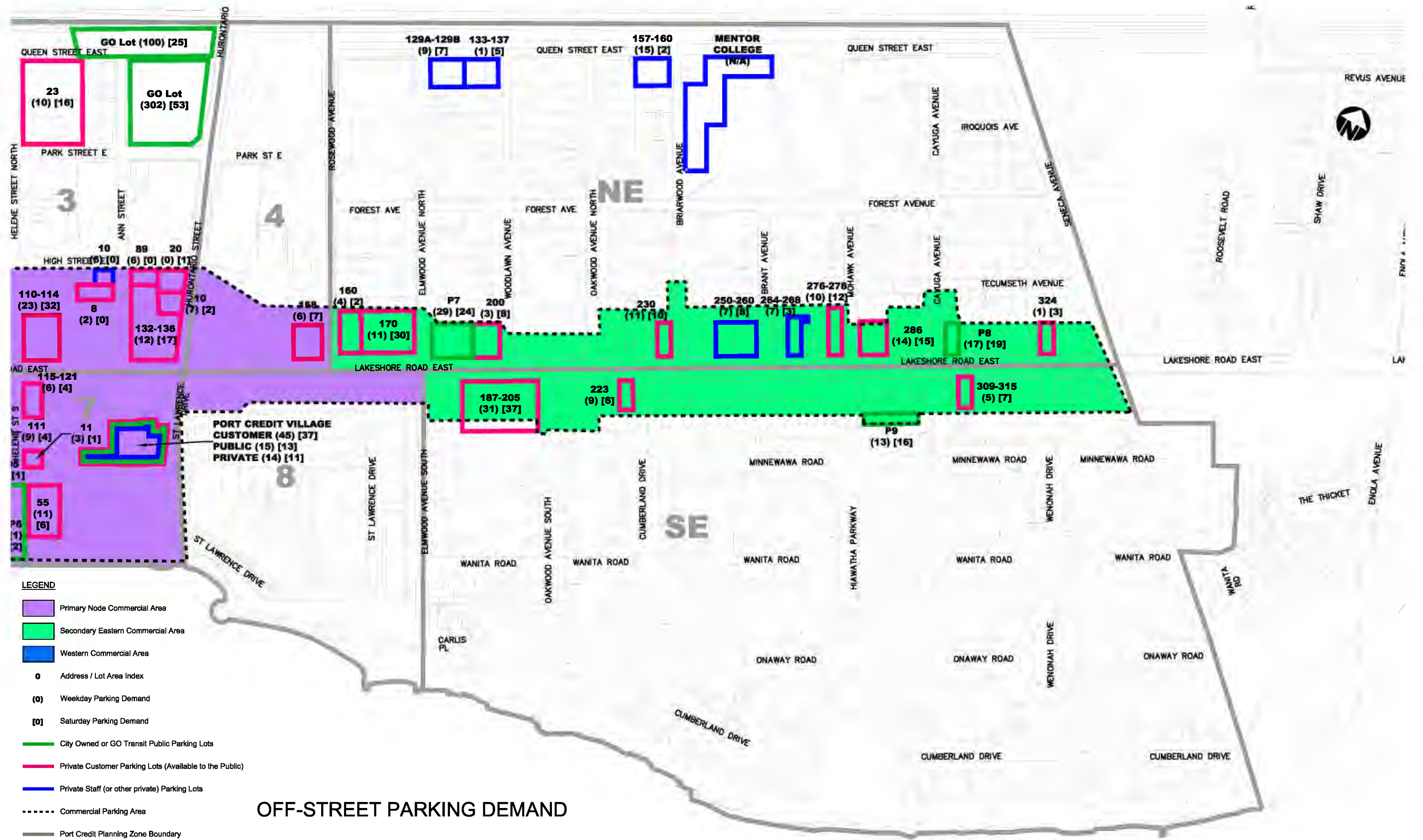


TABLE 6 WEEKDAY PEAK PARKING DEMAND OBSERVATIONS

Use	Observed Parking Demand by Zone									Total
	1	2	3	4	5 & 6 ²	7	8	NE	SE	
	Primary Node CPA ¹							Secondary Eastern CPA ¹		
On-Street Demand	22	8	50	0	35	36	3	28	32	214
Public Off-Street Demand	0	109	0	0	28	122	0	46	15	320
Private Off-Street Customer Demand	32	0	92	6	54	217	0	42	45	488
Private Off-Street Staff Demand	0	8	11	0	2	39	0	14	0	74
Total Weekday Demand	54	125	153	6	119	414	3	130	92	1,096
Occupancy %	34%	74%	51%	32%	50%	52%	15%	40%	50%	45%
Number of Vacant Parking Spaces Available	103	43	146	13	118	386	17	194	93	1,317
Observed Demand per 100m ² of GFA	2.27	5.51	1.57	0.82	6.32	3.07	0.17	1.76	0.90	2.20
Observed Demand per 100m ² GFA by consolidated area	2.71							1.26		2.20
Public Parking Occupancy	32%	76%	69%	0%	65%	51%	15%	44%	39%	53%
Public Occupancy By Area	57%							42%		53%
Number of Vacant Public Spaces	47	36	22	0	34	153	17	96	72	477
No of Vacant Public Spaces by area	309							168		477

Notes: 1. Observations are # of occupied parking spaces unless otherwise indicated.

2. Observed parking demand for Planning Zones 5 and 6 were combined as Zone 6 does not contain occupied commercial gross floor area.

TABLE 7 WEEKEND PEAK PARKING DEMAND OBSERVATIONS

Use	Observed Parking Demand by Zone									Total
	1	2	3	4	5 & 6 ²	7	8	NE	SE	
	Primary Node CPA ¹							Secondary Eastern CPA ¹		
On-Street Demand	26	6	53	0	27	46	11	35	48	252
Public Off-Street Demand	0	101	0	0	24	92	0	40	15	272
Private Off-Street Customer Demand	35	0	89	7	8	173	0	50	47	409
Private Off-Street Staff Demand	0	3	2	0	10	26	0	14	0	55
Total Weekend Demand	61	110	144	7	69	337	11	139	110	988
Occupancy %	39%	65%	48%	37%	29%	42%	55%	43%	59%	41%
Number of Vacant Parking Spaces Available	96	58	155	12	168	463	9	185	75	1,425
Observed Demand per 100m ² of GFA	2.57	4.85	1.48	0.96	3.66	2.50	0.63	1.88	1.07	1.98
Observed Demand per 100m ² GFA by consolidated area	2.29							1.41		1.98
Public Space Occupancy	38%	70%	74%	0%	53%	44%	55%	44%	53%	52%
Public Occupancy By Area	53%							48%		52%
Number of Vacant Public Spaces	43	46	19	0	46	173	9	95	56	487
No of Vacant Public Spaces by area	336							151		487

Notes: 1. Observations are # of occupied parking spaces unless otherwise indicated.

2. Observed parking demand for Planning Zones 5 and 6 were combined as Zone 6 does not contain occupied commercial gross floor area.

TABLE 8 COMPARISON OF ZONING BY-LAW VS. OBSERVED PARKING DEMAND

Category	Zone									
	1	2	3	4	5 & 6 ¹	7	8	NE	SE	Total
Office ZBL Requirement	3.20 spaces / 100m ²									
Restaurant ZBL Requirement (in a C4 Zone)	9.0 spaces / 100m ²									
Retail / Personal Service ZBL Requirement (in a C4 Zone)	4.00 spaces / 100m ²									
Weekday Demand Rate	2.27	5.51	1.57	0.82	6.32	3.07	0.17	1.76	0.90	2.20
Grouped Weekday Demand Rate	2.71							1.26		2.20
Weekend Demand Rate	2.57	4.85	1.48	0.96	3.66	2.50	0.63	1.88	1.07	1.98
Grouped Weekend Demand Rate	2.29							1.41		1.98

Notes: 1. Observed parking demand for Planning Zones 5 and 6 were combined as Zone 6 does not contain occupied commercial gross floor area.

Recommendations regarding potential changes to the parking supply requirements in the Zoning By-law based on the parking surveys described above are provided in section 5.0 of this report.

3.3 Future Changes in Parking Demand

3.3.1 New Developments

Although there is currently enough municipal public parking available in Port Credit to accommodate existing demand, the 475 vacant spaces available are not large in absolute terms. This surplus could be reduced significantly by new development (especially if PIL is utilized) and / or changes in the existing supply occur. It would therefore be prudent to investigate the potential impacts in order to guide the City in its future planning for the area. With assistance from City of Mississauga staff, BA Group undertook a review of the future development potential in the Port Credit area. Future developments were classified into two groups, which are set out below.

- 1) future development sites with active applications; and
- 2) potential future developments sites that do not have an application, but for which development will probably take place.

Table 9 summarizes the analysis of the future development activity in Port Credit and the corresponding potential effect on the future parking supply. Appendix B provides more detail regarding the assumptions. Figure 9 illustrates the development sites shown in Table 9.

Active Development Applications

The list of development sites with active applications was developed in conjunction with feedback from staff at the City. There are several key active applications or projects underway, of which approximately six sites propose to utilize the PIL program as follows:

- the redevelopment of 6, 8, 10 Ann Street and adjacent funeral home parking lot;
- the redevelopment of the Port Credit Post Office;
- a proposed second floor banquet hall at 52 Lakeshore Road East; and
- three PIL applications by restaurants on Lakeshore Road East.

The corresponding impact on the municipal public parking system of the PIL or potential PIL applications is approximately 61 to 86 spaces.

Potential Future Development Applications

Potential future developments in Port Credit were reviewed to provide some insight regarding potential impacts on the municipal parking system. A list of possible future development sites was produced based on discussions with City staff and have no official status. A general breakdown of development potential, and calculations of estimated parking supply for each site, is provided in Appendix B.

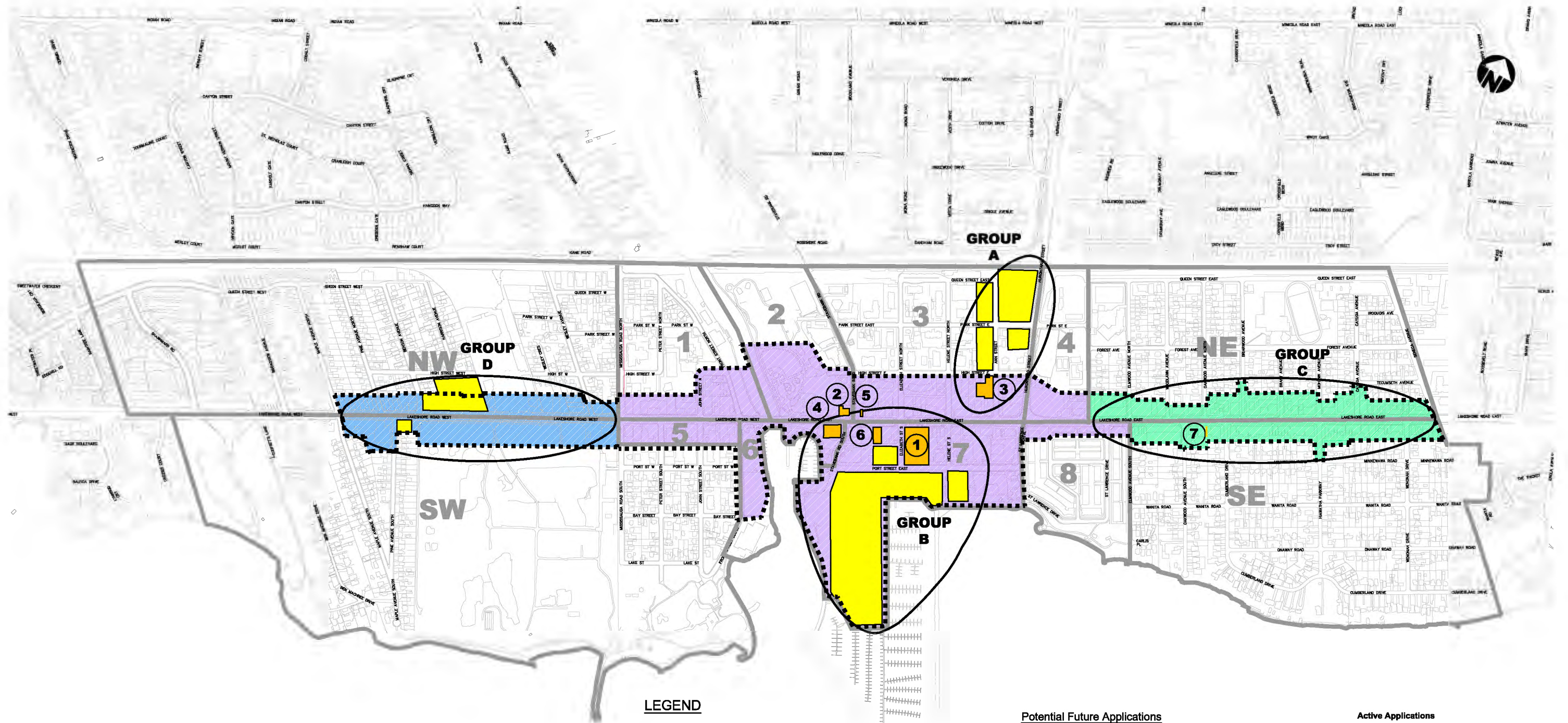
Of the various potential development sites identified, the redevelopment of the Port Credit Harbour Marina site is likely to have the most significant impact on the public parking supply. The extent that the Marina site will need to rely upon PIL cannot be confirmed until an actual development concept is advanced. However, assuming that the project will request 25-35% of the on-site parking requirement be accommodated through PIL, this could result in a need to rely on approximately 240 municipal parking spaces. This includes the existing 99 space off-site parking encumbrance on the Marina site (87 in favour of the Waterside Hotel and Restaurant at 15 Stavebank Rd. S. and 12 in favour of 55 Port St. E.) which may also need to be resolved through a PIL application in order to facilitate the redevelopment of the site.

TABLE 9 FUTURE REDEVELOPMENT SITES IN PORT CREDIT

Development Site	Zone	Description	ZBL Parking Requirement ³	Potential Municipal Parking to be Provided Through PIL
Active Applications				
91-99 Lakeshore Rd East	7	No Frills mixed-use redevelopment	242	0
6, 8, 10 Ann Street	3	Condo Apt. with Ground Floor Retail (Associated with Funeral Home C of A 72 of 34 spaces)	227 34	0 9-34
31 Lakeshore Road East (Post Office)	6	Office / Restaurant / Financial Institution	155	34
52 Lakeshore Road East	3	Proposed Banquet Hall on 2 nd Floor	11	8
65-71 Lakeshore Road East	7	Proposed Patio on 4 required spaces	0	4
30-48 Lakeshore Road East	2	Proposed Expansion of Restaurant	5	5
215 Lakeshore Road East	SE	Proposed Conversion of Retail Space to Take-Out Restaurant	1	1
Potential Future Development Applications¹				
Group A: Near Go Station				
GO Transit Lot	3	Redevelopment of GO surface lot at NE corner of Queen/Park	353	0
30-78 Ann Street	3	Potential consolidation of properties and redevelopment	282	0
80 High Street East (Bell Bldg.)	3	Potential redevelopment	202	0
Lawn Bowling Green	3	Potential redevelopment	289	0
Group B: Waterfront / Main Street				
1 Port Street East	7	Marina Site Redevelopment (Mixed Use)	572	143
1 Port Street East	7	Marina Off-Site Parking Encumbrance (15 Stavebank Rd S.)	87	87
1 Port Street East	7	Marina Off-Site Parking Encumbrance (55 Port Street)	12	12
1 Port Street East	7	Marina Site – Marina uses to remain	260	0
30 Port Street East (Ports Hotel)	7	Redevelopment of Ports Hotel building	205	0
55 Port Street East	7	Redevelopment of site across from FRAM development	32	0
Group C: East Commercial Area				
No developments ²	N/A		0	0
Group D: West Commercial Area				
296 Lakeshore Rd West and 105-143 High Street St.	NW	Mixed Use Commercial / Residential	644	0
305 and 315 Lakeshore Rd West	SW	Retail redevelopment	60	0
Total Potential Impact to Municipal Parking System				303-328

Notes:

1. Site statistics for potential redevelopment sites based input received from City Staff. See Appendix B.
2. Potential future developments have not been identified in Group C.
3. Based on existing Zoning By-law parking standard.



LEGEND

Active Applications

- ① 91-99 Lakeshore Rd. W. - No Frills Redevelopment
- ② PIL - 30-48 Lakeshore Road East
- ③ 6, 8, 10 Ann Street + Funeral Home Parking Lot - Redevelopment
- ④ 31 Lakeshore Road East - Redevelopment
- ⑤ PIL - 52 Lakeshore Road East
- ⑥ PIL - 65-71 Lakeshore Road East
- ⑦ PIL - 215 Lakeshore Road East

Potential Future Applications

- GROUP A - Development in vicinity of Port Credit GO Station
- GROUP B - Development in vicinity of Waterfront and Mainstreet
- GROUP C - Development in vicinity of Eastern Commercial Area
- GROUP D - Development in vicinity of Western Commercial Area

Active Applications

- Potential Applications
- Primary Node Commercial Area
- Secondary Eastern Commercial Area
- Western Commercial Area
- Port Credit District
- Commercial Parking Area
- Planning Zone

1

FUTURE DEVELOPMENT SITES IN PORT CREDIT

3.3.2 Special Events

The City hosts several public festivals in the Port Credit area such as:

- the Mississauga Waterfront Festival (June);
- Canada Day Celebration & Parade (July);
- the Port Credit Arts Show (July);
- the Salmon Derby (July and August);
- Busker Fest (August);
- the Port Credit In-Water Boat Show (August); and
- the Southside Shuffle (September).

In addition to the summer festivals there is a recurring farmers market that occurs on the Elmwood Avenue municipal parking lot located in the Secondary Eastern Commercial Area. The farmers market occurs every Saturday between June and October. The festivals and farmers market create a significant amount of activity in Port Credit bringing visitors from all over Mississauga and the GTA. The resulting activity adds significant parking demand in Port Credit. The additional parking demand is primarily focused during the weekends and weekday evenings and is generally accommodated by on-street parking and off-street private lots in the vicinity.

While no specific data collection was undertaken during special events, it is presumed that during the festivals that much of the public parking in the Port Credit CPA is occupied. However, given the number and nature of these events, providing additional parking which would remain underutilized most of the time is not desirable from an economic or urban design perspective.

3.3.3 Loss of Existing Surface Lots

The development of underutilized sites in the Primary Node CPA may also have an effect on the public parking demand in the area. Larger underdeveloped surface parking lots in private ownership tend to be used by the public as part of the unofficial public parking supply. These lots, when developed, will displace the demand to other, most likely, municipal public parking facilities.

An example of an underdeveloped lot in the Primary Node CPA is the No Frills parking lot located at 91-99 Lakeshore Road East. The No Frills parking lot contains approximately 100 surface parking spaces which, because of their prominent location, are often used by the public as a location to park and shop in the general area; similar to the way in which municipal public parking provides an area benefit.

The No Frills site is being redeveloped into a mixed use project which will eliminate the 100 surface parking spaces. Although a portion of the parking for the new development on this site will be available to the general public, the convenience and location of the existing surface lot will be lost. As a result, some of the demand occurring on the No Frills lot will be displaced and create additional demand for the remaining publicly available spaces. It has been conservatively assumed for the purposes of this study that 60% of the existing parking demand observed on the No Frills site (i.e. 55 to 90 spaces during

the peak times on the weekday and Saturday respectively) will become part of the public parking demand.

3.4 Future Changes in Parking Supply

There are several City and Metrolinx initiatives that are being considered that may reduce the public parking supply in the Port Credit Area. The following sections summarize the key projects that could reduce the area municipal parking supply. Figure 10 on Page 43 illustrates the projects and the potential parking reductions.

3.4.1 Lakeshore Road Bike Lanes

The Lakeshore Road Transportation Review Study identified the potential impacts of reconfiguring Lakeshore Road to include higher order transit and bicycle lanes through the Port Credit area. That study determined that the implementation of the bicycle lanes would result in the loss of approximately 88 on-street parking spaces. The loss of the on-street spaces would likely occur along the north side of Lakeshore Road and would be removed in the following areas:

- 57 spaces between Hurontario Street and Seneca Avenue, through the Eastern Secondary Commercial Area; and
- 31 spaces between the Credit River and Hurontario Street, through the Port Credit Node Area.

3.4.2 Hurontario LRT

The Metrolinx Regional Transportation Plan proposes a new LRT line running north-south along Hurontario Street. The LRT is planned to continue on an alignment south of Lakeshore Road on St. Lawrence Drive, and east on Port Street. The LRT would terminate with a Station on Port Street in the vicinity of the Port Credit Harbour Marina site.

A functional design for the LRT is underway but it is yet undetermined what the configuration south of Lakeshore Road will be when it is constructed. Preliminary information from the City however indicates that the LRT will result in the loss of on-street parking on one side of Port Street in the Primary Node CPA. The estimated amount of parking lost on Port Street and St. Lawrence Drive due to the LRT is approximately 36 spaces.

3.4.3 Mississauga Waterfront Parks Strategy

The Mississauga Waterfront Parks Strategy contains several recommendations that will affect the parking supply in the Port Credit area. There are three Priority Parks that will impact the area parking supply. They include:

- Port Credit Memorial Park West;
- J.C. Saddington Park; and
- Marina Park.

Memorial Park West contains approximately 30 perpendicular parking spaces located along the east side of Front Street North. The Parks Master Plan calls for the parking in Memorial Park West to be

reconfigured with an improved landscaping treatment. The reconfiguration would result in the loss of approximately 4 public parking spaces.

J.C. Saddington Park, which is located at the south terminus of Mississauga Road, is one of the larger waterfront parks in Port Credit. It contains approximately 175 parking spaces which are used by the community throughout the year. The Parks Strategy contemplates increasing the amount of useable park space within the park by removing vehicle parking. The preliminary park concept illustrates the removal of 135 parking spaces leaving approximately 40 spaces in place. The amount of parking to be provided in the park will be revisited at the time of detailed design based on park programming and transit accessibility. Notwithstanding the foregoing, J.C. Saddington Park is not located within the Port Credit CPA and the loss of the parking is not counted against the municipal CPA supply.

Marina Park is located along the west edge of the Credit River south of Lakeshore Road West. It is currently utilized as a paved surface parking lot which provides parking for visitors using boat tours and charters that leave from docks in the park, for day users of the boat launch located in the park and reserved spots for charter boat operators. During the summer months the parking lot is well used for parked vehicles with boat trailers, being stored temporarily while the boats are being used in the lake. The capacity of the Marina Park parking lot is in the order of 42 spaces. There is an additional gravel parking lot located at the south end of Marina Park which is opened during peak times providing an additional 30-50 spaces of capacity for vehicle and boat trailer storage. The south gravel lot is also used for overflow parking during festivals and events.

The Waterfront Parks Strategy recommends that the Marina Park parking lot ultimately be redeveloped in favour of creating programmed park space pending a review by City Council of the need for the existing boat launch. As part of the review, the Port Credit Harbour West Parks Class EA and a large block concept plan were prepared. The programming illustrated for Marina Park was refined to retain the existing boat launch ramps and add a separate dock for launching non-motorized boats. The concept plan indicates the existing south gravel parking lot will be developed to replace parking no longer available on the north lot and add a large event space. It is anticipated that this parking will service the boat launch ramps and dock as well as the charter boat operators. There is potential for displacement of some general use public parking.

Based on the foregoing, an estimate of the number of municipal parking spaces in the CPA eliminated due to the Waterfront Parks Strategy is 4 in Memorial Park West.

3.4.4 Transformative Parking Spaces Project

The City approved a pilot project in 2012 as part of the Port Credit Cultural Node initiative that temporarily converted some of the on-street parking in the curb lane in Port Credit to an alternative use. The conversion is a seasonal event that improves pedestrian public realm in strategic areas. Potential adaptations include: the provision of additional bicycle parking, allowing an encroachment of street furniture, allowing for patio expansions and art installations.

For the 2012 program, there were four parking spaces transformed into art installations. Approximately 8 spaces were used for three outdoor patios. Overall, the outdoor patios were quite successful, and several additional patio applications have been received for the 2013 season.

The design of the parking space conversions determine how many spaces are utilized. From the 2012 experience, each patio conversion averaged approximately 3 on-street spaces. As a result, a preliminary estimate of the number of on-street spaces anticipated to be taken up by seasonal patios in the next several years is in the order of 20 to 30.

The estimated number of parking spaces dedicated to the pilot is small when compared to the overall amount of public parking available in the area and can therefore be accommodated without any significant parking impact in Port Credit.

Transformative parking space examples are provided below.



Vancouver



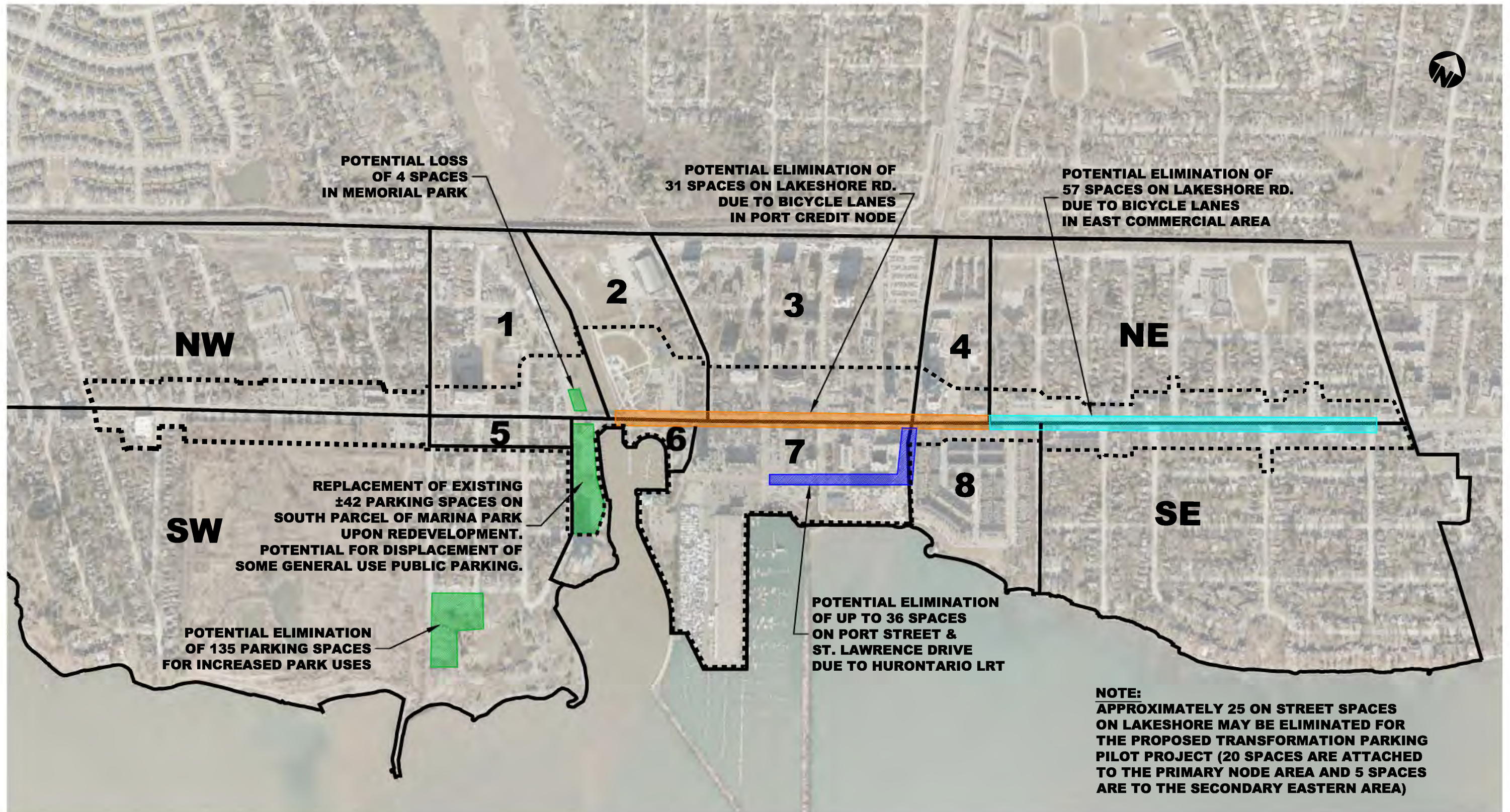
Vancouver



New York



New York



POTENTIAL AREA PARKING SUPPLY REDUCTIONS

3.5 Summary of Potential Future Parking Changes

Table 10 summarizes the potential public parking supply reductions resulting from the various development proposals, City initiatives, studies, and other plans.

TABLE 10 POTENTIAL FUTURE AREA PARKING SUPPLY CHANGES

	Area		
	Primary Node CPA	Secondary Eastern CPA	Total
Municipal Public Parking Supply	722 spaces	289 spaces	1,011 spaces
Potential Reductions in Public Parking Supply ¹	- 91 spaces	-62 spaces	- 153 spaces
Future Parking Supply With Changes	631 spaces	227 spaces	858 spaces
Weekday Peak			
Existing Municipal Public Parking Occupancy ²	57% (413 sp)	42% (121 sp)	53% (534 sp)
Municipal Public Parking Occupancy with Supply Changes	66% (413 sp)	53% (121 sp)	63% (534 sp)
Assumed Public Parking Taken Up By Future Developments ³	360 spaces	1 space	361 spaces
Potential Occupancy in the Future after changes	123% (773 sp)	54% (122 sp)	104% (895 sp)
Potential Public Parking Deficit	142 spaces (deficiency)	-105 spaces (surplus)	37 spaces (deficiency)
Weekend Peak			
Existing Public Parking Occupancy ²	53% (386 sp)	48% (138 sp)	52% (524 sp)
Public Parking Occupancy with Supply Changes	61% (386 sp)	61% (138 sp)	61% (524 sp)
Assumed Public Parking Taken Up By Future Developments ³	380 spaces	1 space	381 spaces
Potential Occupancy in the Future after changes	121% (766 sp)	61% (139 sp)	106% (905 sp)
Potential Public Parking Deficit	135 spaces (deficiency)	-88 spaces (surplus)	47 spaces (deficiency)

Notes:

1. Includes changes to the parking supply stemming from the future Lakeshore bike lanes, the Hurontario LRT, the Waterfront Parks Strategy, and the Transformative Parking Space initiative.
2. Refers to occupancy percentage of only on-street areas and municipally owned off-street lots.
3. Includes public parking demand changes stemming from active PIL applications, future estimated PIL applications, and the loss of the No Frills surface parking lot for general public parking use (i.e. 32 to 52 spaces). Assumed public parking taken up by new developments is higher during the weekend peak due to a higher observed demand of the existing No Frills parking lot.

Short Term

Short term changes to the public parking system will likely occur in the next year or two and are generally limited to the Transformative Parking Space Pilot Project, which will likely result in the loss of approximately 25 spaces (20 spaces in the Primary CPA and 5 spaces in the Secondary Eastern CPA). Given that the locations for the pilot are spread out, and that there is currently excess on-street

capacity available, the Transformative Space Project can be accommodated in the short term. Should the project be expanded and/or continued as a permanently recurrent seasonal event, the reduction in on-street parking should be reviewed in the context of the longer term supply changes.

Long Term

Long term changes to the public parking system that will likely occur beyond the next couple years (i.e. post 2015) resulting from a decrease in the public parking supply and increased demand from new development as described in Sections 3.3 and 3.4 are summarized in Table 10.

Based upon the summary in Table 10 the City might need to supply an additional 150 parking spaces in the Primary Node Commercial Area in order to accommodate future growth. This estimate could easily change significantly depending upon future development plans, particularly on the Port Credit Harbour Marina site. Given that the currently vacant public supply is small in absolute terms (i.e. 475 spaces); a relatively minor change in the demand or supply of 100-200 spaces could easily create the need for additional parking supply in a specific subarea.

Therefore, while there is currently sufficient public parking, it is important that the City actively plan to provide additional public parking in order to facilitate future development in the node and ensure that existing businesses that rely on the provision of public parking continue to receive reasonable service.

Note that there are only minor changes anticipated in the Secondary Eastern CPA and as such it is expected that this area will continue to have adequate public parking available in the future. However, additional public parking in this area might be used as a catalyst to spur redevelopment.

3.6 Potential Future Public Parking Options

The City should plan to provide new shared parking resources in Port Credit with the primary objective of facilitating the on-going success of both existing and future development. Other objectives the City should consider when constructing additional public parking include:

- encouraging redevelopment in an area by strategically locating public parking, thereby reducing the need for potential new development to provide parking;
- facilitating potential new cultural uses in the area;
- mitigating the impact of public parking removed from an area due to other municipal initiatives such as the Lakeshore Road bicycle lanes, the Hurontario LRT, public park reconfigurations, etc.; and
- accommodating overflow parking demand from area special events, festivals, etc.

With these objectives in mind, new parking facilities should be strategically located on the north and south sides of Lakeshore Road to facilitate new development in the various subareas including the central, western and eastern portions of the node. Potential locations that the City should investigate for future public parking resources that could be used to meet the objectives outlined above include:

1. the existing public library parking lot which would serve development in the central part of the node;
2. the existing municipal parking lot in J.J. Plaus Park which would facilitate development on the Marina site and the central part of the node south of Lakeshore Road;
3. a potential joint venture with any Port Credit Harbour Marina redevelopment plan, particularly along the south side of Port Street, which would facilitate redevelopment of the Marina site and might allow the J.J. Plaus Park lot to be converted to open space;
4. the Imperial Oil lands along Mississauga Road in the vicinity of Port Street West which would facilitate development along Lakeshore Road West;
5. the Riverside Public School playground area which would facilitate development along the north side of Lakeshore West;
6. the existing Elmwood Avenue public parking lot and adjacent LCBO site, which would act as a catalyst for redevelopment in the area;
7. an expanded surface parking lot at Cayuga Avenue to better serve the east side of Port Credit and partially compensate for lost on-street parking associated with future modifications to Lakeshore Road;
8. a reconfiguration of several on-street parallel parking areas to perpendicular or angled parking.

Figure 11 illustrates the potential new public parking opportunities in Port Credit. Table 11 provides a brief description of the various opportunities.

The City should proactively review the feasibility of these parking opportunities with the important objective of having at least three development ready locations available. This will place the City in a position to effectively address future parking challenges in an expeditious manner when the need arises.

If the potential developments in zones 6 and 7 occur as projected, it is probable that a future parking garage on the Library lot or the J.J. Plaus Park lot will be required to accommodate the new development and maintain a reasonable level of service for existing development. With this in mind, the City should conduct more detailed feasibility studies for these two sites with a view to confirming at least one of them as the location for a future garage. An alternative to using the J.J. Plaus Park lot could be a joint venture with a future development site on the Port Credit Harbour Marina lands, particularly along the Port Street frontage. This in turn, would allow the existing surface lot to be converted to open space.



It should be noted that an above grade garage in most locations should be designed to accommodate grade level commercial space and a high level of architectural design. In the case of the J.J. Plaus Park lot, such a garage would then replace an existing surface lot with active uses adjacent to the water. As mentioned earlier, a garage on the Library site should also take advantage of the opportunity to incorporate retail space at the Lakeshore Road elevation, thereby improving and activating the streetscape.

TABLE 11 SUMMARY OF POTENTIAL NEW PUBLIC PARKING OPPORTUNITIES

Location	Description	Approximate Additional Potential Yield
Public Library Lot	A 2 level aboveground parking deck built on the existing municipal library surface parking lot. The structure could take advantage of the prevailing grades near Lakeshore Road East such that the upper level of the structure was accessed from Lakeshore with grade-related retail.	100 - 200 spaces
J.J. Plaus Park Lot	A 2-3 level parking above or below grade garage located on the existing municipal surface parking lot adjacent to the Snug Harbour restaurant. The size of the lot could be expanded if a portion of the garage was constructed on the adjacent Port Credit Harbour Marina lands through a joint development.	200-300 spaces
Port Credit Harbour Marina Site	A joint venture garage along the south side of Port Street in conjunction with and to facilitate new development.	200-400 spaces
Imperial Oil Lands	A surface parking lot located on the west side of Mississauga Road to provide parking for potential future uses on Lakeshore Road West, and for additional overflow parking for J.C. Saddington Park.	100 spaces
Riverside Public School	A 1 - 2 level underground structure below the school playground for Riverside Public School.	100 spaces
Elmwood Avenue Parking Lot	A 2 level above-grade parking deck located on the Elmwood Avenue municipal parking lot and adjacent LCBO site. The parking structure should incorporate grade-related retail (new LCBO) at street level.	60 spaces
Cayuga Avenue	Potential closure of Cayuga Avenue at Lakeshore Road East and expansion of existing surface public parking lot. ¹	20 spaces
Misc. Side-Street Spaces	The reconfiguration of on-street parking in three areas from parallel parking to angled parking.	25 spaces
Total		805 - 1,205 spaces

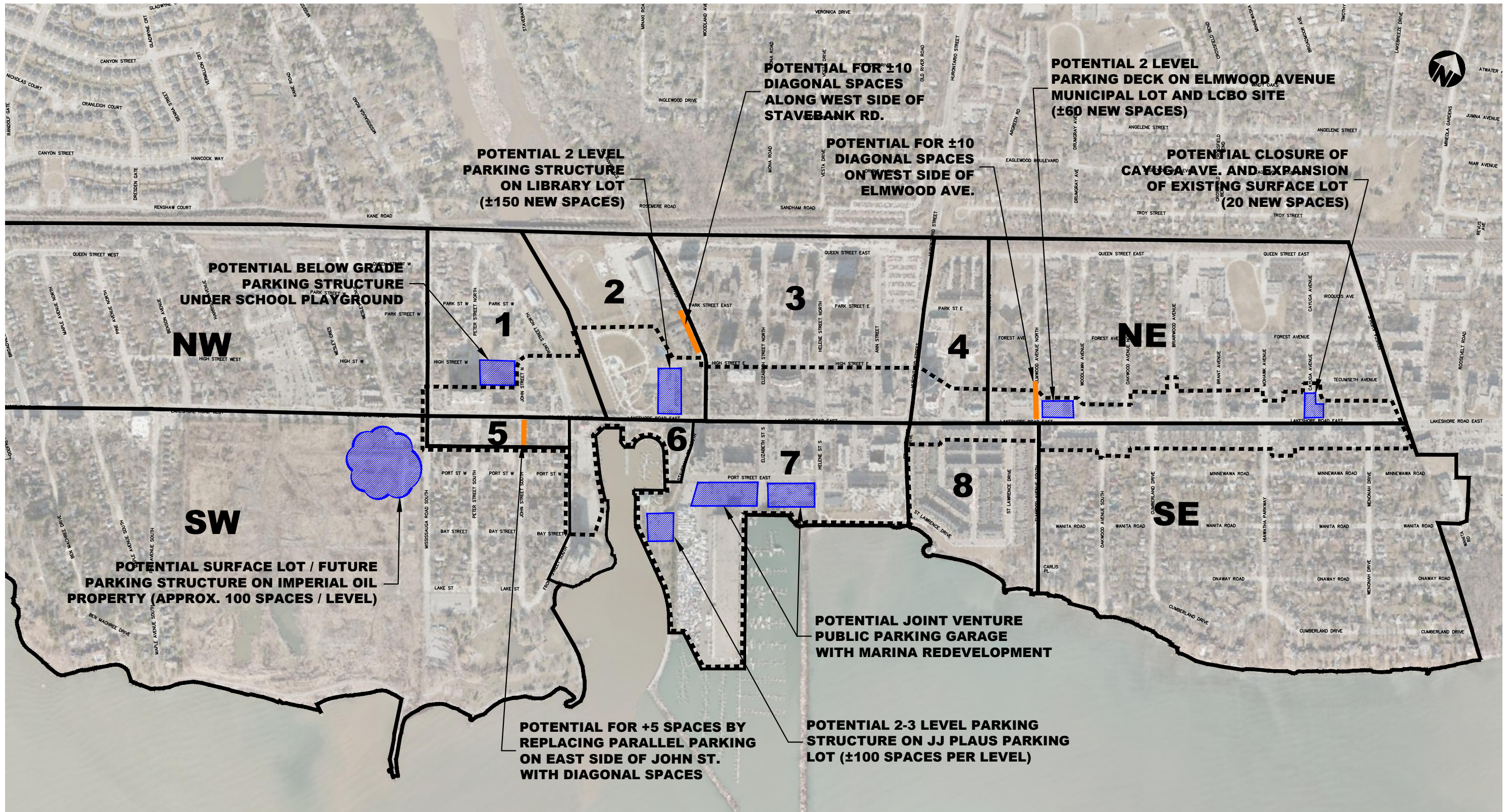
Notes:

1. Parking opportunity as defined in 1998 MRC Report: "Mississauga Commercial Area Parking Strategy Study"

A future surface lot on the Imperial Oil lands near Lakeshore Road that could be converted to a garage in the long term should be investigated as this would serve to facilitate commercial development along the south side of Lakeshore Road, provide parking for existing commercial uses along Lakeshore east of Mississauga Road such as Clarke Hall and also serve the J.C. Saddington Park. It is important that the size and shape of the lot be suitable for a future garage in the long term.²

Should the LCBO building adjacent to the existing Elmwood Avenue parking lot become available, the City should take the opportunity to acquire the property in order to create a public parking a garage either above or below new at grade commercial development along Lakeshore Road between Elmwood and Woodlawn Avenue.

² Generally, a minimum lot size of 120 feet by 260 feet is required for an efficient sloped floor parking garage without grade level commercial space. A minimum lot size of 180 feet by 260 feet is required for an efficient garage with grade level commercial space.



POTENTIAL OPPORTUNITIES FOR NEW MUNICIPAL PARKING

An underground garage on the playground for the Riverside Public School would serve to facilitate redevelopment along the north side of Lakeshore Road and generate some revenue for the school board.

3.7 Additional On-Street Pay Parking Zones

In addition to seeking opportunities to expand the off-street parking supply, it is recommended that the City also review locations where free on-street parking can be converted to on-street pay parking areas in Port Credit. Expanding the number of areas that have on-street pay parking will not increase the overall commercial supply, but it will allow the supply to be managed better and generate revenue that can then be used to fund additional public parking and TDM initiatives in the area.

One area that paid on-street parking could be implemented is throughout the high density area north of Lakeshore Road East between Hurontario Street and Stavebank Road. Adding pay parking to this area would generally affect visitors to the neighbourhood, people who are overflowing from the GO parking lots, or people destined to shops / services along Lakeshore who are parking further away to avoid paying in the current on-street fare zones. It is assumed that residents of the apartments generally have on-site parking and will not be affected by the introduction of pay parking. Should there be any significant use by residents the City may need to implement a permit parking system in order to enable some residents to park for an extended period (overnight).

Paid on-street parking could also be introduced on Rosewood Avenue in the vicinity of the Harold E. Kennedy Park/Credit Valley Outdoor Pool.

On-street pay parking could also be introduced along Front Street north and south of Lakeshore Road West. Implementing paid parking along Front Street would provide additional revenue from people using the waterfront parks, visiting the commercial area, or visiting the Don Rowing Club, the Mississauga Canoe Club, or the Royal Canadian Legion.

Finally, another location where the City should consider implementing a paid parking zone is along Queen Street in the vicinity of Mentor College. There are approximately 75 spaces on Queen Street which are used by people visiting and attending Mentor College. The parking in these areas is well used and the City is currently providing parking for this use for free. Installing pay parking machines would allow the City to collect revenue from an area where the City currently receives no compensation from the service benefit being provided.

3.8 Discussion and Recommended Next Steps

Primary Node Commercial Area

The parking demand and utilization surveys indicate that the existing parking supply in Port Credit is sufficient to meet the typical weekday and weekend demand. No parking shortages were identified and anecdotal experience suggests that there are not any significant parking supply problems currently in Port Credit. As such there is no short term need to construct additional municipal parking lots in Port Credit. Informal discussions with the Port Credit BIA and members of the Advisory Committee indicated general agreement with this conclusion.

Over the long term however, it is likely that the City will have to provide additional shared public parking resources in order to facilitate the on-going success of existing and future development in response to new developments that utilize the PIL process and the loss in existing public parking related to City / Metrolinx initiatives such as bicycle lanes on Lakeshore Road, the Hurontario LRT, etc. A conservative estimate of the future parking supply indicates that the City might need to supply an additional 200 parking spaces. The addition of approximately 100-200 new public parking spaces should be set as an initial goal. This will add approximately 5-10% to the total area public parking supply and off-set any expected changes in the parking supply and demand in the area.

A parking deck on the Port Credit public library parking lot is a logical location to target as a first facility. It is large enough to provide approximately 100-200 new spaces depending on how many levels are constructed. The library lot is centrally located to the waterfront parks and primary commercial area. A parking structure could be constructed on the library lot with minimal impact to the streetscape on Lakeshore Road East by building two levels and taking advantage of the existing grades of the library site such that the top of the parking deck would be at the same level as Lakeshore Road East. A third level of structure is also possible, however it would likely require that active grade related retail be constructed along Lakeshore Road with the third level of the parking garage built over the retail. The library parking lot location also has the benefit of being under City ownership which eliminates the need for property acquisition. It should be noted that the existing library parking lot is located adjacent to a former landfill site and further site investigation is required to determine the feasibility of constructing a parking structure. Further, this location is currently used by the Waterfront Festival for a midway area. Should this location be chosen for a parking structure, an alternative location for the midway should be investigated.

It is also recommended that the City determine the feasibility of a garage on the existing municipal lot located in J.J. Plaus Park, adjacent to Snug Harbour restaurant. It is owned by the City and is also roughly the right size to fit an efficient parking structure and could provide an additional 150-300 parking spaces. A parking garage on this lot would be able to help accommodate some parking demand from the redevelopment of the Port Credit Harbour Marina including the replacement parking for Waterside Inn and 55 Port Street East presently provided on the Marina site. As mentioned earlier it should also include grade commercial space along the water and the other facades as well.

It should be noted that concerns have been raised regarding the use of the J.J. Plaus lot for a garage because of its prime location along the Credit River. As mentioned earlier, the City should also investigate a joint development opportunity to provide a public parking garage on the Marina site along the south side of Port Street in order to facilitate development and perhaps allow the existing J.J. Plaus Park surface lot to be converted to open space. It can then decide which of the two options should be selected to facilitate future development.

The timing of when the City should construct the additional parking will depend on the speed of redevelopment in the area, the extent that large redevelopment sites like the Port Credit Harbour Marina will require public parking, and the timing of planned projects like the LRT or the waterfront parks improvements. One approach is to be proactive and construct additional public parking in the short to mid-term (i.e. 5-10 yrs.) to support planned new developments such as the impending redevelopment of the former Post Office site. In the case of the J.J. Plaus Park surface parking lot or a joint venture with new development along Port Street, building the facility in the short/mid-term may also encourage

redevelopment of the Port Credit Harbour Marina sooner as the parking would be viewed as an economic incentive to the redevelopment.

Should the City prefer to minimize capital expenditures in the short/mid-term, and to limit providing additional public parking before it is required, it could apply a reactive approach. In this case City staff would monitor the area parking occupancy and the need for a new parking facility would be triggered when the parking utilization in a particular sub-area increases beyond a specified threshold occupancy target such as 80%.

Lastly, the City should consider expanding the pay parking areas in the Primary Node area to include Front Street north and south of Lakeshore Road West, on the residential streets in the high density area north of Lakeshore Road west of Hurontario Street, and on Rosewood Avenue in order to generate revenues which can be used to expand the parking supply in the commercial area.

Secondary Eastern Commercial Area

The parking demand in the Secondary Eastern Commercial Area is not expected to change significantly due to new infill development. The primary parking impact in this area will be the potential loss of approximately 57 parking spaces due to bicycle lanes being added to Lakeshore Road East, which is a long term plan.

To off-set the loss of the on-street parking spaces from the bicycle lanes it is recommended that the City pursue adding new surface parking supply by implementing the recommended perpendicular on-street spaces on Elmwood Avenue, and through the expansion of the existing municipal lot at Cayuga Avenue. These initiatives would add approximately 20-25 spaces to the public parking supply in the Eastern Commercial Area.

The City may also want to consider constructing an additional public parking structure in the short term to 'kick-start' redevelopment in the area. By way of example, the City could construct a parking structure with active grade-related uses on the Elmwood Avenue public parking lot as a way of encouraging the redevelopment of the surrounding properties.

Other Areas in Port Credit

The City's Waterfront Parks Strategy contemplates eliminating approximately 135 spaces from the existing parking lots in J.C. Saddington Park to accommodate additional park space when transit becomes more accessible. For Marina Park, Community Services had undertaken predesign studies which include concept plans that restrict parking to the south portion of the park. The new parking will service the boat launch ramps, docks and the charter boat operators. There is potential for the displacement of some general use public parking. While there is capacity on the surrounding area streets to accommodate a portion of the displaced parking from the park, the City should investigate the opportunity to provide a consolidated public parking facility to accommodate the displaced parking demand from the two parks. The parking garage would ideally be located in proximity to both Marina Park and J.C. Saddington Park. Based on our preliminary review however there does not appear to be a readily obvious location that would serve both locations conveniently.

An alternative location to provide public parking is on the Imperial Oil lands on the west side of Mississauga Road, just south of Lakeshore Road West. This potential new facility, which would optimally

provide approximately 150-200 spaces in a surface lot and be the right size and shape to accommodate a future parking garage, could provide public parking for general visitors to J.C. Saddington Park and Marina Park. Further, a parking lot on the Imperial Oils lands could also be used to encourage and support redevelopment of properties along the Lakeshore Road corridor west of Mississauga Road outside of Port Credit Node. For example, there have been preliminary visions of developing the south side of Lakeshore Road on the Imperial Oil lands as a mixed-use area and continuation of the main street. Although providing a public parking lot on the west side of Mississauga Road would be a viable location to support development on Lakeshore Road West and also be utilized for J.C. Saddington Park, development on the Imperial Oil lands may be challenging due to the environmental and contamination issues.

If a public parking garage can be developed on the Imperial Oil lands of sufficient size, then the need for a public garage on the north side of Lakeshore Road in the Riverside Public School playground would be diminished. A larger garage on the south side could serve future redevelopment on the north.

In order to provide additional public parking, the City should also consider converting wide boulevards along areas of Lakeshore Road to on-street parking in the Western CPA. This approach would be similar to the widening completed in front of the Shoppers Drug Mart and medical office complex at the southwest corner of Lakeshore Road West and Pine Avenue South.

The City should also consider implementing a pay parking zone along Queen Street in the vicinity of Mentor College to increase parking revenues which can in turn be used to expand the public parking supply elsewhere in Port Credit.

4.0 Lakeview Planning Area

4.1 Existing Conditions

The Lakeview study area is centred on the Lakeshore Road East corridor from Seneca Avenue in the west to Etobicoke Creek in the east, which is the City of Toronto / City of Mississauga boundary.

Although Lakeshore Road East functions as both a major corridor and local shopping area, unlike Port Credit, it does not have a main street feel. The area has the beginnings of a main street, but lacks continuity and a focal point, and in some areas appears to be struggling. The land uses located along this stretch of road mainly consist of retail and service commercial, interspersed with low to high rise apartments and mixed-use development. Some sections have large block sizes and distances between commercial areas. There is a stretch of employment uses, predominately industrial, located on the south side of Lakeshore Road East between Cawthra and Dixie Roads, which also disrupts continuity. Much of the commercial development is strip mall type buildings, many of which have front yard or boulevard parking. Generally, all parking for these uses is provided on-site.

To the south of the study lands, there are many significant uses, features and vacant lands, which form an area of influence, including:

- Ontario Power Generation (OPG) lands;
- employment lands;
- Lakefront Promenade Park;
- Port Credit Yacht Club and Marina;
- G.E. Booth Wastewater Treatment Facility;
- Lakeview Park;
- Douglas Kennedy Park;
- Adamson Estate;
- Lakeview Water Treatment Facility; and
- Not Yet Named Park P-358 (owned by TRCA and known as the Arsenal Lands containing the Small Arms historical building).

A large portion of the area of influence is comprised of the OPG lands. This site is an expansive area owned by Ontario Power Generation that was previously occupied by the Lakeview Generating Station. The station was torn down in 2006, and the property, along with adjacent industrial lands, recently went through a preliminary visioning process known as Inspiration Lakeview. The resulting concept envisions a significant amount of residential, commercial, and recreation uses being developed along with a new grid-based street network.

The Inspiration Lakeview plans are conceptual in nature and the development envisioned is not included in current the Mississauga Official Plan. As a result, Phase II of the Parking Strategy does not address any specific parking issues associated with the Inspiration Lakeview area, with the exception of providing

some high level guidance for the future development area. This Study focuses on providing recommendations associated with the main street corridor in the area that abuts Lakeshore Road East. It is recommended that a detailed parking strategy for the Inspiration Lakeview lands be undertaken as a follow up to this Study once the development vision and land use is confirmed and incorporated into the Mississauga Official Plan.

Figure 12 illustrates the Lakeview study area and the primary surrounding land uses and features which form the area of influence.

4.2 Potential Future Development

The City has provided detailed land use information for the main street area abutting Lakeshore Road in Lakeview as summarized in Table 12.

TABLE 12 LAKEVIEW LAND USE ESTIMATES

Category	Existing Commercial GFA (m ²)	Future Commercial GFA (m ²)	Existing Residential (Units)	Future Residential (Units)
Land Uses in Main Street Corridor Area	33,000	54,800	1,650 (rounded)	4,700 (rounded)

Notes:

1. Land uses include properties adjacent to the Lakeshore Road East corridor (i.e. the main street commercial area).
2. Existing and future land use information based upon information supplied by City of Mississauga Planning Department dated September 2011.
3. Commercial GFA is a sum of automotive commercial, office, restaurant, general retail and personal service uses.

4.3 Parking Goals for the Lakeview Area

Mississauga has traditionally been involved in the provision of shared public parking resources in its main street commercial areas, such as Port Credit, Clarkson, and Streetsville primarily to support economic development and foster a successful main street environment. Many municipalities play a similar role to attract specific development that may not have otherwise come, or would not occur for many years.

The City wishes to support new development in Lakeview similar to the character that exists in Port Credit. In this regard, the City, like many other municipalities, can and should use the supply of public parking to help achieve this goal and foster good urban design.

Urban planners as well as transportation planners have also realized that managing the supply, location and cost of parking in conjunction with the introduction of public transit services, active transportation initiatives, car/van pool programs and other travel options is critical to support and encourage alternative travel modes and maximize the return on public investment in transit and transportation infrastructure. With these factors in mind, the primary goals of the Lakeview area parking strategy should be:



LAKEVIEW AREA OVERVIEW

LEGEND

■ Parks

■ Other Major Features

- *to support Good Urban Design* and contribute to creating a walkable and transit supportive urban environment by minimizing surface parking and encouraging higher density development through the use of parking facilities that are well located and integrated with primary development;
- *to foster Economic Development* by assisting the private sector in achieving the development vision for Lakeview through the implementation of parking requirements that encourage efficient use of parking resources as well as strategic public investment in the provision of municipal parking facilities and transportation alternatives; and
- *to support Transportation Demand Management (TDM)* by influencing commuter mode choice through parking supply management and pricing and the provision of commuting alternatives through the parking program.

The following section outlines the potential scope for a municipal role in public parking involvement in the Lakeview area.

4.4 Potential Scope for Municipal Parking Involvement

The amount of publicly available parking in a node or downtown area varies significantly from municipality to municipality, ranging from a low of 25% to a high of 60% of the total commercial parking supply. Cities that control higher proportions of the parking supply are better able to achieve the three goals of supporting good urban design, fostering economic development, and supporting TDM. Given that the City currently has a negligible role in public parking in Lakeview, it is recommended that the municipality actively seek out and implement new opportunities to increase the amount of public parking in Lakeview to achieve these objectives.

An initial target for Lakeview would be to supply a percentage of the total public and private parking supply similar to that in Port Credit, which is a reasonable example of the size and scale of the built form and parking that might be emulated. In Port Credit, the City provides approximately 40% of the overall commercial parking supply. Residential uses generally provide dedicated, off-street parking and have little to no impact on public parking supply, with the exception of residential visitors which municipalities often accommodate on-street.

To provide an estimate of the future commercial public parking needs in Lakeview, land use forecasts for the Lakeview area were consulted. Information provided by the City of Mississauga indicates that the Lakeview main street area will likely have approximately 54,800 m² (590,000 sq. ft.) of commercial GFA in the future. Assuming an overall commercial parking supply rate similar to that in Port Credit (i.e. approximately 3 spaces per 100 m² of GFA) an order of magnitude estimate of the future number of parking spaces required for the commercial land uses in Lakeview is roughly 1,650 spaces.

Using a public parking target similar to that in Port Credit (i.e. where the municipality controls 40% of the total supply) approximately 660 shared public parking spaces should be provided by the City by using a combination of on-street and off-street surface lots, and ultimately, one or two parking garages as described below.

4.4.1 On-Street Parking

Convenient on-street parking is an important component of the provision of municipal parking in most cities and should be in Lakeview. An initial policy that the City could implement is permitting on-street parking in the curb lanes on Lakeshore Road East during off-peak times, generally considered to be from 9am to 3pm and 6pm to midnight Monday to Friday and on weekends. The City should also permit on-street parking on other existing side streets throughout the day. The on-street parking in commercial and employment areas should be allocated primarily to augment short term visitor parking with resident parking as a secondary use. Initially permissions should be the 3-hour City maximum condition, with additional restrictions / metered spaces being added as demand warrants.

An initial review of the existing portions of Lakeshore Road indicates that roughly 200 on-street parking spaces could be provided by permitting parking in the curb lanes of Lakeshore Road East. There is also the potential for an additional on-street supply of approximately 75 spaces by utilizing the side streets within 25 to 30 metres of Lakeshore Road East.

For the longer term, we have confirmed that the approximately 200 on-street spaces along Lakeshore Road East throughout Lakeview can be maintained in boulevard laybys once the potential future LRT is implemented.

Mississauga should establish a policy framework which ensures that all new public streets built as part of the Inspiration Lakeview vision are carefully assessed at the design stage in terms of optimizing the on-street parking supply. This policy direction should be incorporated into the criteria applied to the Environmental Assessment process for new streets in the area. In this regard, virtually all streets in the Inspiration Lakeview community should be able to provide parking on at least one side. In residential neighbourhoods, on-street parking can accommodate visitors. In mixed commercial / residential areas, such as Lakeshore Road East, on-street parking can accommodate additional residential visitor parking, as well as parking for commercial uses that cannot otherwise provide parking on-site. In park zones, on-street parking can be utilized to augment on-site visitor parking in specific areas.

4.4.2 Off-Street Public Parking

Currently almost all off-street parking is provided on private property. In order for the City to become more actively involved in providing off-street shared public parking resources in Lakeview, Mississauga will need to seek opportunities to obtain new off-street parking areas to increase the public parking supply.

If the City can achieve a public parking supply of 200 to 275 spaces on Lakeshore Road East and adjacent side streets as described above, an additional 385 to 460 spaces should be provided in new public off-street parking lots in order to achieve a 40% share of the parking supply in the main street area.

4.5 Discussion and Recommended Next Steps

A near term objective for the City should be to implement on-street parking along the Lakeshore Road East corridor through Lakeview. Implementing on-street parking on Lakeshore Road is a relatively easy way to increase the available public parking supply and support redevelopment in the area.

To achieve the long term target of 40% control of the commercial parking supply in Lakeview, the City will need to establish approximately 385 public parking spaces in new municipal off-street parking lots. In this regard, the City should start to look for opportunities to provide new off-street public parking lots. The City could do this by:

- utilizing PIL funds to purchase properties;
- by utilizing Section 37 (Bonus Provisions) of the Planning Act to secure capital public parking facilities; and / or
- partner with the private sector to obtain public parking through redevelopment applications.

The latter approach is similar to the process used by the City to secure 43 public parking spaces located on level P1 of the Port Credit Village redevelopment at the southwest corner of Hurontario Street and St. Lawrence Drive.

While it is anticipated that the off-street parking provided by the City will initially be surface parking, any larger off-street lots purchased by the City should be of sufficient size and shape to accommodate a parking garage in order to provide flexibility for future planning³. The location of future parking facilities should be strategically selected to provide economic development support and facilitate good urban design. Based upon the size and scope criteria, two or three lots ranging in size from 100 to 200 spaces each should eventually be provided.

³ Generally, a minimum lot size of 120 feet by 260 feet is required for an efficient sloped floor parking garage without grade level commercial space. A minimum lot size of 180 feet by 260 feet is required for an efficient garage with grade level commercial space.

5.0 Zoning By-Law Considerations

5.1 Port Credit

5.1.1 Commercial Uses

As outlined in Section 3.2, the overall parking demand rates observed in the Port Credit commercial area are substantially lower than the General Zoning By-law requirements. This is consistent with our experience in many other traditional main street areas throughout Ontario. To ensure the City is not requiring excess parking supply, City Council should reduce the minimum zoning by-law parking requirements in the Port Credit area to better reflect actual parking demand and to recognize future planned transit improvements.

The observed overall parking demand rate of 2.7 spaces per hundred square metres of commercial floor area is in effect a blended rate that reflects the existing land use composition as well as the benefits of shared parking use due to temporal differences in demand for individual uses. Our recent review for the City of the parking requirements for Post Office redevelopment plan provided some useful insight into how individual parking rates could be adjusted to better reflect actual demand and minimize excess parking requirements. Generally, the goal should be to reduce existing rates where appropriate while also trying to consolidate as many uses as possible in order to make land use changes easier to accommodate. With this in mind, it is recommended that the following revisions to the existing zoning by-law rates for commercial uses be implemented for C4 zones:

- 3.0 spaces per hundred square metres GFA for retail, personal service, repair establishments, art galleries and museums;
- 4.85 spaces per hundred square metres GFA for financial institutions, real estate offices, medical offices, and take-out restaurants;
- 3.0 spaces per hundred square metres GFA for office uses.

These rates represent a 25% reduction for retail, personal service, repair, real estate and medical office uses, a 19% reduction for take-out restaurants, a 17% reduction for art galleries and museums, a 12% reduction for financial institutions and a 6% reduction for office uses compared to current by-law rates. The resulting base rates for individual uses more closely represent the rates included in the ULI Shared Parking report⁴ and those recently proposed for non-downtown core areas in the City of Toronto in their consolidated zoning by-law review. It is important that they only be applied to land uses in a main street type setting that are zoned C4. Larger scale suburban type commercial developments should provide parking at the non C4 zone rates in the Zoning By-law.

5.1.2 Apartment Uses

From a policy perspective the City should also reduce the requirements for apartments in the Port Credit Node in order to facilitate compact urban and transit oriented development near the Port Credit Mobility Hub. The reduced requirements should extend approximately 500 metres in radius from the Go

⁴ "Shared Parking" Second Edition, Urban Land Institute and International Council of Shopping Centres.

Station main entrance and bus terminal at Helen Street to reflect the high degree of transit accessibility within this distance. The approximate boundary of this reduced parking zone for apartments would be Port Street to the south, the Credit River to the west, and Elmwood Street to the east. This boundary should be extended south to include the Port Credit Harbour Marina site when the Hurontario Street LRT has been implemented south along Port Street.

Reducing the parking supply requirement would recognize the potential for higher transit, walk and active transportation use in the area. It would recognize the trend to a more urban lifestyle and provide developers with more flexibility in meeting market demand for parking. It would also increase housing affordability by minimizing the cost of expensive underground parking for residents who do not actually want or need it. The reduced requirements should match those used in the City Centre:

- a minimum of 1.0 space per unit for residents; and
- a minimum of 0.15 space per unit for visitors.

The City should also facilitate the provision of private car share services in the area as this will allow area residents and employees to reduce their reliance on car ownership to meet their transportation needs by providing convenient and affordable access to a car when required for short duration personal or business trips. This could be accomplished by approving some high density residential projects that commit to providing the service and the City could utilize some of the surplus parking revenue generated in the area to subsidize the operation of a few spaces in the on-street municipal supply until market support eliminates the need to do so.

5.1.3 Shared Parking Considerations

In addition to the base parking supply rates, it is important to revise the shared parking schedule in the existing By-law to better reflect the temporal variations in demand found in traditional main street areas compared to suburban locations. The recommended shared parking schedule for C4 zones is provided in Table 13.

TABLE 13 RECOMMENDED C4 ZONE SHARED PARKING SCHEDULE

Use	Percentage of Peak Period ¹			
	Morning	Noon	Afternoon	Evening
Office / Medical Office	100 (10)	90 (10)	95 (10)	10 (10)
Real Estate Office	90 (50)	80(50)	100(50)	50(20)
Financial Institution	70(90)	75(90)	100(90)	80(20)
Retail Store / Personal Service/Art Galleries/Museums/Repair Establishments	50 (50)	50 (75)	70 (100)	75 (10)
Restaurant / Take-out Restaurant	25 (20)	65 (90)	25 (50)	100 (100)
Hotel - Rooms	50 (70)	25 (25)	25 (25)	65 (50)
Hotel – Function Space ²	95(95)	100(95)	90(90)	95(95)
Residential – Resident	90 (90)	65 (65)	90 (90)	100 (100)
Residential – Visitor	20 (20)	20 (20)	50 (60)	100 (100)

Notes:

1. 00 – Indicates weekday peak period percentage, (00) indicates weekend peak period percentage.
2. Hotel Function space includes restaurants, meeting rooms, banquet and conference facilities.

5.2 Lakeview

The zoning bylaw parking requirements for Lakeview should encourage compact urban form, reflect future transit, and active transportation objectives for the area, and maximize the utilization of both private and public parking facilities. These goals can be accomplished by minimizing required on-site parking required by the zoning by-law and encouraging mixed use and shared parking facilities wherever possible.

Although demand surveys were not undertaken in Lakeview, it is likely that the Zoning By-law requirements exceed the parking demand for the commercial uses in the area. Lowering the overall Zoning By-law parking requirements for commercial uses in Lakeview may help spur new development in the area and ensure that parking is not over-supplied. In this regard, it is recommended that the City adjust the By-law parking requirements for commercial uses consistent with the recommendations set out for Port Credit in Section 5.1. However, reductions for residential apartments should be considered on a site specific basis depending upon the location and circumstances.

In addition, the City should continue to use payment-in-lieu of parking policy to reduce the need to provide on-site parking in favour of shared public parking resources that are controlled by the City. The City has used PIL in the Lakeview area in the past, albeit infrequently. To date, the money has been lumped into an “Other Areas of the City” account. Given the expected increase in development in the Lakeview area it is recommended that a separate PIL account be established for Lakeview, similar to that of Port Credit.

With the emphasis on minimizing on-site development parking supply, it will be important for the City to actively provide on-street parking at every opportunity as well as establish off-street shared public parking resources that can be used to assist private development and help achieve a gradual reduction in parking supply needs over time as transit and active transportation use increases.

6.0 Cultural Uses Parking Considerations

The Mississauga Cultural Master Plan outlines a vision to establish Port Credit as a cultural 'hub' within Mississauga by building upon the area's existing uses and heritage attractions. In this regard, the City initiated a Port Credit Cultural Pilot Project in 2011 to promote the cultural heritage of Port Credit.

Parking Policy 8.4.10 in the Mississauga Official Plan (2011) provides the following guidance regarding cultural facilities:

"In some circumstances, the City may consider allowing the use of municipal parking facilities to meet or reduce the parking requirements for cultural facilities where it does not impair the functioning of other uses or the economic vitality of the area."

Recommendation #38 of the Mississauga Culture Master Plan, provided below, also refers to the desire to understand how parking might be a barrier to cultural development and how it can be addressed:

"That the interdepartmental culture team receives a presentation on the parking strategy and subsequent area studies to understand the barriers to cultural development created by parking and how they can be addressed by more flexible parking strategies."

The City can support the OP Policy and Culture Master Plan in the following ways:

1. allow specific cultural uses to benefit from reduced parking standards, as described in Section 5.0 of this report;
2. exempt or give concessions to the adaptive reuse of heritage buildings from Zoning By-law parking requirements and provide public parking;
3. provide public parking for festivals and cultural events that draw large crowds; and
4. continue to support the Transformative Parking Space Project.

6.1 Reduced Parking Standards for Cultural Uses

It is recommended that the City allow certain cultural uses to benefit from reduced blended parking requirements outlined in Section 5.0 of this report. Cultural uses that will be included in recommended reduced supply rates include art galleries, offices for cultural groups and museums. Examples of cultural uses that are not appropriate to offer reduced parking rates are places of religious assembly or theatres. These uses are typically high parking generators and allowing reduced parking rates would likely result in a significant under provision of parking and could create significant localized impacts.

6.2 Parking Exemptions / Concessions for Buildings on Designated Heritage Properties

Another way in which the City can support cultural uses is by providing parking exemptions or concessions for buildings on designated heritage properties. This would recognize the intrinsic difficulty that many of them have in meeting parking requirements compared to new building sites. A parking exemption would make heritage designation and adaptive reuse of heritage properties more desirable. It would also facilitate the reuse of these buildings for a variety of land use types, especially where there is limited or no parking on the existing site. This exemption could also result in more sympathetic adaptive reuse if underground parking is not needed.

Mississauga currently supports heritage building reuse through their PIL policy which allows exempting building owners from providing parking on-site in exchange for a cash payment. The cash payment ranges from 12.5% to 50% of the actual cost of building a parking stall, depending on the size of development. Another example of how to incent reuse of heritage buildings is from the City of Toronto, which provides a full exemption of parking and loading facilities for all designated heritage buildings. Based on a review of other municipalities from the Greater Toronto Area (GTA) the Town of Newmarket also has a partial exemption policy in their Zoning By-law for heritage properties in the historic downtown zone. Copies of the regulations from the Toronto and Newmarket Zoning By-laws are attached to this report for reference purposes as Appendix D.

Similar to these other municipalities, Mississauga should consider reducing (or eliminating) the parking requirements for designated heritage buildings in order to support the retention of the buildings and enhance their ability to provide a variety of land use types in the existing space. This would further encourage the usability of heritage sites (beyond that of simply offering a PIL program) by reducing (or eliminating) PIL requirements.

The proposed exemption would apply to properties designated under Part 4 Section 29, of the Ontario Heritage Act which is applicable to individual properties. The exemption would not apply to properties designated under Part 5 which applies to Heritage Conservation Districts.

To review the implications of offering an exemption (or reduction) of the parking requirement associated with heritage buildings, City staff have provided a list of all the designated heritage buildings in both Port Credit and Lakeview as summarized in Table 14.

TABLE 14 DESIGNATED HERITAGE SITES IN PORT CREDIT AND LAKEVIEW

Port Credit	Lakeview
Clarke Hall – 161 Lakeshore Rd. West	Indoor Rifle Range – 1300 Lakeshore Rd. East
Dudgeon Cottage – 305 Lakeshore Rd. West	Small Arms Inspection Building – 1400-1490 Lakeshore Rd. East
Emma Peer Residence – 7 John Street South	
Hamilton House – 84 High St. East	
Gray House – 90 High St. East	
Masonic Temple – 45 Port St. West	
Parkinson-King Residence – 37 Mississauga Rd. South	
Port Credit Arena – 32-40 Stavebank Rd.	
St. Lawrence Starch Bldg. – 141 Lakeshore Rd. East	
Wilcox Inn Building – 32 Front St. South	

A brief discussion and analysis of the impact of offering a parking exemption for the various heritage sites is provided below.

6.2.1 Port Credit

Clarke Hall

The potential for Clarke Hall to be utilized as a space for cultural uses such as theatre productions, art displays, or public meetings, is limited by its small on-site parking supply of approximately 10 spaces which cannot accommodate the parking demand for large attendance events. When Clarke Hall is occasionally utilized for public meetings, the majority of parking is accommodated on-street by the neighbourhood south of Lakeshore Road West. To facilitate a reoccurring cultural use in Clarke Hall, the City could choose to exempt the Hall from the typical parking requirement (probably 60 to 65 spaces) applied to places of assembly, and instead provide additional public parking in the area as a way of satisfying the parking demand. By way of example, the City could either formalize the use of on-street parking in the vicinity of Clarke Hall, or could attempt to build a new off-street parking lot on the west side of Mississauga Road on the Imperial Oil lands. A new off-street lot west of Mississauga Road could be used by Clarke Hall and also provide more public parking for Marina Park to offset the potential removal of parking within the park area that is being proposed by the Waterfront Parks Master Plan. It would also serve to facilitate new main street development along the Lakeshore Road West frontage of the Imperial Oil lands.

Port Credit Arena

The parking at the Port Credit Arena services both the arena and P.C. Memorial Park. The Port Credit arena is not expected to change its use and is not expected to impact the commercial parking supply in the node. As a result, providing a heritage exemption is not expected to have any significant impact on the public parking supply.

St. Lawrence Starch Administration Building

This building is currently being used as office space and a sales centre for Fram/Slokker, the developers of Port Credit Village and the North Shore Condominiums. The property is zoned C4-6 which permits office, medical office and financial institutions to locate in the space. The site currently has 16 parking spaces beside the building, and additional parking in the underground garage at Port Credit Village. A small addition might be added on the small surface lot that would probably require PIL of parking to replace the existing 16 spaces and provide parking for the addition, if it were to be proposed.

Dudgeon Cottage

The Dudgeon Cottage is a very small building of approximately 64 square metres that is presently being used as a vehicle sales office for the adjacent separate property that operates as a car sales storage area. The property is currently owned by the same entity. Given the small size of the building, it is possible that any parking requirement could be met on the site to the rear of the building. Providing an exemption from parking supply requirements would have minimal impact. However, on-street parking should be provided in the immediate vicinity to provide a viable supply for the adaptive reuse of the cottage.

Masonic Temple

This is a large building in the heritage conservation district. It is located in a low density residential area with zoning that permits detached dwellings or a private club. The zoning requirement for on-site parking would appear to be roughly ten spaces. The surface lot on the site would appear to be able to

accommodate the ten spaces. Exempting this property from the requirement to provide parking would exacerbate the general shortage of parking in the area for cultural uses like Clarke Hall.

All Other Designated Heritage Buildings (84, 90 High Street, 37 Mississauga Road, 32 Front Street South, 7 John Street South)

There are several residential heritage buildings in proximity to the commercial area which have the potential to be converted to commercial uses. They are limited in number, widely dispersed and relatively small, and, therefore, the potential conversion of these homes will not have a significant parking impact. The current public parking supply will be able to accommodate any increase stemming from the reuse of these buildings.

6.2.2 Lakeview

The impact on designated historic properties of eliminating parking requirements was also considered for the Lakeview study area based on information provided by the City. The following provides a brief description of the historical sites reviewed.

Small Arms Building

Not Yet Named Park P-358 (Arsenal Lands) includes the heritage Small Arms Building and a water tower that were utilized for the manufacture of weapons during World War II. Preliminary plans have been prepared to revitalize the Small Arms Building into a space for artist performances, artist studios, community space, and a heritage museum.

The preliminary concept plans indicate that depending on the ultimate mix of uses proposed, the site may not be able to provide the parking required by the Zoning By-law on-site. Providing an exemption from parking requirements will therefore help encourage reuse of the site.

Should the City exempt or reduce the Small Arms Building from the parking supply requirement in the Zoning By-law, it will also need to investigate opportunities to increase the amount of public parking in the area to augment whatever parking supply the redevelopment concept will be able to achieve. By way of example the City could achieve a significant amount of public parking by permitting on-street parking on Lakeshore Road East near the Small Arms Building. In addition, there is an old surface parking area located just to the east of the Building that the City might be able to obtain and utilize as a public parking lot in order to increase the supply of public parking in the area.

Indoor Rifle Range

This is a single storey rectangular concrete structure situated behind the buildings that front the south side of Lakeshore Road, west of Dixie Road. It was opened in 1940 and used for training soldiers until 1957. It reopened in 1968 and continues to be used as a rifle range today under the ownership of the Region of Peel. It is approximately 265 square metres in size. Given the small size of the building, exempting it from parking requirements for the existing use or adaptive reuse would have minimal impact.

6.2.3 Proposed Heritage Building By-Law Exemptions

Based upon the foregoing discussion, it is recommended that buildings on designated Heritage properties in Port Credit and Lakeview be exempted from Zoning By-law parking supply requirements subject to the following criteria:

- Only buildings on designated heritage properties under Part 4, Section 29 of the Ontario Heritage Act be considered;
- Parking must be provided at the By-law rate for new floor area added through an addition, alteration or extension or if the existing floor area is replaced;
- Parking currently provided on-site or the Zoning By-law requirement, whichever is the lesser should remain as a requirement;
- The exemption would not apply if the building is demolished, removed or altered contrary to the provisions of the Ontario Heritage Act.

These criteria will ensure that the parking exemption is utilized only to facilitate the preservation and use of existing heritage buildings in their present form.

6.3 Manage Parking for Special Events

Special events in Port Credit include the various festivals that occur throughout the year. The parking demand related to these events exceeds the typical weekday / weekend peak demand. The parking demand during festivals was not directly measured, however it is generally understood that the public parking in the Port Credit area achieves high occupancy during special events.

Given that there is more than sufficient parking in Port Credit to accommodate the typical area demands, the City should not seek to build additional public parking just to accommodate occasional special events. Rather, the City should optimize the use of existing parking lots in Port Credit that are slightly further away from the festival area (i.e. Lakeshore Road). By way of example, the GO Station parking lots contain approximately 600 spaces south of the tracks and another 350 (approx.) spaces north of the tracks, many of which are empty during the evenings and weekends when the peak festival parking demand occurs. Other parking that the City should utilize for festivals includes:

- the J.C. Saddington Park parking lots – approx. 175 spaces (if available);
- on-street parking on Queen Street East by Mentor College – approx. 75 spaces
- the Port Credit Memorial Arena parking lot – approx. 200 spaces.

By using the above noted locations the City can utilize an additional 1,000 parking spaces of supply for the festivals.

It should be noted that for some special events the parking lot of the Port Credit Memorial Arena is used as a staging area, parking area for Parks Operations vehicles and equipment as well as a base camp for film companies and therefore cannot be used for visitor overflow parking on a regular basis.

To manage parking most efficiently during these events, the City could operate a parking shuttle bus to these alternate parking locations to provide fast and efficient circulation between the remote parking areas and key festival locations. The shuttle should be provided by the City or BIA free of charge during the festival. Potential funding for the shuttle bus could be drawn upon from parking meter revenues as a method of reducing parking demand in the node area during peak times. The shuttle service should be augmented by a public awareness campaign, and the marketing for the festival, which notifies visitors that they should park in the remote areas to avoid the main commercial area, and that a shuttle will be provided to transport them conveniently.

During special events the City should also increase the convenience of cycling. Temporary bicycle parking corrals or bicycle valets can be introduced for special events and included in event communications.

6.4 Support the Transformative Parking Space Project

Another way in which the City can support cultural uses is by supporting the conversion of existing on-street parking spaces into various other uses including patios, plantings, public art, etc. As outlined in Section 3.4.4, it is estimated that initially approximately 25 parking spaces may be converted in Port Credit as part of the transformative space project in the next several years. The City can support this project by permitting these spaces to be removed from the public parking supply.

Over time, the City can further encourage the Transformative Parking Space project by allowing additional on-street parking spaces to be converted in Port Credit and Lakeview as interest is gained in the project and as the amount of parking supply in the area permits.

7.0 Bicycle Parking Considerations

The provision of bicycle parking in both Port Credit and Lakeview is important to encourage the use of other modes of transportation and support sustainable economic development by facilitating shorter distance cycling trips by area residents. The absence of these facilities will deter regular bicycle use for non-recreational purposes. Increased cycling will reduce the growth in vehicle trips and support more sustainable urban travel patterns. In this regard, the City has already started to recognize the importance of cycling by installing different types of bicycle racks in Port Credit as part of the Port Credit Cultural Node Pilot Project.

7.1 Recommended Bicycle Parking Requirement

Generally speaking, government agencies have been requiring the provision of bicycle parking for non-residential uses at a rate which significantly exceeds current use, ranging from 2 to 7% of employees. Employee bicycle parking spaces are required to be provided in secure covered storage areas whereas visitor parking includes racks or posts that can be outdoors, preferable in visible, sheltered locations.

Mississauga's Zoning By-law does not have bicycle parking requirements but Phase I of the Parking Strategy developed a bicycle parking requirement for the City Centre area. It is recommended that the same rates be applied to new developments in the Port Credit and Lakeview areas. The proposed rates are shown in Table 15.

TABLE 15 SUMMARY OF RECOMMENDED BICYCLE PARKING RATES FROM PHASE I

Use	Bicycle Parking Standard
Office Uses	0.17 spaces per 100 m ² GFA staff plus 0.03 spaces per 100 m ² GFA visitor
Retail Uses	0.085 spaces per 100 m ² GFA staff plus 0.25 spaces per 100 m ² GFA visitor
All other non-residential uses	4% for staff and 4% for visitors
Residential Apartments & Townhomes ¹	0.60 resident spaces per unit 0.15 visitor spaces per unit

Notes:

1. Residential requirement applies to apartments and townhouses that do not have an exclusive garage.

7.2 Existing Development Considerations

Most of the existing development in Port Credit has not supplied employee or visitor bicycle parking facilities. With this in mind, the City could improve the situation by providing as much of this parking as possible using its own infrastructure assets. Application of the recommended bicycle parking supply requirements to existing development in Port Credit, results in a requirement for approximately 180 spaces. An initial allocation of approximately 60 staff spaces and 120 visitor spaces is recommended. This goal can be reviewed periodically based on feedback from the community, the demand for each type of parking, and as the City's experience with bicycle parking in Port Credit grows.

The City should provide approximately 2/3 of the spaces within the Port Credit Node Area, and the remaining 1/3 of the spaces in the Eastern Commercial Area. This allocation is based on the existing distribution of commercial GFA in Port Credit.

Figure 13 illustrates the preliminary bicycle parking deployment recommendations for Port Credit.

Using the same methodology and the existing commercial floor space of approximately 30,000 square metres GFA, the Lakeview corridor would require approximately 120 spaces, including approximately 40 for employees in secure locations and approximately 80 for visitors.

TABLE 16 RECOMMENDED BICYCLE PARKING DEPLOYMENT IN PORT CREDIT¹

Area	Staff Spaces	Visitor Spaces
Primary Node Commercial Area	40 spaces	80 spaces
Secondary Eastern Commercial Area	20 spaces	40 spaces
Overall Port Credit Area	60 spaces	120 spaces
Overall Lakeview Area	40 spaces	80 spaces

Notes:

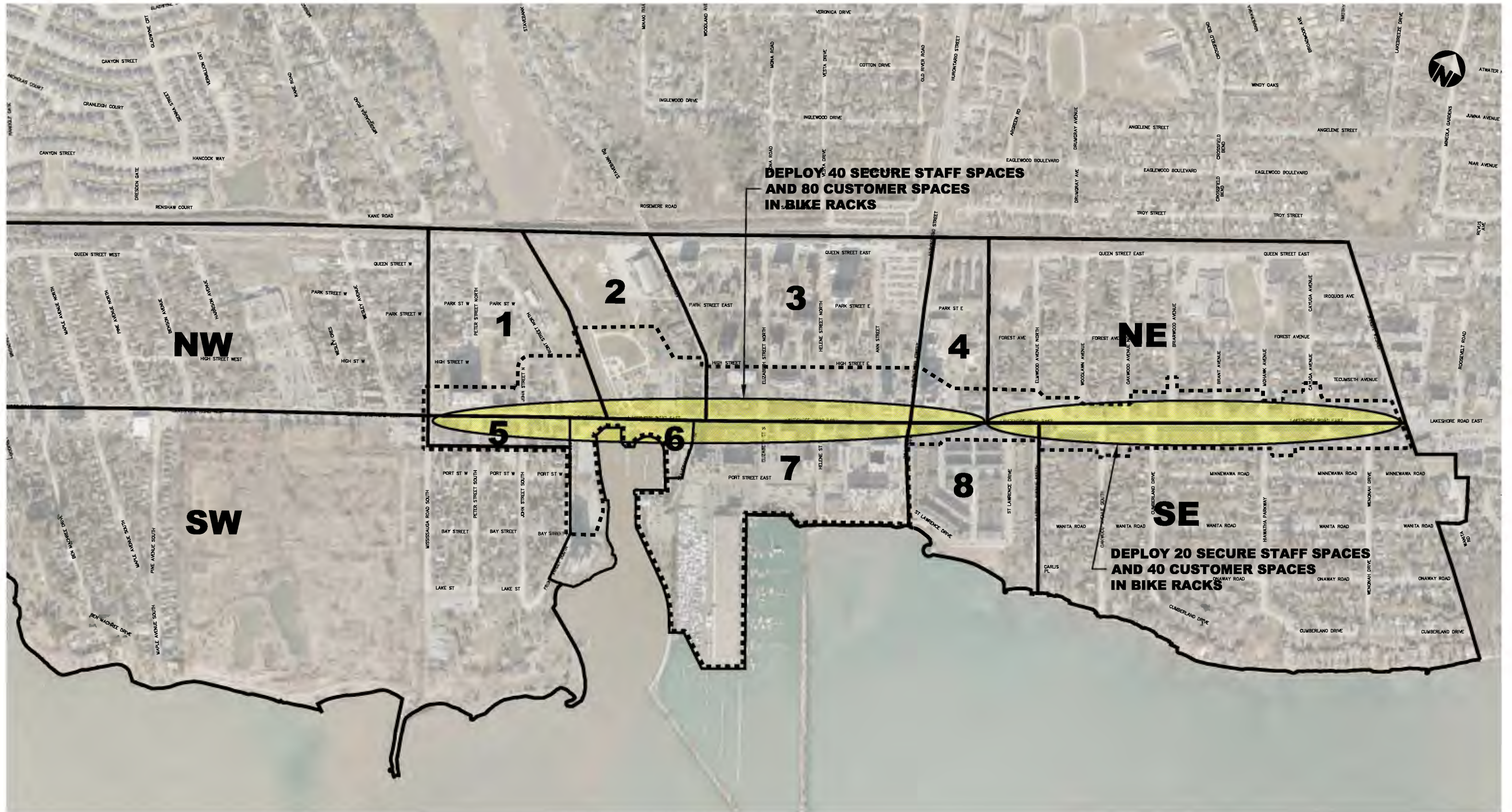
1. Requirement calculated on existing commercial GFA in Port Credit Primary Node and Secondary Eastern Commercial Areas.

The staff bicycle parking requirement should be provided in secure form (e.g. either located in bike cages / lockers) and should be spread out east to west through the Primary Node and Secondary Eastern Commercial Areas. The secure bicycle parking could be located in the City's existing surface lots including the Library, J.J. Plaus Park, Marina Park and Elmwood Lots as well as the City's public parking component of the garage in the Port Credit Village development off of Port Street. Providing bicycle parking in this fashion will ensure that a greater number of staff has access to secure bicycle parking which can be utilized as a common resource by the various shops and stores along Lakeshore Road.

Bicycle parking for visitors does not need to be secure and should be installed in visible locations along Lakeshore Road on the sidewalk as post and ring (or similar) type racks, and bike shelters in appropriate locations. Locating the visitor parking along the street frontage will improve access for people who wish to cycle to stores and services along Lakeshore Road.

Mississauga has substantial existing inventory of publicly owned visitor bicycle parking facilities in Port Credit. In the Primary Node Commercial Area there are 34 post and ring racks, with a capacity to hold 68 bicycles, found in various rights-of-way. Additional visitor bicycle parking facilities are found in J. J Plaus Park and at the Port Credit Library. In the Eastern Commercial Area, Mississauga already exceeds the recommended number of visitor spaces with 33 post and ring racks, with a capacity to hold 66 bicycles, found along Lakeshore Road East.

The City should continue to add to its bicycle parking inventory, especially secure staff parking facilities, as recommended in Table 16.



BICYCLE PARKING DEPLOYMENT RECOMMENDATIONS IN PORT CREDIT

7.3 New Development Requirements

The recommended bicycle parking requirements should be applied to all new development applications on a go-forward basis.

Because many development applications in Port Credit and Lakeview are small conversions, renovations and additions, it is recommended that the City adopt an exemption for small developments. This will ensure small developments are not unreasonably asked to provide bicycle parking spaces when there may be limited site floor area or other constraints.

A reasonable exemption limit for the provision of bicycle parking would be any application that requires a total of less than 5 parking spaces (staff and visitor). This is equivalent to an exemption threshold for new developments of approximately 2,500 square metres of GFA (approximately 27,000 sq. ft.) for office uses, and approximately 1,500 square metres for retail uses (approx. 16,000 sq. ft.).

In addition, special consideration should also be given to redevelopment sites which may only require a small number (e.g. less than 10) of visitor bicycle spaces. Rigidly applying the visitor bicycle parking standard to these types of developments could result in an uncoordinated piecemeal 'scattering' of bicycle racks and posts for visitors in poorly visible locations throughout Port Credit.

It is therefore recommended that, in addition to the exemption provision described above, that the City also allow a cash payment option for visitor bicycle parking for developments. This will allow the City to collect money from developments with a small number of required visitor spaces so that it can deploy coordinated visitor bicycle parking in strategically located, visible areas that best meets the need of the entire area.

The cash payment rate for bicycle parking should be set to recover the cost of providing it along City streets.

Creative bicycle storage should be considered on a case by case basis. For example, IDEO, a design and innovative think tank, encourages employees to ride their bikes to work. Employees hoist their bikes up with mechanical winches, to maximize vertical space.

7.4 Shower / Change Room Requirements

Consistent with the recommendations in Phase I of the Parking Strategy, the City should enact a requirement for shower and change rooms in the Zoning By-law. The Cities of Toronto and Vancouver also require washroom, change and shower facilities for each gender. Toronto requires one shower/change facility for each gender in non-residential buildings greater than 20,000 m² (215,300 sq. ft.) while Vancouver requires one facility per gender when 4 to 29 employee bicycle spaces are required and one additional facility per gender for every 30 spaces thereafter. Converting the Vancouver shower/change room requirement to square metres suggests that an office building would have to be 2,353 m² GFA (approximately 25,000 sq. ft.) before shower/change facilities are required. For retail/restaurant/personal service uses, the floor area would have to be 4,705 m² (approximately 50,600 sq. ft.). The Vancouver by-law also requires clothing lockers at 0.7 times the number of employee parking spaces provided.

Because many uses in Port Credit are relatively small properties, requiring them to provide separate showers and change rooms may be an unreasonable burden and negatively impact development. It is therefore recommended that the City apply an exemption threshold for renovations and small developments. The exemption limit in Toronto of 20,000 square metres (215,300 sq. ft.) is significantly larger than any potential non-residential development that will occur in Port Credit / Lakeview. We therefore recommend applying the exemption limit based on the Vancouver by-law of 2,325 square metres (approximately 25,000 sq. ft.) for office developments and 4,700 square metres (approximately 50,600 sq. ft.) for retail/restaurant/personal service uses.

For buildings over the exemption limit, the recommended minimum standards for employment uses for shower and change rooms are set out in Table 17.

TABLE 17 MINIMUM REQUIRED SHOWER/CHANGE FACILITIES PER GENDER

Required No. of Employee Bike Spaces	Number of Shower Stalls per gender
0-4	0
5-29	1
30-59	2
60-89	3
90-119	4
120-149	5
150-179	6
over 179	7 plus 1 for each additional 30 bike spaces

Note: Each gender will also require a change and washroom facility, including storage lockers equal to 0.70 times the number of employee parking spaces provided.

In summary, the City should implement the bicycle parking and shower/change facility requirements outlined in Tables 16 and 17 into the Zoning By-law for Port Credit and Lakeview. Developments that require less than 5 bicycle parking spaces in total should be exempt from the requirements. In addition, office buildings less than 2,353 square metres GFA and all other commercial space less than 4,705 square metres GFA should be exempted from the shower/change facility requirements.

8.0 Financial Considerations

This section reviews the current financial status of the parking operation in Port Credit, and provides some strategic recommendations going forward.

8.1 Existing Financial Status

8.1.1 PIL Account Balance

As described in Section 2.4, Mississauga has a policy that allows the City to consider accepting a cash payment-in-lieu (PIL) for all, or part, of the Zoning By-law parking requirements for a site. Like other municipalities with similar policies, a PIL program is intended to facilitate development in urban areas by providing an option for developments that cannot physically meet the Zoning By-law requirements on site or find it financially challenging to provide the parking on site; to make a payment-in-lieu of providing some or all of the required parking.

The City's current PIL fees for the Port Credit and Other Areas including Lakeview are summarized in Table 3. The PIL values per space represent a minimum of 12.5% and a maximum of 50% of the estimated cost to provide parking in the locations noted. The 50% discount represents a substantial savings for developments that would otherwise have to pay the full cost to provide parking on its own or forgo development altogether. The rates lower than 50% provide further assistance to developments by recognizing that smaller building owners and business establishments in main street areas may not have the financial resources that larger developers would have. The proposed reductions in parking by-law supply requirements described in Section 5.0 will lower the cost for new developments and renovations as well. The portion of the cost not covered by PIL payments is then typically recovered by user fees or subsidized by the general tax base.

At the present time, PIL values in Port Credit and most other areas in the City are based on the estimated cost to provide surface parking including land which is the largest cost component. For Port Credit, the estimated approximate cost of a surface parking space is \$21,400. The maximum PIL value is \$10,700 for developments over 200 square metres GFA. In the City Centre area, the PIL values are based on garage parking costs because new development and municipal parking are expected to be in garages (see Table 3 – 2014 City of Mississauga PIL Charges). Generally speaking, the maximum PIL values should be based upon the estimated cost to the City of providing shared public parking resources in the specific area under discussion and then discounted by 50% to reflect the fact that the City could fund the other half through user fees and other sources and that a parking space not directly owned or controlled by a development must be worth less than a space on the development site itself. However, it should also be recognized that PIL values in excess of the full cost of providing surface parking in the area (currently estimated at \$21,400) would likely not be very well utilized because it would be prohibitively expensive for business reasons. The estimated cost to provide above and below ground garages in Port Credit is \$30,382 and \$40,382 respectively. The maximum 50% PIL rate would be \$15,191 and \$20,191.

In Port Credit, at the present time, the City provides virtually all of its public parking in off-street surface lots and one small portion of a joint venture underground garage. This parking strategy study suggests that most future additions to the public parking system in Port Credit would be in garages rather than surface lots. Further, the most recent major development proposals in Port Credit have

included parking in garages. To recognize that the most future municipal parking will be provided in a garage structures, the City should respond to this shift within the PIL program.

The next garage would likely be an above grade garage in the 200 space range and would increase the off-street public parking supply to a total of approximately 674 spaces. The average blended replacement cost for this parking, using the current City PIL values would be \$25,267 per space.⁵ The maximum 50% PIL value would be \$12,633 per space compared to the existing surface lot value of \$10,700. When the City has confirmed the feasibility of building a new garage and the need for one has been established by creating a business plan and budget for it, the PIL rate should be adjusted accordingly to reflect the current estimated blended cost to the City of providing public parking resources.

Based on information provided by City Staff in March 2012, the City's PIL accounts have a total balance of approximately \$3.5 million. Of this, approximately \$2.5 million are funds that have been collected from developments in the Port Credit area and approximately \$40,000 has been collected from Lakeview.

The City should continue to collect PIL in order to assist in funding future parking in the area, especially the potential need for a new parking garage. It should also move to implement user fees in its existing surface lots in order to generate funds to cover the 50% of the PIL cost discount that must be funded by the City.

8.1.2 Annual Parking Operation Revenue and Expenses

The City has provided BA Group with revenue information associated with the parking operations in Port Credit and we have estimated approximate operating costs (based on our experience on many other municipal parking studies). The resulting financial analysis of the existing parking operation in Port Credit is outlined below in Table 18.

The City's parking operation in Port Credit is generally breaking even, earning a modest surplus in the order of \$20,000 per year. The overall net surplus is generated by the on-street parking operation, which produces a surplus of approximately \$145,000, offsetting the \$125,000 loss incurred by the City maintaining its free off-street public parking lots.

The estimated overall net surplus of \$20,000 a year applies only to the parking operation within the boundaries of the Port Credit CPA. If the costs of maintaining the City's other public parking assets in Port Credit were included (such as the Port Credit Memorial Arena parking lot, the J.C. Saddington parking lots, or the unopened right-of-way on Queen Street currently used for free GO Transit parking), the analysis suggests that the broader overall parking system operates at a significant loss to the City.

⁵ Based upon 431 existing surface spaces at \$21,400, 43 existing underground garage spaces at \$40,382 and 200 new above ground garage spaces at \$30,382 using current PIL Values.

TABLE 18 EXISTING PORT CREDIT PARKING OPERATION FINANCIAL SUMMARY

	On-Street Parking	Off-Street Parking (City Lots)	Overall Parking Operation
Revenue¹			
Parking Meter Income	\$160,000	\$0	\$160,000
<u>Parking tickets / fines</u>	<u>\$90,000</u>	<u>\$0</u>	<u>\$90,000</u>
Sub-total Revenue	\$250,000	\$0	\$250,000
Expenses			
Realty Taxes Payable ²	\$0	\$15,000	\$15,000
<u>Operating Expenses³</u>	<u>\$105,000</u>	<u>\$110,000</u>	<u>\$215,000</u>
Sub-total Expenses	\$105,000	\$125,000	\$230,000
Net Income (annual)	\$145,000	\$-125,000	\$20,000

Notes: 1. Revenue figures provided by the City of Mississauga based on rounded 2011 revenue figures.
2. Realty taxes based upon tax assessment information provided by the City of Mississauga.
3. Operating expenses estimated based upon BA Group experience with other municipal parking studies.

8.2 Recommendations

BA Group has developed two key recommendations regarding the financial strategy for the Port Credit parking operation going forward, including:

1. set a goal to fund a future parking garage in Port Credit; and
2. increase parking revenues to help finance existing and future parking and TDM requirements.

The two recommendations are described in the sections below.

8.2.1 Set a Goal to Fund a New Garage

The City should adopt a financial strategy that focuses on preparing for the future need to construct a new parking structure in Port Credit. The City's current PIL account balance (\$2.5 million) is not sufficient to cover the cost of a new parking structure and the annual surplus generated by the parking operation is not sufficient to finance any significant borrowing. As a result, without a significant new source of funding from the City's budget, it will be difficult to fund a new parking garage in Port Credit when the need occurs. This in turn could contribute to losing out on redevelopment opportunities that rely on the City to provide some (or all) of the parking requirement through municipal parking. To maximize Mississauga's readiness to support new development in Port Credit, the City should start making preparations now to finance and construct a parking garage in Port Credit

The first garage would likely be approximately 200 spaces in size and likely be located in the central portion of the node. The location of the garage would be confirmed by the City pending the outcome of the feasibility review of the potential locations described in section 3.6.

A 200 space above grade parking garage would cost in the order of \$7.0 million⁶. Taking into consideration the \$2.5 million in PIL funds collected to date in Port Credit the City would need to source an additional \$4.5 million in order to finance a garage of 200 spaces. If the funds were borrowed, the annual cost would be roughly an additional \$300,000 / year (including interest and a 25 year amortization pay-back schedule)⁷. This does not take into account any additional PIL funds that are collected before a public parking garage is constructed that would reduce the amount that needed to be funded from other sources.

It is also important to ensure that sufficient revenue is generated from the overall parking operation to fund the higher operation and maintenance expenses for the garage. A preliminary estimate of the maintenance and operating costs associated with a 200 space structure is approximately \$90,000 / year⁸. Together with debt financing, this amounts to a total cost of approximately \$400,000 / year for a future 200 space above grade parking structure. Potential revenue sources are discussed in the following sections.

8.2.2 Increase Revenues

To generate sufficient revenue to fund a new parking garage as described above, the City could implement the following changes to the public parking system in Port Credit:

- increase the parking rates for the existing on-street parking areas;
- implement pay for parking in the nine or ten off-street lots serving the main street commercial parking area with a cost less than the on-street spaces to encourage long term parkers to utilize the off-street lots;⁹
- implement minimum monthly parking rates for the general public and municipal employees equal to the cost of a transit pass to support transit use and generate funds (e.g. the current cost of a monthly transit pass is \$120) for parking and TDM programs;
- discontinue the practice of permitting a parking 'fee holiday' that the City has previously approved for the month of December for on-street parking in Port Credit. Prior to implementation, additional public consultation with the business community is required;
- add more on-street pay for parking zones;
- charge for parking on the City-owned unopened road allowance adjacent to the Port Credit GO Station¹⁰; and
- expand the existing time period for pay parking from Monday to Saturday, 10 a.m. – 5 p.m. to include weekday and Saturday evenings and Sundays. This will also distribute the cost of providing public parking more equitably between the commercial uses that benefit from it through the day, and stores and restaurants that operate into the evenings and on Sundays.

⁶ Based on an assumed cost per space of \$35,000 for an above grade garage with a high level of architectural design.

⁷ Assumes a 5.5 percent annual interest rate on a \$4.5M mortgage with an amortization of 25 years.

⁸ Based on BA Group's assumed maintenance and operating cost estimate of \$450 per space per year.

⁹ Includes the Port Credit Village garage, as well as Lakeshore/Wesley, Marina Park, Library, JJ Plaus Park, Helene South, Elmwood, Hiawatha & Cayuga surface lots. Paid parking could also be implemented in the surface lot located in the Harold E. Kennedy Park/Credit Valley Outdoor Pool area as it seems to be attracting parkers from the commercial parking area.

¹⁰ Currently, the City has a license agreement for this parcel with Metrolinx which terminates on July 31, 2016. The rental fee paid by Metrolinx is \$26,000 / year.

All of the parking facilities that serve the commercial area should be managed under the direction of the Transportation and Works Department rather than maintaining the lots as an accessory to another City use (i.e. the Parks Department or the Library). This will allow the City to manage and maintain the parking in a coordinated fashion, enable more robust financial tracking, and establish the facilities as shared use public parking.

As discussed in Section 3.7, areas where the City should consider expanding / implementing paid parking include:

- in the high density area north of Lakeshore Road East, between Hurontario Street and Stavebank Road;
- along Front Street north and south of Lakeshore Road West;
- along Queen Street in the vicinity of Mentor College; and
- along Rosewood Avenue, north of Lakeshore Road East.

With respect to implementing paid parking on Queen Street near Mentor College, the City should price the parking to ensure that the initial cost is reasonable so that people do not park elsewhere, and if necessary implement or revise existing on-street parking regulations in the vicinity. This will ensure that any investment by the City in new ticket machines in this area earns sufficient income to pay for them.

Revenue Estimate

A very rough estimate of how much revenue the City could raise by implementing some of the various options described include:

- increasing the on-street fees by 50 cents an hour to \$1.50/hour - \$40,000 / year;
- implementing pay for parking in the off-street lots at \$1.00/hour - \$225,000 / year;
- increasing the pay for parking time periods to include Sundays and evenings - \$60,000 / year; and
- implementing a charge of \$2.00/day for the City owned unopened Queen Street right-of-way adjacent to the PC GO Station when the licensing agreement terminates in 2016 - \$75,000 / year.¹¹

Implementing the above parking fees should increase revenues by the roughly \$400,000 / year which the City can use to fund a future parking garage. All of the additional revenue raised through the parking operation should be deposited to a dedicated reserve fund that can be used to augment the PIL account balance to construct the future public parking garage.

The City could also implement a validation program that would allow business owners to purchase tokens to distribute to customers to off-set part of, or all of, the parking charges. The City could further elect to offer the Port Credit BIA a bulk discount on token purchases, although it should be noted that this would likely reduce the amount of revenue generated by the parking meters.

¹¹ \$100,000 minus current Metrolinx lease payment of \$25,000 per year (rounded).

When paid parking fees are increased on-street and introduced to the currently free surface lots and shared use garage, the City should develop a management plan to address the potential for some parkers to increase utilization of the side streets in the area, especially where the on-street parking is free. Depending on the nature and extent of the issue, paid parking may have to be introduced in these areas or a permit parking zone implemented in order to ensure that areas residents have access to a reasonable supply of on-street parking in the vicinity of their homes.

8.2.3 Financial Reporting

At the present time, the City tracks the revenue generated from the on-street parking but does not accurately track the actual cost of maintaining and operating the entire municipal parking system in Port Credit. For example, the costs associated with maintaining the various off-street lots (taxes, snow plowing, lighting, repairs, etc.) are split into many different municipal budgets.

It is recommended that the City implement full cost accounting for the municipal parking system in Port Credit in order to fully understand the financial implications of the system. In fact, similar practice should be implemented for all of the City's municipal parking operations in order to ensure the efficient operation and management of the system in a business-like fashion. Moving the responsibility and management of all parking lots where paid parking is implemented to the Transportation and Works Department will facilitate this process. Financial measures that should be tracked are shown in Table 19.

TABLE 19 SUGGESTED FINANCIAL REVENUES & EXPENSES TO BE TRACKED

Revenue	Expenses
On street parking revenue	Snow plowing costs for off-street lots
Potential future off-street parking lot revenue by type:	Realty taxes for off-street lots
- monthly (including place of work & residence)	Lighting costs for off-street lots
- hourly	Repairs & maintenance to off-street lots
Parking fine (parking ticket) revenues	Pay and display ticket machine maintenance costs / and service charges
	Landscaping costs
	Enforcement costs
	General administration / overhead cost allocation

9.0 General Management & Operational Considerations

9.1 On-Street Parking Duration

The BIA has asked that the maximum duration of stay be extended for on-street parking from 2 to 3 hours. This will provide people visiting and shopping the area with more parking flexibility. Another BIA concern is parking tickets for people who overstay their two hour time limit for legitimate business or personal reasons. These types of tickets are the most annoying to people and often lead to vigorous complaints. While it is unlikely that most people need to park for longer than 3 hours, and there are several off-street lots that allow for longer duration parking, increased parking duration could be introduced in order to improve convenience for some people and minimize the need for tickets related to exceeding parking time limits.

Extending the time limit will make enforcement more difficult. Enforcement Officers will likely only be able to circulate twice a day instead of three times. This could lead to attempted abuse by employees who will move their vehicles every three hours, thereby depriving customers of convenient parking space.

If the City adopts the recommendation in section 8.2.2 to increase on-street parking rates from \$1.00 to \$1.50 per hour, the time limit for on-street parking could be eliminated because the cost of parking for five or more hours would discourage employees from using the spaces and encourage people to park in cheaper off-street lots. However, people not paying for sufficient parking should be diligently enforced to discourage abuse by employee parkers and others. If the City does not increase the on-street parking rates to \$1.50 per hour, then the time limit could be extended to three hours, but the cost of the third hour should be \$2.00.

9.2 Improved Parking Management – the Next Steps

Several key recommendations regarding the effective management and delivery of shared public parking resources throughout the City were included in Phase One of the Parking Strategy which focused on the City Centre area. These recommendations are repeated below in blue coloured text.

“The first step in achieving an effective alignment of management and operational resources should include the establishment of a new parking management group, which would be responsible for the overall parking management function within the City and the implementation of TDM programs and strategies.

The new Parking Management Group would take on the following responsibilities:

- *the asset planning and management function which would be transferred from the Transportation Asset Management group, and include the planning and development of new parking facilities and the capital repair and maintenance of existing off-street facilities;*
- *developing policies for paid parking, including rates, locations and duration limits which would be transferred from the Traffic Engineering & Operations group;*
- *the development of an annual budget for the paid municipal parking program;*

- *the development of regular communications and marketing plan for the municipal paid parking program;*
- *working with the Facilities and Property Management Division to open up the existing underground garages beneath the Library, City Hall and Living Arts Centre for paid parking uses by City staff and the general public;*
- *administration of the paid parking program, including revenue collection and staffing.*
- *facilitating partnerships with BIA's and developers;*
- *the development of a business plan for future parking development and operations, including a capitalization and financial plan; and*
- *the integration of transportation demand management programs and policies with the municipal paid parking program by transferring the existing Environmental Transportation Co-ordinator position from the Parks and Recreation Department to the Parking management Group.*

A new Parking Manager position should be created and appropriate support staff (i.e. technical support and clerical) should be transferred to the Parking Management Group as the organizational transition proceeds.

Ultimately, the Parking Enforcement function should also be consolidated under the Parking Management Group as the paid parking program continues to grow.

In order to effectively engage the business community, residents and other stakeholders in the successful implementation of the Parking Strategy, it is important to provide these groups with regular communications regarding the goals and objectives of the program, including financial budgets, progress in meeting identified initiatives, and the development of new initiatives. This will result in stakeholders being better informed and more able to provide comments and advice regarding the future evolution of the program.

The marketing and communications program should also provide information regarding the location, price and availability of parking, including accessible, bicycle, moped/motorcycle and preferential car/van pool parking. It should also include information regarding the need for TDM programs and provide guidance regarding the availability of public transit, car/van pooling options, corporate transit pass programs, the car share service and emergency ride home options – all so that people can be informed and encouraged to make choices regarding alternative transportation options.

The marketing and communications program should be web based, and be a permanent part of the City's website. It should be highly visible, easy to access and updated quarterly or when significant program changes occur. Hard paper copies should be provided semi-annually and be placed in visible locations throughout City Hall and in the Library and BIA offices."

Since 2009, the City has made substantial progress in implementing many of these recommendations. A Parking Manager position has been created with management and operations consolidated within the Transportation and Public Works Department under the direction of a senior Department Director. The City has successfully introduced paid public and municipal employee parking in the City Centre. They are actively investigating opportunities for the future main street area. The recently appointed Manager has become actively engaged with local BIA's to better understand local parking issues and deal

proactively with them. The important next steps for improving the effective planning and delivery of parking services in Port Credit and city wide include:

- more proactive financial planning and reporting for each of the areas in the City where shared public parking resources are being offered or planned;
- the development of a regular communications and marketing program for each area;
- completion of feasibility studies to confirm future public parking garage locations in Port Credit;
- ensure that all off-street paid parking facilities are operated under the management of the Transportation & Works Dept.;
- the development of a business plan for future parking development and operations, including a capitalization and financial plan.

This study provides the basis for the creation of a business plan for the Port Credit area and strategic guidance regarding the eventual implementation of municipal shared public parking resources in the Lakeview area.

In the longer term, as the function and business of the City parking program continues to expand and become more complex, and the municipal paid parking operation is able to operate on a financially self-sustaining basis, a distinct organizational structure may become desirable. The purpose of the group would be to ensure that the City is maximizing its investment in municipal parking facilities from an economic development, urban design, transportation demand management and self-sustaining business perspective.

As the primary objectives of parking management are so closely linked with Transportation Demand Management (TDM) initiatives which are being delivered thorough an internal TDM co-ordinator and the Smart Commute Mississauga Association, it may be desirable over the longer term to integrate TDM strategies and programs with those typically associated with a Parking Authority. This would ensure strong co-ordination of various TDM initiatives, potentially reduce the combined operating costs of each organization and allow some surplus net revenue to be directed towards Transportation Management Association (TMA) activities where appropriate.

More sophisticated TMA's perform many functions, including:

- car/van pooling co-ordination and operation;
- transit pass sales including discounted bulk purchases for large groups;
- providing consolidated transportation information;
- research into employee travel needs including the identification of and planning for new transit routes and increased services;
- research and planning for improved pedestrian linkages and bicycle facilities;
- providing emergency ride home and short term car rental services;
- acting as parking sales brokers for members who have surplus parking available (e.g. churches, small business/store owners);
- operating parking facilities; and
- development and ownership of parking facilities.

With this in mind a Service Board as permitted under the Municipal Act, 2001 could be established with a board of directors that could include Councillors as well as interested residents and local business members who would be appointed by Council. The non-political representatives should be chosen because of their expertise in various business or technical areas that would benefit the management of the parking operation. As mentioned above, the Service Board should also be responsible for TDM activities as well as parking due to the powerful synergy between these two areas.

Before taking this step, the City should be certain regarding its critical goals and objectives for doing so and confirm whether or not a separate organizational entity is actually required, in order to ensure its success.

10.0 Conclusions and Recommendations

10.1 Parking Strategy for Port Credit

10.1.1 Parking occupancy surveys undertaken by BA Group indicate that there is currently an adequate amount of public parking in Port Credit. The existing public parking supply (including on-street and publicly owned off-street spaces) is sufficient to meet the current peak parking demand in the area and there is no need to provide any additional public parking in Port Credit in the short term (i.e. less than 5 years).

10.1.2 In the longer term, up to 160 public parking spaces could be eliminated due to a variety of initiatives (e.g. the potential construction of rapid transit on Hurontario Street, Port Street and Lakeshore Road, as well as bicycle lanes on Lakeshore Road).

In addition, some underutilized private surface lots, currently functioning as public parking, may redevelop and some commercial sites may utilize payment-in-lieu of providing parking (PIL) to meet some of the parking supply requirements, which could add an additional parking demand for approximately 380 spaces.

Taken together, these factors could result in a potential need to provide an additional 150 public parking spaces in the Port Credit node area.

10.1.3 To ensure there are sufficient shared public parking resources in Port Credit to support future development, the City should proactively plan to provide additional public parking so that it is able to do so expeditiously should the need arise. The first and most crucial step in developing the plan is to review the feasibility of providing new public parking garages and parking lots. Potential locations for new municipal parking include:

- a parking garage on the existing Port Credit Public Library parking lot;
- a parking garage on the existing J.J. Plaus Park municipal parking lot;
- a potential public parking garage along the south side of Port Street in joint venture with the redevelopment of the Port Credit Harbour Marina lands;
- a parking lot and potential future garage on the Imperial Oil lands near Lakeshore Road West;
- a parking garage under the Riverside Public School playground area;
- a parking garage on the existing Elmwood Avenue public parking lot and adjacent LCBO site;
- an expanded surface parking lot at Cayuga Avenue; and
- a reconfiguration of several on-street parallel parking areas to perpendicular or angled parking.

10.1.4 The City should establish an initial goal of providing 100-200 additional public spaces in the Port Credit Primary Node Commercial Area to offset future changes to the parking supply. A logical first garage location is on the Port Credit Public Library parking lot. The

City already owns the property, and the site is well located in the centre of the node and could provide the requisite amount of parking as well as grade related commercial space along Lakeshore Road.

10.1.5 Minimal change is expected to the parking situation in the Secondary Eastern Commercial Area (i.e. east of Rosewood Avenue) in the short to medium term (i.e. less than 10 years). The only change anticipated to the supply is the potential loss of roughly 57 on-street spaces on Lakeshore Road East due to a plan to add bicycle lanes. Based on the parking observations, the loss of 57 spaces can be accommodated within the remaining supply, however the City should investigate opportunities in the area to replace the lost public parking in order to maintain a good level of service for customers.

A new public parking garage could be constructed in the Secondary Eastern Area to act as a catalyst for redevelopment. A garage could be developed on the Elmwood surface lot and adjacent LCBO store site in conjunction with new grade level commercial space in order to act as a catalyst for redevelopment in the area and offset some of the lost on-street parking described above.

10.1.6 The City should also consider developing a new surface lot on the Imperial Oil lands in the vicinity of Port Street and Mississauga Road in order to:

- act as a catalyst for new commercial development along the south side of Lakeshore Road;
- provide convenient parking for Clarke Hall and other existing development in the area;
- provide parking for J.C. Saddington Park, thereby allowing the master plan for the park to proceed with a reduction of 135 stalls in the existing park lot; and
- provide land for a potential future parking garage.

10.1.7 The City should convert the following existing free on-street parking areas into paid parking in order to better manage the existing supply and generate additional revenue to fund future parking improvements and TDM programs:

- in the high density area north of Lakeshore Road East, between Hurontario Street and Stavebank Road;
- along Front Street north and south of Lakeshore Road West;
- along Queen Street in the vicinity of Mentor College; and
- Rosewood Avenue.

Should there be any significant use by residents; the City may need to implement a permit parking system to enable residents to park for an extended period (overnight).

10.2 Parking Strategy for Lakeview

- 10.2.1** The Lakeview study area is centred on the Lakeshore Road East corridor from Seneca Avenue to Etobicoke Creek. The City currently has minimal public parking in this area. Unlike Port Credit, on-street parking is generally not permitted on Lakeshore Road East through the Lakeview study area with the exception of two small pockets, totalling approximately 15 spaces located on the south side of Lakeshore Road East, opposite Greaves Avenue and Cawthra Road. In addition, parts of the boulevard on the north side of Lakeshore Road East have been recently reconstructed with a rolled curb condition to allow for parallel parking.
- 10.2.2** In order to support future economic development, good urban design, and TDM, the City should seek to play a significant role in the provision of shared public parking resources in the corridor. A reasonable long term goal (i.e. greater than 10 years) for Lakeview would be to achieve 40% share of the commercial parking supply which is roughly equivalent to the current proportion of public parking in Port Credit. To meet this long term goal, the City should create approximately 660 public parking spaces in the area.
- 10.2.3** A short term (less than 5 years) goal for the City should be to implement significant on-street parking along Lakeshore Road East. Implementing on-street parking could create approximately 200 parking spaces along Lakeshore Road East and an additional 75 spaces on side streets within 25-30 metres of Lakeshore Road East.
- 10.2.4** Any public parking that cannot be achieved through maximizing the use of on-street parking will need to be provided by creating new off-street public parking lots. Considering the on-street potential is approximately 275 spaces, the City will therefore need to create approximately 385 new off-street spaces to achieve the long term 40% public parking supply.
- 10.2.5** To achieve the long term desired off-street public supply, the City should identify two to three strategically located sites along the Lakeshore Road East corridor that could provide at least 100 surface parking spaces but also be expanded to include future above or below grade garages with grade related commercial space.
- 10.2.6** The City should start to look for opportunities to provide new off-street parking spaces by:
- utilizing PIL funds to purchase properties for the purpose of off-street parking;
 - partnering with the private sector to obtain public parking as part of development requirements; and
 - utilizing Section 37 (Bonus Provisions) of the Planning Act to secure public parking facilities in new development projects.
- 10.2.7** The Phase II Parking Strategy for Lakeview focuses on the Lakeshore Road East corridor. Strategic parking recommendations for the OPG lands south of Lakeshore Road East are provided, but because a Master Plan and land uses have yet to be endorsed by City

Council, detailed parking recommendations for the redevelopment are not addressed in this report.

- 10.2.8** The City should establish a policy framework which ensures that all new public streets built as part of the Inspiration Lakeview vision are carefully assessed at the design stage in terms of optimizing the on-street parking supply. This policy direction should be incorporated into the criteria applied to the Environmental Assessment process for new streets in the area. In this regard, virtually all streets in the Inspiration Lakeview community should be able to provide parking on at least one side.

10.3 Zoning By-Law Considerations

- 10.3.1** The parking occupancy surveys undertaken by BA Group indicate that the peak commercial parking demand in the Port Credit Primary Node CPA is well below current Zoning By-law requirements.

This is a common occurrence in main street commercial areas which tend to exhibit lower parking demand characteristics compared to similar suburban commercial centres, which are often used as the basis for establishing zoning requirements.

The City has already taken some steps to recognize these characteristics by reducing retail and personal service rates from the City-wide standard of 5.4 to 4.0 spaces per 100m² GFA and more recently by reducing the requirement for restaurants from 16.0 spaces per 100m² to 9.0 spaces per 100m² GFA.

- 10.3.2** The existing Zoning By-law parking supply requirements are resulting in an oversupply of private parking on many individual development sites. Requiring new developments to provide excess parking adds cost to each development and may be hindering the redevelopment of sites in the Port Credit area. It is also not supportive of good urban design and TDM.

- 10.3.3** It is recommended that the City reduce parking supply requirements in the Zoning By-Law to reflect actual need and achieve broader urban design objectives.

Generally, the goal should be to reduce existing rates where appropriate while also trying to consolidate as many uses as possible in order to make land use changes easier to accommodate. With this in mind, it is recommended that the following revisions to the existing Zoning By-law rates for commercial uses be implemented for C4 zones:

- 3.0 spaces per hundred square metres GFA for retail, personal service, repair establishments, art galleries and museums;
- 4.85 spaces per hundred square metres GFA for financial institutions, real estate offices, medical offices and take-out restaurants; and
- 3.0 spaces per hundred square metres GFA for office uses.

These rates represent a 25% reduction for retail, personal service, repair, real estate and medical office uses, a 19% reduction for take-out restaurants, a 17% reduction for art galleries and museums, a 12% reduction for financial institutions and a 6% reduction for office uses compared to current By-law rates. It is important that they only be applied to land uses in a main street type setting that are zoned C4. Larger scale suburban type commercial developments should provide parking at the non C4 zone rates in the Zoning By-law.

10.3.4 It is recommended that the City adopt the same parking supply requirement reductions for commercial developments in the Lakeview area in order to facilitate economic development, good urban design and TDM.

10.3.5 From a policy perspective the City should also reduce the requirements for apartments in the Port Credit Node in order to facilitate compact urban and transit oriented development near the Port Credit Mobility Hub. The approximate boundary of this reduced parking zone for apartments would be Port Street to the south, the Credit River to the west, and Elmwood Street to the east- about a 500 metre radius or ten minute walking distance from the GO Station. The reduced requirements should match those used in the City Centre:

- a minimum of 1.0 space per unit for residents; and
- a minimum of 0.15 space per unit for visitors.

The reduced parking supply rate zone should be extended in the future to reflect the LRT line along Hurontario Street and Port Street.

10.3.6 In addition to the base parking supply rates, it is important to revise the shared parking schedule in the existing By-law to better reflect the temporal variations in demand found in traditional main street areas compared to suburban locations. The recommended shared parking schedule for C4 zones is provided in Table 13.

10.4 Cultural Use Considerations

10.4.1 The City can facilitate cultural uses by adopting the reduced commercial parking requirements recommended in this report that includes specific cultural uses such as art galleries, museums, and offices for cultural organizations.

10.4.2 The City currently supports cultural uses by allowing heritage buildings to utilize the PIL system when developing.

To further encourage the adaptive reuse and designation of heritage sites, the City should implement a parking exemption for buildings located on designated heritage properties that meet the criteria described in this report.

10.4.3 The City can also support cultural uses by effectively managing the area's total public parking supply for special events held in Port Credit and Lakeview.

These events may result in occasional spikes in the parking demand in and around the commercial area. Because of their occasional nature, the City should not increase public parking to accommodate special events. Rather, the City should maximize the use of existing parking located within Port Credit outside of the primary commercial area. By way of example, the Port Credit GO Station lots are typically empty during special events (i.e. on evenings and Saturdays) and these parking lots could be used as a supplementary parking area for special events. To promote use of these lots, the City or BIA could offer a free shuttle to/from these lots in order to ensure access is convenient. Further, temporary bicycle parking corrals or bicycle valets can be introduced for special events.

- 10.4.4** The City should continue to support the Transformative Parking Space project by permitting on-street parking to be converted into places that benefit the public realm such as patios, public art, bicycle parking, etc. Information provided by City staff indicates that the City could convert between 20 and 30 on-street spaces in Port Credit in the next several years. If the transformations prove successful, the City should continue to seek new opportunities within Port Credit and Lakeview for parking spaces conversions while at the same time ensuring that there is sufficient parking overall by implementing the other recommendations in this report.

10.5 Bicycle Parking Considerations

- 10.5.1** The City should implement a bicycle parking supply and end of trip facility requirement in the Zoning By-law for Port Credit and Lakeview. It is recommended that the City adopt rates as shown in Section 7.1 of this report.
- 10.5.2** When incorporating bicycle parking standards into the Zoning By-law, the City should include a minimum floor area exemption for renovations and for small redevelopment sites. A threshold of 2,500 square metres for office uses and 1,500 square metres for retail developments is recommended, which generally implies that any development that requires a total of 5 bicycle spaces or less is exempt.
- 10.5.3** The City should allow a cash payment option for visitor bicycle parking for smaller developments. This will allow the City to collect money from smaller developments so that it can deploy visitor bicycle parking in strategic areas, rather than having each development provide a small number of visitor bicycle spaces in an uncoordinated fashion. In doing so the City can strategically locate bicycle racks for visitors in visible areas to best meet the needs of the entire area.
- 10.5.4** The City should implement a requirement for showers and change rooms in the Zoning By-law for any non-residential use to further encourage cycling in the Port Credit area and Lakeview. It is recommended that the City adopt shower and change room requirements as shown in Section 7.4 of this Strategy. Developments with less than 2,325 square metres (approximately 25,000 sq. ft.) of office space and 4,700 square metres (50,650 sq. ft.) of retail/restaurant/personal service uses should be exempted from this requirement.

10.5.5 In order to provide bicycle parking facilities for existing development in Port Credit that has largely not provided any to date, approximately 180 spaces should be supplied by the City including an initial allocation of 120 visitor spaces and 60 staff spaces.

Of the 120 bicycle parking spaces recommended in the Primary Node Commercial Area, 40 are recommended to be provided as secure, weather protected spaces for staff, and 80 are recommended in visible, convenient bicycle racks for visitors. Of the 60 spaces recommended for the Secondary Eastern Commercial Area, 20 are recommended in secure weather protected spaces for staff, and 40 are recommended as visible, convenient bicycle racks for visitors.

Funding for the bicycle parking facilities should come from the surplus revenues generated by the Port Credit municipal parking operation.

10.6 Financial Considerations

10.6.1 The City's current overall PIL account balance is approximately \$3.5 million, of which approximately \$2.5 million is directly associated with funds generated within Port Credit, and approximately \$40,000 is associated with funds generated within Lakeview.

10.6.2 A review of both the revenues and expenses associated with municipal public parking currently provided on-street and in eight surface lots and one shared use garage indicates that the City's public parking operation in Port Credit is approximately covering its costs and earning a modest \$20,000 net surplus per year.

10.6.3 The medium to long term need for a 200 space parking garage in Port Credit will likely cost in the order of \$7.0 million if it is an above grade garage with grade level commercial space. The City's PIL account balance is not sufficient to cover this cost and the City should develop a plan and business case to finance the portion of the garage that cannot be covered by the Port Credit portion of the PIL account (approximately \$4.5 million).

10.6.4 The current net surplus generated by the City's parking operation is not sufficient to cover the estimated \$400,000 in annual costs associated with financing and operating the recommended parking garage without a significant contribution from another source in the City's budget. The City will therefore need to increase parking revenues in Port Credit in order to fund the future garage on a break even basis.

10.6.5 In order to proactively plan for future parking facilities, generate revenue to fund future capital repair costs for existing parking facilities and fund TDM initiatives in Port Credit the City should implement the following initiatives:

- increase existing on-street parking rates from \$1.00 to 1.50 per hour;

- implement paid parking in the nine to ten off-street lots serving the main commercial area at a rate of \$1.00 per hour;¹²
- Implement monthly parking for the general public and municipal employees (Port Credit Library) in the off-street lots in order to generate revenue for parking and TDM programs, and encourage transit use and carpooling;¹³
- add more on-street pay for parking zones as described in this report;
- charge for \$2.00 per day for parking on the City-owned unopened road allowance adjacent to the Port Credit GO Station when the lease of this parking by Metrolinx expires in 2016; and
- expand the time periods for paid parking to include weekday and Saturday evenings to 9pm and Sundays from 10am to 6pm. This will distribute the cost of providing public parking more equitably between the commercial uses that benefit from it through the day, and stores and restaurants that operate into the evenings and on Sundays.

- 10.6.6** A rough revenue analysis undertaken by BA Group suggests that the approximately \$400,000 / year can be raised by increasing the current on-street parking rates, charging for parking in the off-street lots, expanding the current pay for parking periods to include weekday evenings and Sundays, and charging for parking on the GO Transit parking area on the Queen Street right-of-way, etc.
- 10.6.7** The additional revenue raised through the parking operation should be deposited to a dedicated reserve fund that can be used to augment the PIL account balance to construct the future public parking garage and fund other capital expenditures as well as TDM programs and initiatives.
- 10.6.8** The City could also implement a validation program that would allow business owners to purchase tokens that they could distribute to customers to off-set part, or all, of the parking charges. The City could further elect to offer the Port Credit BIA a bulk discount on token purchases, although it should be noted that this would likely reduce the amount of revenue generated by the parking meters.
- 10.6.9** It is recommended that the City continue to offer PIL in Lakeview to support redevelopment. Currently PIL funds collected in Lakeview are lumped into an “Other Areas of the City” account. Given the expected increase in development in the Lakeview area it is recommended that a separate PIL account be established for Lakeview, similar to that of Port Credit.
- 10.6.10** It is recommended that the City continue to support and encourage the use of PIL in Port Credit in order to facilitate the creation of municipal shared parking resources.

¹² Includes the Port Credit Village garage as well as the Lakeshore/Wesley, Marina North, Library, JJ Plaus Park, Helene South, Elmwood, Hiawatha & Cayuga surface lots and perhaps the Harold E. Kennedy/Credit Valley Outdoor Pool surface parking lot..

¹³ Updates to the City Employee Paid Parking and Commuter Options Corporate Policy will be required to reflect the paid parking environment in Port Credit.

- 10.6.11** The City should review PIL values for Port Credit and Lakeview to reflect the estimated cost incurred by the City to provide shared public parking resources in each area.

In Port Credit, at the present time, the City provides virtually all of its public parking in off street surface lots and one small portion of a joint venture underground garage. This parking strategy suggests that most future additions to the public parking system in Port Credit would be in garages rather than surface lots. The next garage would likely be an above grade garage in the 200 space range and would increase the off street public parking supply to a total of approximately 674 spaces. The average blended replacement cost for this parking, using the current City PIL values would be \$25,267 per space.¹⁴ The maximum 50% PIL value would be \$12,633 per space compared to the existing surface lot value of \$10,700. When the City has confirmed the feasibility of the next garage and established a business plan and budget for it, the PIL rate should be adjusted accordingly to reflect the current estimated blended cost to the City of providing public parking resources.

10.7 General Management and Parking Operation Considerations

- 10.7.1** The Port Credit BIA has asked the City to consider increasing the existing 2 hour time limit for on-street paid parking in order to provide more convenience for customers who need extended time to conduct their business and minimize the number of tickets issued for exceeding the time limit.

- 10.7.2** If the City adopts the recommendation in section 8.2.2 to increase on-street parking rates from \$1.00 to \$1.50 per hour, the time limit for on-street parking could be eliminated because the cost of parking for five or more hours would discourage employees from using the spaces and encourage people to park in cheaper off-street lots. However, people not paying for sufficient parking should be diligently enforced to discourage abuse by employee parkers and others.

If the City does not increase the on-street parking rates, then the time limit could be extended to three hours, but the cost of the third hour should be \$2.00.

- 10.7.3** Short term recommendations for the effective planning and delivery of parking services include:

- modify existing practices to ensure a more proactive financial planning and reporting approach for each of the areas in the City where public parking resources are being offered or planned;
- ensure all off-street paid parking lots are operated under the management of the Transportation and Works Department;
- develop a regular communications and marketing program for each area; and

¹⁴ Based upon 431 existing surface spaces at \$21,400, 43 existing underground garage spaces at \$40,382 and 200 new above ground garage spaces at \$30,382 current PIL Values).

- develop a business plan for future parking development and operations, including a capitalization and financial plan.

10.7.4

This study provides the basis for the creation of a business plan for the Port Credit area and strategic guidance regarding the eventual implementation of municipal shared public parking resources in the Lakeview area. Since 2009 the responsibility of managing City parking resources has been consolidated in the Municipal Parking Office which has experienced increasing success with managing and delivering public parking resources. In the longer term, as the function and business of City parking program continues to expand and become more complex, and the municipal paid parking operation is able to operate on a financially self-sustaining basis, a distinct organizational structure (e.g. a Transportation Management Association) may become desirable to ensure that the City is maximizing its investment in municipal parking facilities from an economic development, urban design, transportation demand management and self-sustaining business perspective.

10.7.5

This Parking Strategy and the City's Transportation Demand Management objectives share many of the same goals. The City should leverage the Parking Strategy in Lakeview and Port Credit to support TDM. For example, the following TDM initiatives should be introduced in Port Credit and eventually Lakeview in order to reduce future parking demand and encourage more sustainable transportation options:

- implement public employee and visitor bicycle parking facilities as per this report;
- facilitate the implementation of car share services;
- provide a guaranteed ride home service;
- provide car-pool parking spaces;
- provide employee trip planning assistance that encourages alternative travel modes.

The cost of these programs should be funded from municipal parking revenues for each area.

11.0 Action Plan

An action plan for the various recommendations has been prepared to assist the City in implementation. See Figure 14.

FIGURE 14: PHASE II PARKING STRATEGY ACTION PLAN ¹

			2014	2015	2016	2017	2018+	
1. Port Credit Parking Strategy								Lead for Action
1.1	Implement additional on-street paid parking.		PLAN		IMPLEMENT			Municipal Parking
1.2	Develop a plan to provide additional new municipal parking in the Primary Node to support future development.		PLAN			IMPLEMENT WHEN FEASIBLE		Municipal Parking
1.3	Undertake a feasibility plan for a parking garage at the Port Credit Library and / or J.J. Plaus Park.		PLAN	IMPLEMENT				Municipal Parking
1.4	Review potential of constructing a new parking lot on the Imperial Oil lands adjacent to Port Street to support redevelopment on Lakeshore Road West, provide additional parking for Clarke Hall and support Waterfront Parks Master Plan objectives.		PLAN			IMPLEMENT WHEN FEASIBLE		Municipal Parking/Strategic Community Initiatives/Policy Planning
2. Lakeview Parking Strategy								
2.1	Implement on-street parking along Lakeshore Road East.		IMPLEMENT					Municipal Parking
2.2	Develop a plan to provide approximately 385 new off-street municipal parking spaces in Lakeview to achieve a target of approximately 40% of the total parking supply municipally.			PLAN		IMPLEMENT		Municipal Parking
2.3	Develop a policy framework for future redevelopment of OPG lands that requires on-street parking and supports overall parking goals of Lakeview area.					PLAN	IMPLEMENT	Municipal Parking/Strategic Community Initiatives/Policy Planning
3. Cultural Considerations								
3.1	Reduce Zoning-By law requirements for Art Galleries, Museums and Cultural association offices as recommended in Section 5.0.		IMPLEMENT					Policy Planning/Municipal Parking
3.2	Implement a heritage exemption into the Zoning By-law to support adaptive reuse of buildings on designated heritage properties.		IMPLEMENT					Policy Planning
3.3	Support events and festivals through parking management. Develop a communications plan for residents that informs people of where additional parking areas (e.g. GO Transit lots) are located and a financial business plan to fund a free shuttle bus during events.		PLAN	ONGOING				BIA/Municipal Parking/Culture/Recreation
3.4	Support the transformative parking space project.		ONGOING					Municipal Parking/Culture
4. Zoning By-law Considerations								
4.1	Implement reduced parking requirements for commercial and apartment uses into Zoning By-law for Port Credit and Lakeview consistent with Section 5.0.		IMPLEMENT					Policy Planning/Municipal Parking
4.2	Implement new bicycle parking requirement and shower / change room requirements into Zoning By-law.		IMPLEMENT					Policy Planning/Cycling Office
4.3	Implement designated heritage building exemption and reduce parking requirement for some cultural uses consistent with items 3.1 and 3.2 above.		IMPLEMENT					Policy Planning/Municipal Parking/Culture
5. Financial Considerations								
5.1	Develop a business plan to finance and construct new parking facilities in Port Credit.		PLAN		IMPLEMENT - NOTE 2			Municipal Parking
5.2	Increase parking revenues to fund future parking resources as outlined in recommendation 10.6.5. Establish a reserve fund.		PLAN			ONGOING IMPLEMENTATION		Municipal Parking
5.3	Create a separate PIL account for Lakeview.		IMPLEMENT					Policy Planning/Finance
5.4	Review Corporate PIL Policy to reflect the cost to the City of providing shared public parking resources.		IMPLEMENT					Policy Planning/Municipal Parking
5.5	Revise internal accounting practices to better track expenses associated with parking operations in Port Credit and Lakeview with information being reported to the Parking Manager.		PLAN			IMPLEMENT		Municipal Parking/Finance
6. General Management & Operational Considerations								
6.1	Parking Manager engagement with the Port Credit BIA		ONGOING					Municipal Parking
6.2	Develop a parking communications and marketing program for both Lakeview and Port Credit.		PLAN		IMPLEMENT			Municipal Parking
6.3	Develop a business plan for future parking development and operations.		PLAN		IMPLEMENT			Municipal Parking
6.4	Eliminate time limits for on-street parking if rates increased to \$1.50 per hour or introduce \$2.00 for third hour.			PLAN	IMPLEMENT			Municipal Parking
6.5	Implement municipal bicycle parking development recommendations as per Section 7.2.		IMPLEMENT					Cycling Office
6.6	Place the nine to ten off-street parking facilities in Port Credit being converted to paid parking under the management of Transportation & Works Dept.		IMPLEMENT					City Manager/Municipal Parking/Parks

Notes: 1. Timelines are subject to change.
2. Parking garages will not be built until existing demand demonstrates need.

Appendices

Appendix A:
Gross Floor Area, Parking Supply
Parking Demand Survey Tables, Detailed
Parking Accumulation Tables

PORT CREDIT PARKING STRATEGY - COMMERCIAL AREA

Appendix A: Exhibit 1: BA Group - Overall Parking Calculation Spreadsheet (On Street and Off-Street)

Updated: May 24, 2013

Category ³	1	2	3	Zone / Area		4 ²	5	6	7 ²	8	SubTotal CPA	Zone / Area		NE	SE	SubTotal CPA	TOTALS	%
Retail Commercial GFA (m2)	2,327	292	9,186	435	1,696	0	10,049	693			24,678	6,139	11,819			17,958	42,636	62%
Automotive Comm. GFA (m2)	0	0	0	380	0	0	0	0			380	880	0			880	1,260	2%
Office GFA (m2)	280	2,182	1,109	0	0	0	3,295	1,500			8,366	1,335	0			1,335	9,701	14%
Restaurant GFA (m2)	360	363	1,884	95	659	0	3,521	0			6,882	887	984			1,871	8,753	13%
Industrial GFA (m2)	0	0	0	0	0	0	0	0			0	0	0			0	0	0%
Institutional / Community (m2)	0	750	0	0	5,920	300	0	0			6,970	0	0			0	6,970	10%
Sub-Total	2,968	3,587	12,179	910	8,275	300	16,866	2,193			47,277	9,241	12,803			22,044	69,320	
Percentage of Restaurants By Area	12%	10%	15%	10%	8%	0%	21%	0%			15%	10%	8%			8%	13%	
					15%								8%					
Sub-Total Commercial GFA¹	2,968	2,837	12,179	910	2,355	0	16,866	2,193			40,307	9,241	12,803			22,044	62,350	
Assumed Inefficiencies Adj.	20%	20%	20%	20%	20%	20%	20%	20%			20%	20%	20%			20%	20%	
Adjusted Commercial GFA	2,374	2,270	9,743	728	1,884	0	13,492	1,755			32,245	7,392	10,242			17,635	49,880	
Commercial GFA by Area					32,245								17,635				49,880	

1. Commercial GFA is sum of automotive, office, restaurant, and general retail GFA numbers.

2. GFA does not include Port Credit Harbour Marina, Ports Hotel, Waterside Inn (Hotel Component), the Credit Valley Outdoor Pool (under construction), and the FRAM Northshore development (under construction).

3. GFA numbers as of October 2010.

Parking Supply	ZONE										
	1	2	3	4 ¹	5	6	7 ¹	8	NE	SE	Total
On-Street Parking Supply	69	9	72	0	20	36	120	20	89	103	538
Public Off-Street Supply	0	144	0	0	0	41	191	0	81	16	473
Private Off-Street Customer Supply	88	0	216	19	78	0	396	0	122	66	985
Private Off-Street Staff Supply	0	15	11	0	54	8	93	0	32	0	213
Total off -street	88	159	227	19	132	49	680	0	235	82	1,671
Total Parking Supply	157	168	299	19	152	85	800	20	324	185	2,209
Total Supply By Area					1,700					509	2,209
Supply Rate (spaces / 100m2 GFA)	6.61	7.40	3.07	2.61	8.07	n/a	5.93	1.14	4.38	1.81	4.43
Supply Rate by Area					5.27					2.89	4.43
Sub-Total Public Spaces by area					722					289	1,011
Public parking percentage					42%					57%	46%

1. Parking supply at Port Credit Harbour Marina, Ports Hotel, Waterside Inn (underground component), the Credit Valley Outdoor Pool (under construction), and the FRAM Northshore development (under construction) not included.

PORT CREDIT PARKING STRATEGY - COMMERCIAL AREA

Appendix A: Exhibit 1: BA Group - Overall Parking Calculation Spreadsheet (On Street and Off-Street)

Updated: May 24, 2013

Weekday Parking Demand	ZONE										
	1	2	3	4	5	6	7	8	NE	SE	Total
Weekday On-Street Demand at 1pm	22	8	50	0	9	26	36	3	28	32	214
Weekday Public Off-Street Demand at 1pm	0	109	0	0	0	28	122	0	46	15	320
Weekday Private Customer Off-Street Demand at 1pm	32	0	92	6	54	0	217	0	42	45	488
Weekday Private Staff Off-Street Demand at 1pm	0	8	11	0	2	0	39	0	14	0	74
Total Weekday Parking Demand	54	125	153	6	65	54	414	3	130	92	1,096
Weekday Parking Demand Rate (spaces / 100m ² GFA) ¹	2.27	5.51	1.57	0.82	3.45	n/a	3.07	0.17	1.76	0.90	2.20
Avg Demand Rate	2.71								1.26		2.20
Overall Occupancy %	34%	74%	51%	32%	43%	64%	52%	15%	40%	50%	50%
Avg Overall Occupancy	51%								44%		50%
Overall Number of Parking Spaces Available (Vacancy)	103	43	146	13	87	31	386	17	194	93	1,113
No of Vacant Spaces by area overall	826								287		1,113
Public Space Occupancy %	32%	76%	69%	0%	45%	70%	51%	15%	44%	39%	53%
Avg Public Occupancy	57%								42%		53%
Number of Public Parking Spaces Available (Vacancy)	47	36	22	0	11	23	153	17	96	72	477
No of vacant public spaces by area overall	309								168		477

Note: 1. Zone 6 parking demand ratio shown as 'n/a' because there is no commercial GFA included in that zone at the time of the surveys.

Weekend Parking Demand	ZONE										
	1	2	3	4	5	6	7	8	NE	SE	Total
Weekend On-Street Demand at 1pm	26	6	53	0	12	15	46	11	35	48	252
Weekend Public Off-Street Demand at 1pm	0	101	0	0	0	24	92	0	40	15	272
Weekend Private Customer Off-Street Demand at 1pm	35	0	89	7	8	0	173	0	50	47	409
Weekend Private Staff Off-Street Demand at 1pm	0	3	2	0	3	7	26	0	14	0	55
Total Weekend Parking Demand	61	110	144	7	23	46	337	11	139	110	988
Weekend Parking Demand Rate (spaces / 100m ² GFA) ¹	2.57	4.85	1.48	0.96	1.22	n/a	2.50	0.63	1.88	1.07	1.98
Avg Demand Rate	2.29								1.41		1.98
Overall Occupancy %	39%	65%	48%	37%	15%	54%	42%	55%	43%	59%	45%
Avg Occupancy	43%								49%		45%
Number of Parking Spaces Available (Vacancy)	96	58	155	12	129	39	463	9	185	75	1,221
No of Vacant Spaces by area overall	961								260		1,221
Public Space Occupancy %	38%	70%	74%	0%	60%	51%	44%	55%	44%	53%	52%
Avg Public Occupancy	53%								48%		52%
Number of Public Parking Spaces Available (Vacancy)	43	46	19	0	8	38	173	9	95	56	487
No of vacant public spaces by area overall	336								151		487

Note: 1. Zone 6 parking demand ratio shown as 'n/a' because there is no commercial GFA included in that zone at the time of the surveys.

Project: Mississauga Parking Strategy, Phase II
Project No: 6192.06
Date: Tuesday, October 19, 2010
Updated: May 2013, Revised
Appendix A, Exhibit 2: Tuesday Off-Street Parking Accumulation

ZONE 1							Whole Area	IN CPA ONLY			
	Royal Canadian Legion	Credit Village Square	Eva's Bridal Couture, etc	The Old Stable Pub / Lakeshore Foot Clinic 104-114	Sunset Grill / Running Room / San Marino Pizza 104-114	Riverside Public School	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	35	150	49								
Supply CPA? Time	50 no C	53 yes C	22 no C	13 yes C	22 yes C	35 no S	195	88	0	0	88
9:00	3	22	3	0	6		36	30	0	0	30
10:00	4	24	7	1	10		46	35	0	0	35
11:00	4	19	13	3	9		48	31	0	0	31
12:00	3	24	10	4	4		45	32	0	0	32
13:00	4	20	10	2	10		46	32	0	0	32
14:00	12	25	7	3	8		55	36	0	0	36
15:00	16	28	10	4	5		63	37	0	0	37
16:00	14	32	16	4	5		71	41	0	0	41
17:00	12	27	15	6	1		61	34	0	0	34
18:00	8	31	14	5	5		63	41	0	0	41
19:00	13	30	6	5	12		66	47	0	0	47

ZONE 2								Whole Area	IN CPA ONLY			
	Stavebank Professional Offices 14-20	Hatone Cleaners	Pump House Grille	Law Offices / Physiotherapy	Stavebank Medical Group	Arena Lot	Library Lot	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	3			8	10							
Supply CPA? Time	3 yes S		3 yes S	3 yes S	3 yes S	160 no P	144 yes P	319	0	15	144	159
9:00	2	1	3	1	0		18	25	0	7	18	25
10:00	2	1	3	1	0		32	39	0	7	32	39
11:00	3	1	2	1	0		97	104	0	7	97	104
12:00	3	1	1	1	1		93	100	0	7	93	100
13:00	3	1	2	1	1	30	109	147	0	8	109	117
14:00	3	1	1	1	2	31	108	147	0	8	108	116
15:00	3	1	1	1	3		93	102	0	9	93	102
16:00	3	1	2	1	2		59	68	0	9	59	68
17:00	1	1	1	1	1		51	56	0	5	51	56
18:00	1	1	1	1	0		47	51	0	4	47	51
19:00	1	1	1	1	1		55	60	0	5	55	60

Note: Arena and Library counts based on spot counts undertaken May 31, 2011

ZONE 3																								Whole Area		IN CPA ONLY			
	Cookies Girls	Army Issue Surplus Store	Burrito Boyz	Home Alone (on High St.)	Raw Aura Organic Cuisine	Hooper's Pharmacy	Rabba Fine Foods	Spice	Richard's Fine Chocolate	Nik Nak	Cox & Ciccone Interiors	Shazam Hair Studio	A New Life Hypnotherapy Services	Marital Arts	Avraaz Gallery / Coin Laundry	Pizza Pizza / Royal Lepage	Skinner & Middlebrook Funeral Home	Deeth & Co. LLP	Legend of Touch Spa	REMAX (on Hurontario St)	The Brogue Inn/ Money Mart / Nails & Spa	GO Parking Lot A	GO Parking Lot B	GO Parking Lot C	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	11-50	11-50	9	10	94-98	88	92	52	23	100	102	104	106	108	110 - 112	114	8	89	20	10	132-136	5		50					
Supply CPA? Time	1 yes S	2 yes S	5 yes C	6 yes S	2 yes S	8 yes C	14 yes C	8 yes C	11 no C	9 yes C	9 yes C	6 yes C	6 yes C	8 yes C	19 yes C	37 yes C	36 yes C	8 yes C	13 yes C	9 yes C	21 yes C	198 no P	100 no P	306 no P	842	216	11	0	227
9:00	0	2	2	7	0	6	5	2	5	3	1	3	1	0	n/a	10	3	5	0	4	2	195		304	560	47	9	0	56
10:00	0	2	2	7	0	7	10	2	5	3	5	4	3	3	n/a	13	3	7	0	4	9	196		304	589	75	9	0	84
11:00	0	1	3	7	4	9	11	1	6	5	5	3	4	4	n/a	18	3	6	0	4	11	197		303	605	87	12	0	99
12:00	0	2	3	6	3	9	11	1	6	5	5	3	5	4	n/a	22	3	6	0	7	13	197		303	614	97	11	0	108
13:00	0	2	3	6	3	8	9	1	8	5	4	3	4	6	n/a	23	2	6	0	7	12	198	100	302	711	92	11	0	103
14:00	0	1	2	6	2	8	11	1	7	6	4	3	4	6	n/a	18	2	5	0	5	11	193		298	593	86	9	0	95
15:00	0	1	0	6	2	8	13	2	7	4	2	3	4	5	n/a	17	1	4	0	4	10	188		296	577	77	9	0	86
16:00	0	1	0	6	3	8	7	3	7	4	3	3	2	3	n/a	22	0	4	1	3	10	171		280	541	73	10	0	83
17:00	1	1	3	1	1	6	5	3	9	3	5	4	4	2	n/a	18	0	2	1	2	17	155		265	508	75	4	0	79
18:00	1	1	3	0	1	4	10	2	9	4	3	3	2	4	n/a	19	1	1	6	2	15	100		175	366	79	3	0	82
19:00	1	1	2	0	1	5	10	3	8	4	3	2	1	3	n/a	15	1	0	0	2	12	46		86	206	63	3	0	66

ZONE 4		Whole Area	IN CPA ONLY			
	Scotia Bank	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	158					
Supply CPA? Time	19 yes C	19	19	0	0	19
9:00	6	6	6	0	0	6
10:00	7	7	7	0	0	7
11:00	7	7	7	0	0	7
12:00	11	11	11	0	0	11
13:00	6	6	6	0	0	6
14:00	7	7	7	0	0	7
15:00	6	6	6	0	0	6
16:00	6	6	6	0	0	6
17:00	2	2	2	0	0	2
18:00	0	0	0	0	0	0
19:00	2	2	2	0	0	2

Project: Mississauga Parking Strategy, Phase II
Project No: 6192.06
Date: Tuesday, October 19, 2010
Updated: May 2013, Revised
Appendix A, Exhibit 2: Tuesday Off-Street Parking Accumulation

ZONE 5							Whole Area	IN CPA ONLY			
	Sports Performance Centre / Natus Bar and Grill	Clarke Hall	Church	Harbour Side Lanes	Options Printing	Starbucks Coffe / Helen's Fish and Chips	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	167	161	151	119	113	111					
Supply CPA? Time	26 yes C	16 yes S	35 yes S	19 yes C	3 yes S	33 yes C	132	78	54	0	132
9:00	10			6	2	20	38	36	2	0	38
10:00	12			8	2	21	43	41	2	0	43
11:00	15			6	2	12	35	33	2	0	35
12:00	12			8	2	16	38	36	2	0	38
13:00	23			7	2	24	56	54	2	0	56
14:00	17			8	2	21	48	46	2	0	48
15:00	15			3	2	19	39	37	2	0	39
16:00	20			5	2	18	45	43	2	0	45
17:00	22			7	2	21	52	50	2	0	52
18:00	21			8	1	20	50	49	1	0	50
19:00	19			7	0	22	48	48	0	0	48

* Clarke Hall / Church observations excluded from calculation because these uses (i.e. Institutional) do not form part of the area commerical parking demand.

ZONE 6					Whole Area	IN CPA ONLY			
	Post Office	Marina Parking	Marina Parking		OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	31	P1	P2 - gravel lot						
Supply CPA? Time	8 yes S	41 yes P	0 yes P		49	0	8	41	49
9:00	n/a	39	0		39	0	0	39	39
10:00	n/a	18	0		18	0	0	18	18
11:00	n/a	16	0		16	0	0	16	16
12:00	n/a	14	0		14	0	0	14	14
13:00	n/a	28	0		28	0	0	28	28
14:00	n/a	23	0		23	0	0	23	23
15:00	n/a	13	0		13	0	0	13	13
16:00	n/a	18	0		18	0	0	18	18
17:00	n/a	13	0		13	0	0	13	13
18:00	n/a	10	0		10	0	0	10	10
19:00	n/a	7	0		7	0	0	7	7

Note: Marina lot observations at 1pm and 2pm based on additional spot counts undertaken May31.2011

ZONE 7																																									Whole Area		IN CPA ONLY			
	Shore 71 Lounge / Lago Shore Restaurant	Waterside Inn - Surface Spaces	Waterside Inn - Underground Parking			Second Cup	No Frills		CIBC	Kerr, Wade & Assoc. Law Office	Offices / Vacant Storefront	The Shack Burger Restaurant	River Coyote Art Shop	The Harp Restaurant & Lash Salon	DZ Creative Hair Salon	J Trove Clothing	Crooked Cue Billards	Port Credit Smokes & Gift	Salon Sachrini	Soulavki Port Credit	Serenity Spa	Roc'n Docs Bar	Port Credit Harbour Marina - Waterside Inn Lot	Port Credit Harbour Marina - Marina Lot	Seaway Cleaners	Under Pressure Inc.	Port Credit Willness Centre - Helene St	Vacant / Gem Fashion / Credit Village Chiropratic	Edwards Lakeside Vet. Clinic	Snug Harbour Public Lot	Port Street public Parking Lot	Port Credit Village Surface Lot	Port Credit Village UG Public Parking on P1	Port Credit Village UG Comm. Parking on P1	Port Credit Village UG Comm. Parking on P2	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total						
Area	65 - 73	15	15			91	99		35	39	47	51	53	55 - 57	59	61	75	81	83	85	103	105	1	1	111	55	11	115 - 121	46	P5	P6	80	P1	P1	P2											
Supply CPA? Time	14 yes C	30 yes C	no S			8 yes C	90 yes C		3 yes C	6 yes S	6 yes S	1 yes S	2 yes S	2 yes S	3 yes S	6 yes S	4 yes S	3 yes S	3 yes S	5 yes S	5 yes S	5 yes S	64 no S	140 no S	10 yes C	23 yes C	6 yes C	21 yes C	8 yes C	130 yes P	18 yes P	58 yes C	43 yes P	128 yes C	39 yes S				884	396	93	191	680			
9:00	3	16				6	24		0	2	0	0	0	1	1	1	1	1	1	1	1	2			3	11	1	11	2	18	0	23								128	100	10	18	128		
10:00	6	22				6	30		3	5	1	0	1	1	3	1	1	1	1	1	1			5	11	1	7	1	32	0	35									178	124	22	32	178		
11:00	8	25				5	47		3	6	2	1	2	2	2	3	2	1	1	1	1	1			6	12	1	8	1	97	2	27								267	140	28	99	267		
12:00	7	23				8	56		2	5	4	1	1	2	2	3	2	1	1	1	1	1			8	16	1	9	2	93	1	41								366	216	41	109	366		
13:00	10	26				8	48		2	3	2	2	1	3	2	2	2	1	1	2	1	1			9	11	3	6	1	106	1	50								378	217	39	122	378		
14:00	8	26				7	50		2	4	3	2	1	2	1	1	2	2	1	1	1	1			8	12	2	7	3	79	1	47								348	215	38	95	348		
15:00	8	22				7	48		1	8	2	1	1	2	1	1	2	1	1	1	2			7	12	2	8	3	7	1	45									281	162	25	94	281		
16:00	9	13				6	64		0	6	2	1	1	1	0	3	2	1	2	2	1			9	15	1	6	1	59	1	42									248	166	22	60	248		
17:00	9	12				5	70		0	6	1	0	1	1	0	3	2	3	2	1	1	0			7	13	1	7	1	51	2	35								234	160	21	53	234		
18:00	10	24				6	52		0	3	1	0	1	2	0	6	1	2	1	2	1	1			5	5	3	5	0	47	2	23								203	133	21	49	203		
19:00	10	27				5	38		1	2	0	0	1	1	1	5	1	1	0	2	3	1			1		1	5	6	3	55	0	29								198	124	19	55	198	

* Waterside Inn underground lot excluded from parking surveys because it is not part of commercial parking supply. Surface spaces included because they are primarily used by patrons of the hotel restaurant.

Note: Port Credit Harbour Marina parking observations excluded because Marina demand is shared with Waterside Inn and both uses are not included in the commercial parking demand floor area calculation.

Note: 1pm and 2pm observations at Snug Harbour lot based on spot counts undertaken on May31.2011.

Port Credit Village Parking demand estimated based on BA Group parking study completed in 2008. Garage demand based on occupancy percentages observed for 1pm in 2008 surveys. Surface lot results from Oct 2010 maintained.

ZONE: NORTHWEST						Whole Area	IN CPA ONLY			
	P10 - By Gears Bike Shop		OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total			
Area	182									
Supply CPA? Time	16 yes C	16			0	0	16			
9:00	15	15	15	0	0	0	15			
10:00	14	14	14	0	0	0	14			
11:00	15	15	15	0	0	0	15			
12:00	15	15	15	0	0	0	15			
13:00	15	15	15	0	0	0	15			
14:00	15	15	15	0	0	0	15			
15:00	13	13	13	0	0	0	13			
16:00	15	15	15	0	0	0	15			
17:00	15	15	15	0	0	0	15			
18:00	15	15	15	0	0	0	15			
19:00	15	15	15	0	0	0	15			

Project: Mississauga Parking Strategy, Phase II
Project No: 6192.06
Date: Tuesday, October 19, 2010
Updated: May 2013, Revised
Appendix A, Exhibit 2: Tuesday Off-Street Parking Accumulation

ZONE:NORTHEAST																					Whole Area		IN CPA ONLY				
	Midas	Planet Organic Market	LCBO	LA Music Store	Self The Spa	Great Canadian Pizza Co.	Aiella Italian Restaurant	Doctor's Office	Aqua Fitness Pool / Auto Mla 129A -129B	Art trax	Alzheimer Society	Mentor College	Lakeshore Custom Cleaners	Hublaps Wheel Covers	Apartment	Alpha Electronics	Vacant	Police / Axis Physiotherapy	Cayuga Ave Public Parking Lot	LCBO Public Parking Lot	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total		
Area	160	170	200	230	276	278	280-286	324	(55)	133-137	157-160		250	252	254	256	258 - 260	264 - 268	P8	P7	414	122	32	81	235		
Supply CPA? Time	16 yes C	33 yes C	26 yes C	8 yes C	8 yes C	8 yes C	19 yes C	4 yes C	12 no S	5 no S	17 no S	145 no S	8 yes S	7 yes S	2 yes S	1 yes S	2 yes S	12 yes S	21 yes P	60 yes P	414	122	32	81	235		
9:00	4	10	0	2	2	2	10	2	10	1	6		3	4	2	1	0	4	12	26	101	18	14	38	70		
10:00	6	11	1	2	6	6	9	2	8	1	12		2	5	2	1	0	6	19	30	129	26	16	49	91		
11:00	7	10	5	12	6	5	14	0	9	1	15		0	5	1	1	0	8	14	30	143	42	15	44	101		
12:00	15	16	4	11	13	13	9	1	13	1	17		8	21	9	8	0	8	21	38	177	38	17	38	93		
13:00	4	11	3	11	4	6	17	1	9	1	15		0	4	2	1	0	7	17	29	142	42	14	46	102		
14:00	3	9	4	11	4	4	14	1	7	1	15		0	4	2	1	0	7	15	26	128	38	14	41	93		
15:00	4	17	7	10	4	5	12	1	8	1	15		0	5	2	1	0	6	14	30	142	39	14	44	97		
16:00	5	19	5	10	4	5	11	1	7	1	13		1	5	2	1	0	6	15	26	137	36	15	41	92		
17:00	5	21	7	9	5	6	14	0	6	4	5		3	4	1	0	1	7	11	21	130	41	16	32	89		
18:00	3	12	4	10	3	5	13	1	9	4	2		3	4	1	1	1	6	13	7	102	36	16	20	72		
19:00	8	5	4	4	5	3	13	0	4	4	1		5	4	2	1	1	5	16	6	91	29	18	22	69		

Zone: SOUTHEAST					Whole Area	IN CPA ONLY			
Area	The Bargain Shop / Lady Bug Harbour / Waterfront Dental / Pet Value / Thai Restaurant / Animal Hospital 187 - 205	Light House Pharmacy	H & R Block / Global Money Shop	Public Parking Lot (Hawatha Parkway)	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Supply CPA? Time	47 yes C	9 yes C	10 yes C	16 yes P	82	66	0	16	82
9:00	15	5	5	12	37	25	0	12	37
10:00	17	7	4	14	42	28	0	14	42
11:00	24	9	5	16	54	38	0	16	54
12:00	28	8	4	13	53	40	0	13	53
13:00	31	9	5	15	60	45	0	15	60
14:00	31	7	6	13	57	44	0	13	57
15:00	31	9	4	15	59	44	0	15	59
16:00	31	8	4	15	58	43	0	15	58
17:00	29	5	5	16	55	39	0	16	55
18:00	26	4	5	16	51	35	0	16	51
19:00	25	3	4	14	46	32	0	14	46

ZONE: SOUTHWEST				Whole Area	IN CPA ONLY			
Area	Park Public Parking	Park Public Parking		OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Supply CPA? Time	80 no P	95 no P		175	0	0	0	0
9:00	0	8		8	0	0	0	0
10:00	0	9		9	0	0	0	0
11:00	1	8		9	0	0	0	0
12:00	0	7		7	0	0	0	0
13:00	3	9		12	0	0	0	0
14:00	2	9		11	0	0	0	0
15:00	4	4		8	0	0	0	0
16:00	6	6		12	0	0	0	0
17:00	3	6		9	0	0	0	0
18:00	5	7		12	0	0	0	0
19:00	6	5		11	0	0	0	0

Project: Mississauga Parking Strategy, Phase II
Project No: 6192.06
Date: Tuesday, October 19, 2010
Updated: May 2013, Revised
Appendix A, Exhibit 2: Tuesday Off-Street Parking Accumulation

SUMMARY
PRELIM WEEKDAY OFF-STREET NUMBERS

Central Parking Area Total				
	Customer (Private)	Staff (Private)	Public Parking	Overall Total
Supply Time	1001	213	473	1687
9:00	277	42	125	444
10:00	350	56	145	551
11:00	393	64	272	729
12:00	485	78	267	830
13:00	503	74	320	897
14:00	487	71	280	838
15:00	415	59	259	733
16:00	423	58	193	674
17:00	416	48	165	629
18:00	388	45	142	575
19:00	360	45	153	558

	CPA Customer	Zone									
		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone NE	Zone SE
Supply Time	985	88	0	216	19	78	0	396	0	122	66
9:00	262	30	0	47	6	36	0	100		18	25
10:00	336	35	0	75	7	41	0	124		26	28
11:00	378	31	0	87	7	33	0	140		42	38
12:00	470	32	0	97	11	36	0	216		38	40
13:00	488	32	0	92	6	54	0	217		42	45
14:00	472	36	0	86	7	46	0	215		38	44
15:00	402	37	0	77	6	37	0	162		39	44
16:00	406	41	0	73	6	43	0	166		36	43
17:00	401	34	0	75	2	50	0	160		41	39
18:00	373	41	0	79	0	49	0	133		36	35
19:00	345	47	0	63	2	48	0	124		29	32

	CPA Staff	Zone									
		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone NE	Zone SE
Supply Time	213	0	15	11	0	54	8	93	0	32	0
9:00	42	0	7	9	0	2	0	10		14	0
10:00	56	0	7	9	0	2	0	22		16	0
11:00	64	0	7	12	0	2	0	28		15	0
12:00	78	0	7	11	0	2	0	41		17	0
13:00	74	0	8	11	0	2	0	39		14	0
14:00	71	0	8	9	0	2	0	38		14	0
15:00	59	0	9	9	0	2	0	25		14	0
16:00	58	0	9	10	0	2	0	22		15	0
17:00	48	0	5	4	0	2	0	21		16	0
18:00	45	0	4	3	0	1	0	21		16	0
19:00	45	0	5	3	0	0	0	19		18	0

Area	Customer (Private)	Staff (Private)	Public Parking	Overall Total
Supply Time	797	181	376	1354
9:00	219	28	75	322
10:00	262	40	82	404
11:00	298	49	212	559
12:00	392	61	216	669
13:00	401	60	259	720
14:00	390	57	226	673
15:00	319	45	200	564
16:00	329	43	137	509
17:00	321	32	117	470
18:00	302	29	106	437
19:00	284	27	117	428

EASTERN COMMERCIAL AREA				
	Customer (Private)	Staff (Private)	Public Parking	Overall Total
Supply Time	188	32	97	317
9:00	43	14	50	107
10:00	54	16	63	133
11:00	80	15	60	155
12:00	78	17	51	146
13:00	87	14	61	162
14:00	82	14	54	150
15:00	83	14	59	156
16:00	79	15	56	150
17:00	80	16	48	144
18:00	71	16	36	123
19:00	61	18	36	115

WESTERN COMMERCIAL AREA				
	Customer (Private)	Staff (Private)	Public Parking	Overall Total
Supply Time	16	0	0	16
9:00	15	0	0	15
10:00	14	0	0	14
11:00	15	0	0	15
12:00	15	0	0	15
13:00	15	0	0	15
14:00	15	0	0	15
15:00	13	0	0	13
16:00	15	0	0	15
17:00	15	0	0	15
18:00	15	0	0	15
19:00	15	0	0	15

	CPA Public	Zone									
		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone NE	Zone SE
Supply Time	473	0	144	0	0	0	41	191	0	81	16
9:00	125	0	18	0	0	0	39	18		38	12
10:00	145	0	32	0	0	0	18	32		49	14
11:00	272	0	97	0	0	0	16	99		44	16
12:00	267	0	93	0	0	0	14	109		38	13
13:00	320	0	109	0	0	0	28	122		46	15
14:00	280	0	108	0	0	0	23	95		41	13
15:00	259	0	93	0	0	0	13	94		44	15
16:00	193	0	59	0	0	0	18	60		41	15
17:00	165	0	51	0	0	0	13	53		32	16
18:00	142	0	47	0	0	0	10	49		20	16
19:00	153	0	55	0	0	0	7	55		22	14

	CPA Total	Zone									
		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone NE	Zone SE
Supply Time	1671	88	159	227	19	132	49	680	0	235	82
9:00	429	30	25	56	6	38	39	128		70	37
10:00	537	35	39	84	7	43	18	178		91	42
11:00	714	31	104	99	7	35	16	267		101	54
12:00	815	32	100	108	11	38	14	366		93	53
13:00	882	32	117	103	6	56	28	378		102	60
14:00	823	36	116	95	7	48	23	348		93	57
15:00	720	37	102	86	6	39	13	281		97	59
16:00	659	41	69	83	6	45	18	248		92	58
17:00	614	34	56	79	2	52	13	234		89	55
18:00	560	41	51	82	0	50	10	203		72	51
19:00	543	47	60	66	2	48	7	198		69	46

Project: Mississauga Parking Strategy, Phase II
Project No: 6192.06
Date: Saturday, October 16, 2010
Updated: May 2013, Revised
Appendix A, Exhibit 3- Saturday (Weekend) Off-Street Parking Accumulation

ZONE 1							Whole Area	IN CPA ONLY			
	Royal Canadian Legion	Credit Village Square	Eva's Bridal Couture, etc	The Old Stable Pub / Lakeshore Foot Clinic	Sunset Grill / Running Room / San Marino Pizza	Riverside Public School	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	35	150	49	104-114	104-114	35	195	88	0	0	88
Supply CPA? Time	no C	yes C	no C	yes C	yes C	no S					
10:00	7	22	13	0	15		57	37	0	0	37
11:00	6	24	16	3	16		65	43	0	0	43
12:00	10	27	15	2	15		69	44	0	0	44
13:00	11	24	16	3	17		71	44	0	0	44
14:00	9	19	13	2	14		57	35	0	0	35
15:00	10	22	11	5	12		60	39	0	0	39
16:00	13	25	9	1	8		56	34	0	0	34
17:00	10	27	5	0	5		47	32	0	0	32
18:00	21	32	3	4	4		64	40	0	0	40
19:00	44	33	0	0	0		79	35	0	0	35
20:00	46	33	0	2	0		81	35	0	0	35

ZONE 2							Whole Area		IN CPA ONLY			
	Stavebank Professional Offices 14-20	Hatone Cleaners 14-20	Pump House Grille 40	Law Offices / Physiotherapy 8	Stavebank Medical Group 10	Arena Lot	Library Lot	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area												
Supply	3 yes	3 yes	3 yes	3 yes	3 yes	160 no P	144 yes P	319	0	15	144	159
Time												
10:00	0	1	0	1	2		28	32	0	4	28	32
11:00	1	1	0	1	1		54	58	0	4	54	58
12:00	1	1	0	1	1		65	69	0	4	65	69
13:00	1	1	1	1	1	58	94	157	0	5	94	99
14:00	0	1	1	0	1	64	101	168	0	3	101	104
15:00	0	1	1	0	1		106	109	0	3	106	109
16:00	0	1	1	0	1		64	67	0	3	64	67
17:00	0	0	2	0	1		76	79	0	3	76	79
18:00	0	0	2	0	1		61	64	0	3	61	64
19:00	1	0	2	0	1		40	44	0	4	40	44
20:00	2	0	2	0	1		38	43	0	5	38	43

Note: Arena counts based on spot counts undertaken June4,2011

ZONE 3																							Whole Area		IN CPA ONLY				
	Cookies Girls	Amy's Issue Surplus Store	Burrito Boyz	Home Alone (on High St.)	Raw Aura Organic Cosine	Hooper's Pharmacy	Rabba Fine Foods	Spice	Richard's Fine Chocolate	Nik Nak	Cox & Ciccone Interiors	Shazam Hair Studio	A New Life Hypnotherapy Services	Marital Arts	Attraz Gallery / Coin Laundry / Pizza Pizzeria Royal Lepage	Skinner & Middlebrook Funeral Home	Deeth & Co. LLP	Legend of Touch Spa	REMAX (on Hurontario St)	The Brogue Inn/ Money Mart / Nails & Spa	GO Parking Lot A	GO Parking Lot B	GO Parking Lot C	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total	
Area	11-50	11-50	9	10	94-98	88	92	52	23	100	102	100-108	100-108	100-108	110 - 114	8	89	20	10	132-136	5		50		842	216	11	0	227
Supply CPA? Time	1 yes S	2 yes S	5 yes S	6 yes S	2 yes S	8 yes C	14 yes C	8 yes C	11 no C	9 yes C	9 yes C	6 yes C	6 yes C	8 yes C	56 yes C	36 yes C	8 yes C	13 yes C	9 yes C	21 yes C	198 no P	100 no P	306 no P						
10:00	0	0	3	0	0	5	5	1	6	2	5	3	3	5	16	1	0	2	2	16	32		44	153	71	0	0	71	
11:00	0	0	1	0	1	4	9	3	6	4	3	4	3	5	33	0	0	2	2	12	35		45	172	85	1	0	86	
12:00	1	1	3	0	1	6	7	5	8	4	3	3	3	2	34	0	0	3	2	14	43		43	186	89	3	0	92	
13:00	1	0	4	0	1	3	12	4	12	3	3	3	3	3	32	0	0	1	2	17	48	25	53	230	90	2	0	92	
14:00	1	0	3	0	1	5	10	3	12	4	2	3	3	3	33	0	0	2	4	14	36		52	191	89	2	0	91	
15:00	1	1	3	0	1	4	8	4	10	4	2	3	2	3	24	0	0	2	3	15	42		65	197	77	3	0	80	
16:00	1	1	5	1	1	3	6	2	12	3	4	3	2	1	23	0	0	2	3	15	43		66	197	72	4	0	76	
17:00	1	0	6	0	1	4	4	4	12	5	3	1	1	0	16	0	0	2	3	16	40		62	181	65	2	0	67	
18:00	1	1	3	0	1	3	3	2	11	4	2	1	0	0	7	0	0	0	2	18	38		55	152	45	3	0	48	
19:00	1	1	3	0	0	0	3	5	11	3	3	0	0	0	6	1	0	0	2	21	36		50	146	47	2	0	49	
20:00	0	1	3	0	0	1	5	4	10	3	2	0	0	0	6	1	0	0	2	21	32		33	124	48	1	0	49	

Assumed GO Lot B was 25% occupied on the Sat

ZONE 4		Whole Area	IN CPA ONLY			
	Scotia Bank	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	158					
Supply CPA? Time	yes C	19	19	0	0	19
10:00	6	6	6	0	0	6
11:00	8	8	8	0	0	8
12:00	5	5	5	0	0	5
13:00	7	7	7	0	0	7
14:00	7	7	7	0	0	7
15:00	6	6	6	0	0	6
16:00	2	2	2	0	0	2
17:00	0	0	0	0	0	0
18:00	0	0	0	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0

Project: Mississauga Parking Strategy, Phase II
Project No: 6192.06
Date: Saturday, October 16, 2010
Updated: May 2013, Revised
Appendix A, Exhibit 3- Saturday (Weekend) Off-Street Parking Accumulation

ZONE 5							Whole Area	IN CPA ONLY			
Area	Sports Performance Centre / Natlty's Bar and Grill 167	Clarke Hall 161	Church 151	Harbour Side Lanes 119	Options Printing 113	Starbucks Coffe / Helen's Fish and Chips 111	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Supply CPA? Time	yes C	yes S	yes S	yes C	yes S	yes C	132	78	54	0	132
10:00	7			0	6	4	17	11	6	0	17
11:00	7			1	6	4	18	12	6	0	18
12:00	5			2	5	3	15	10	5	0	15
13:00	5			2	4	2	13	9	4	0	13
14:00	4			1	3	3	11	8	3	0	11
15:00	2			2	4	3	11	7	4	0	11
16:00	5			0	5	2	12	7	5	0	12
17:00	4			1	2	2	9	7	2	0	9
18:00	3			0	1	2	6	5	1	0	6
19:00	2			0	0	1	3	3	0	0	3
20:00	2			4	3	2	11	8	3	0	11

* Clarke Hall / Church observations excluded from calculation because these uses (i.e. Institutional) do not form part of the area commerical parking demand.

ZONE 6				Whole Area	IN CPA ONLY			
Area	Post Office 31	Marina Parking P1	Marina Parking P2 - gravel lot	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Supply CPA? Time	yes S	yes P	yes P	49	0	8	41	49
10:00	6	17	2	25	0	6	19	25
11:00	6	18	0	24	0	6	18	24
12:00	6	14	1	21	0	6	15	21
13:00	6	16	0	22	0	6	16	22
14:00	7	22	2	31	0	7	24	31
15:00	7	20	0	27	0	7	20	27
16:00	7	23	1	31	0	7	24	31
17:00	3	27	4	34	0	3	31	34
18:00	3	11	0	14	0	3	11	14
19:00	1	10	0	11	0	1	10	11
20:00	3	8	0	11	0	3	8	11

Marina Lots recounted June 4.11 - results from October maintained (Oct results more conservative)

ZONE 7																														Whole Area		IN CPA ONLY						
	Shore 71 Lounge / Lago Shore Restaurant 65-73	Waterside Inn - Surface Spaces 15	Waterside Inn - Underground Parking 15		Second Cup / No Frills 91-99	CIBC 35	Kerr, Wade & Assoc. Law Office 29	Offices / Vacant Storefront 47	The Shack Burger Restaurant 51	River Coyote Art Shop 53	The Harp Restaurant & Bar / Lash Salon 55-57	DZ Creative Hair Salon 59	J Trove Clothing 61	Crooked Cue Billiards 75	Port Credit Smokes & Gift 81	Salon Sachini 83	Soulawki Port Credit 85	Serenity Spa 103	Roc'n Docs Bar 105	Port Credit Harbour Marina Waterside Inn Lot 1	Port Credit Harbour Marina Marina Lot 140	Seaway Cleaners 111	Under Pressure Inc. 55	Port Credit Wellness Centre - Helene St 11	Vacant / Gem Fashion / Credit Village Chiropractic 115-121	Edwards Lakeside Vet. Clinic 46	Snug Harbour Public Lot P5	Port Street public Parking Lot P6	Port Credit Village Surface Lot 80	Port Credit Village UG Public Parking on P1 P1	Port Credit Village UG Comm. Parking on P1 P1	Port Credit Village UG Comm. Parking on P2 P2	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total	
Area Supply CPA? Time	yes C	yes C	no S		yes C	yes S	yes S	yes S	yes S	yes S	yes S	yes S	yes S	yes S	yes S	yes S	yes S	yes S	yes S	no S	no S	yes C	yes C	yes C	yes C	yes C	yes P	yes P	yes C	yes P	yes C	yes S	884	396	93	191	680	
10:00	5	10			40	1	1	1	0	0	1	2	3	0	0	2	1	2	2			3	4	3	4	2	18	2	22				127	92	15	20	127	
11:00	7	14			69	2	3	1	0	0	1	2	4	1	3	2	1	2	2			3	6	2	5	1	19	1	36		13	37	11	248	180	35	33	248
12:00	7	13			79	2	3	2	1	1	2	2	4	2	3	2	1	2	2			3	5	2	5	3	37	3	43		13	37	11	290	197	40	53	290
13:00	5	21			89	2	1	2	1	1	3	3	4	2	3	2	1	2	1			4	6	1	4	2	70	2	38		13	37		331	207	39	85	331
14:00	4	20			94	2	3	2	1	1	3	2	3	2	2	2	1	2	1			4	4	1	5	1	67	5	40		13	37	11	290	173	26	92	291
15:00	5	19			85	1	1	2	1	1	2	2	3	2	2	2	2	1	1			4	2	1	6	1	73	6	44				269	167	23	79	269	
16:00	7	24			85	1	2	1	1	1	2	2	3	2	2	1	2	2	2			3	0	1	4	0	61	6	36				251	160	24	67	251	
17:00	7	24			90	0	1	0	1	1	2	2	3	2	1	1	2	1	1			3	1	1	4	1	72	8	27				257	158	19	80	257	
18:00	9	23			68	1	1	0	1	1	2	1	4	2	1	1	2	2	2			2	1	1	3	0	62	2	19				231	126	21	84	231	
19:00	10	32			48	3	1	0	0	0	3	1	5	2	1	2	2	2	3			1	0	2	2	1	94	2	32				249	128	25	96	249	
20:00	9	28			55	1	1	0	1	0	1	0	2	2	1	2	2	1	3			1	0	2	2	0	88	4	40				246	137	17	92	246	

* Waterside Inn underground lot excluded from parking surveys because it is not part of commercial parking supply. Surface spaces included because they are primarily used by patrons of the hotel restaurant.

Note: Port Credit Harbour Marina parking observations excluded because Marina demand is shared with Waterside Inn and both uses are not included in the commercial parking demand floor area calculation.

Snug Harbour Lot recounted June 4.11 - results from October maintained (Oct results more conservative)

Port Credit Village Parking demand estimated based on BA Group parking study completed in 2008. Garage demand based on occupancy percentages observed for 1pm in 2008 surveys. Surface lot results from Oct 2010 maintained.

ZONE: NORTHWEST						Whole Area	IN CPA ONLY			
Area	P10 - By Gears Bike Shop 182	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total				
Supply CPA? Time	yes C	16	16	0	0	16				
10:00	14	14	14	0	0	14				
11:00	15	15	15	0	0	15				
12:00	10	10	10	0	0	10				
13:00	10	10	10	0	0	10				
14:00	11	11	11	0	0	11				
15:00	11	11	11	0	0	11				
16:00	6	6	6	0	0	6				
17:00	7	7	7	0	0	7				
18:00	3	3	3	0	0	3				
19:00	2	2	2	0	0	2				
20:00	1	1	1	0	0	1				

Project: Mississauga Parking Strategy, Phase II
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Updated: May 2013, Revised
Appendix A, Exhibit 3- Saturday (Weekend) Off-Street Parking Accumulation

ZONE:NORTHEAST																					Whole Area		IN CPA ONLY			
	Midas	Planet Organic Market	LCBO	LA Music Store	Sell The Spa	Great Canadian Pizza Co.	Aiella Italian Restaurant	Doctor's Office	Aqua Fitness Pool / Auto Mla 129A -129B (55)	Art trax 133-137	Alzheimer Society 157-160	Mentor College 145 no S	Lakeshore Custom Cleaners 250	Hublaps Wheel Covers 252	Apartment 254	Alpha Electronics 256	Vacant 258 - 260	Police / Axis Physiotherapy 264 - 268	Cayuga Ave Public Parking Lot P8	LCBO Public Parking Lot P7	OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total	
Area	160	170	200	230	276	278	280-286	324	12	5	17	145	250	252	254	256	258 - 260	264 - 268	P8	P7	414	122	32	81	235	
Supply CPA? yes C	16 yes C	170 yes C	200 yes C	230 yes C	276 yes C	278 yes C	280-286 yes C	324 yes C	12 no S	5 no S	17 no S	145 no S	250 yes S	252 yes S	254 yes S	256 yes S	258 - 260 yes S	264 - 268 yes S	P8 yes P	P7 yes P	414	122	32	81	235	
10:00	9	15	12	9	7	6	7	4	3	5	2		5	4	1	1	0	3	23	30	143	45	14	50	109	
11:00	11	32	13	9	6	5	10	3	8	4	2		4	4	2	0	1	1	19	27	161	46	12	46	104	
12:00	7	29	7	10	7	4	12	3	7	4	2		4	5	2	1	0	3	20	15	142	43	15	35	93	
13:00	30	13	8	10	7	5	15	3	7	5	2		2	4	1	1	0	3	19	24	148	48	11	43	102	
14:00	5	19	13	10	6	5	13	3	6	4	2		2	7	1	1	0	3	18	22	140	50	14	40	104	
15:00	3	22	11	10	5	5	13	3	3	4	2		0	6	1	1	0	3	16	20	128	47	11	36	94	
16:00	4	23	8	10	7	5	15	4	3	4	2		1	6	1	1	0	3	16	17	130	49	12	33	94	
17:00	0	20	6	9	6	5	16	3	3	4	2		4	7	1	1	0	3	16	15	121	45	16	31	92	
18:00	0	8	4	4	4	4	18	1	3	4	2		5	6	1	1	0	3	16	12	114	41	16	28	85	
19:00	0	8	7	2	4	8	17	0	3	4	2		6	6	1	1	0	1	16	11	97	38	15	27	80	
20:00	0	8	11	2	4	8	17	0	3	4	2		6	6	1	1	0	1	15	13	102	42	15	28	85	

Zone: SOUTHEAST					Whole Area	IN CPA ONLY				
	The Bargain Shop / Lady Bug Harbour / Waterfront Dental / Pet Value / Thai Restaurant / Animal Hospital	Light House Pharmacy	H & R Block / Global Money Shop	Public Parking Lot (Hiawatha Parkway)		OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	187 - 205	223	309 / 315	P9		82	66	0	16	82
Supply CPA? Time	yes C	yes C	yes C	yes P						
10:00	10	8	11	15		44	29	0	15	44
11:00	35	8	8	15		66	51	0	15	66
12:00	43	9	9	14		75	61	0	14	75
13:00	37	6	7	16		66	50	0	16	66
14:00	33	7	7	15		62	47	0	15	62
15:00	33	5	7	11		56	45	0	11	56
16:00	24	4	7	13		48	35	0	13	48
17:00	22	3	5	13		43	30	0	13	43
18:00	20	1	4	15		40	25	0	15	40
19:00	21	1	4	15		41	26	0	15	41
20:00	17	0	4	15		36	21	0	15	36

ZONE: SOUTHWEST				Whole Area	IN CPA ONLY			
	Park Public Parking P3	Park Public Parking P4		OVERALL TOTAL	Total Customer	Total Staff	Total Public	Overall Total
Area	80	95		175	0	0	0	0
Supply CPA? Time	no P	no P						
10:00	2	7		9	0	0	0	0
11:00	3	9		12	0	0	0	0
12:00	3	11		14	0	0	0	0
13:00	2	9		11	0	0	0	0
14:00	1	6		7	0	0	0	0
15:00	2	8		10	0	0	0	0
16:00	1	7		8	0	0	0	0
17:00	1	16		17	0	0	0	0
18:00	1	6		7	0	0	0	0
19:00	1	3		4	0	0	0	0
20:00	0	0		0	0	0	0	0

Project: Mississauga Parking Strategy, Phase II
Project No: 6192.06
Date: Saturday, October 16, 2010
Updated: May 2013, Revised
Appendix A, Exhibit 3- Saturday (Weekend) Off-Street Parking Accumulation

SUMMARY
PRELIM WEEKDAY OFF-STREET NUMBERS

Central Parking Area Total				
Area	Customer (Private)	Staff (Private)	Public Parking	Overall Total
Supply	1001	213	473	1687
Time				
9:00	305	45	132	482
10:00	440	64	166	670
11:00	459	73	182	714
12:00	465	67	254	786
13:00	420	55	272	747
14:00	399	51	252	702
15:00	365	55	201	621
16:00	344	45	231	620
17:00	285	47	199	531
18:00	279	47	188	514
19:00	292	44	181	517

Supply Time	CPA Customer	Zone									
		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone NE	Zone SE
	985	88	0	216	19	78	0	396	0	122	66
9:00	291	37	0	71	6	11	0	92		45	29
10:00	425	43	0	85	8	12	0	180		46	51
11:00	449	44	0	89	5	10	0	197		43	61
12:00	455	44	0	90	7	9	0	207		48	50
13:00	409	35	0	89	7	8	0	173		50	47
14:00	388	39	0	77	6	7	0	167		47	45
15:00	359	34	0	72	2	7	0	160		49	35
16:00	337	32	0	65	0	7	0	158		45	30
17:00	282	40	0	45	0	5	0	126		41	25
18:00	277	35	0	47	0	3	0	128		38	26
19:00	291	35	0	48	0	8	0	137		42	21

Supply Time	CPA Staff	Zone									
		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone NE	Zone SE
	213	0	15	11	0	54	8	93	0	32	0
9:00	45	0	4	0	0	6	6	15		14	0
10:00	64	0	4	1	0	6	6	35		12	0
11:00	73	0	4	3	0	5	6	40		15	0
12:00	67	0	5	2	0	4	6	39		11	0
13:00	55	0	3	2	0	3	7	26		14	0
14:00	51	0	3	3	0	4	7	23		11	0
15:00	55	0	3	4	0	5	7	24		12	0
16:00	45	0	3	2	0	2	3	19		16	0
17:00	47	0	3	3	0	1	3	21		16	0
18:00	47	0	4	2	0	0	1	25		15	0
19:00	44	0	5	1	0	3	3	17		15	0

Supply	Customer (Private)	Staff (Private)	Public Parking	Overall Total
Supply Time	797	181	376	1354
9:00	217	31	67	315
10:00	328	52	105	485
11:00	345	58	133	536
12:00	357	56	195	608
13:00	312	41	217	570
14:00	296	40	205	541
15:00	275	43	155	473
16:00	262	29	187	478
17:00	216	31	156	403
18:00	213	32	146	391
19:00	228	29	138	395

	Customer (Private)	Staff (Private)	Public Parking	Overall Total
	188	32	97	317
9:00	74	14	65	153
10:00	97	12	61	170
11:00	104	15	49	168
12:00	98	11	59	168
13:00	97	14	55	166
14:00	92	11	47	150
15:00	94	12	46	142
16:00	75	16	44	135
17:00	66	16	43	125
18:00	64	15	42	121
19:00	63	15	43	121

	Customer (Private)	Staff (Private)	Public Parking	Overall Total
	16	0	0	16
9:00	14	0	0	14
10:00	15	0	0	15
11:00	10	0	0	10
12:00	10	0	0	10
13:00	11	0	0	11
14:00	11	0	0	11
15:00	6	0	0	6
16:00	7	0	0	7
17:00	3	0	0	3
18:00	2	0	0	2
19:00	1	0	0	1

Supply Time	CPA Public	Zone									
		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone NE	Zone SE
	473	0	144	0	0	0	41	191	0	81	16
9:00	132	0	28	0	0	0	19	20	0	50	15
10:00	166	0	54	0	0	0	18	33	0	46	15
11:00	182	0	65	0	0	0	15	53	0	35	14
12:00	254	0	94	0	0	0	16	85	0	43	16
13:00	272	0	101	0	0	0	24	92	0	40	15
14:00	252	0	106	0	0	0	20	79	0	36	11
15:00	201	0	64	0	0	0	24	67	0	33	13
16:00	231	0	76	0	0	0	31	80	0	31	13
17:00	199	0	61	0	0	0	11	84	0	28	15
18:00	188	0	40	0	0	0	10	96	0	27	15
19:00	181	0	38	0	0	0	8	92	0	28	15

Supply Time	CPA Total	Zone									
		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone NE	Zone SE
	1671	88	159	227	19	132	49	680	0	235	82
9:00	468	37	32	71	6	17	25	127	0	109	44
10:00	655	43	58	86	8	18	24	248	0	104	59
11:00	704	44	69	92	5	15	21	290	0	93	75
12:00	776	44	99	92	7	13	22	331	0	102	66
13:00	736	35	104	91	7	11	31	291	0	104	62
14:00	691	39	109	80	6	11	27	269	0	94	56
15:00	615	34	67	76	2	12	31	251	0	94	48
16:00	613	32	79	67	0	9	34	257	0	92	43
17:00	528	40	64	48	0	6	14	231	0	85	40
18:00	512	35	44	49	0	3	11	249	0	80	41
19:00	516	35	43	49	0	11	11	246	0	85	36

PROJECT NO: 6192.06
 PROJECT NAME: MISSISSAUGA PARKING STRATEGY, PHASE II
 STUDY DATE: TUESDAY, OCTOBER 19, 2010
 LOCATION: ON-STREET PARKING
 Updated: May 9, 2012 Final - Reprinted May 2013
 TITLE: APPENDIX A, Exhibit 4 - Tuesday On-Street Parking Accumulation

Legend:

Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
NE	SE	NW	SW				

NORTHWEST QUADRANT

	Queen St	Park St			High St						North Side of Lakeshore Rd					John St N
Street	SS Queen Elizabeth - Helene	NS Park St Mississauga Rd - Front St	NS Park St Stavebank - Helene	NS Park St Helene - Ann St	NS High St Wesley Ave - Miss Rd	NS High St Miss Rd - Peter St	SS High St End of Stavebank Rd - Stavebank Rd	SS High St Stavebank Rd - Elizabeth St	SS High St Elizabeth - Helene	SS High St Helene - Ann St	NS Lakeshore Wesley Ave - Mississauga Rd	NS Lakeshore Mississauga Rd - John St	NS Lakeshore Stavebank Rd - Elizabeth St	NS Lakeshore Elizabeth St - Helene St	NS Lakeshore Helene St - Ann St	WS John St Front St - Lakeshore
Zone	3	1	3	3	NW	1	2	3	3	3	NW	1	3	3	3	1
CPA?	N	N	N	N	N	N	Y	N	N	N	N	Y	Y	Y	Y	Y
Supply	3	10	15	9	8	8	3	6	9	7	2	13	11	11	8	20
Time																
9:00	4	2	6	9	3	3	2	4	6	2	1	11	0	2	0	5
10:00	5	2	9	9	4	4	3	5	6	4	3	10	0	2	1	5
11:00	6	1	12	8	7	7	3	5	6	3	3	8	0	3	2	6
12:00	5	4	12	8	5	5	3	4	6	2	4	10	6	7	1	5
13:00	5	3	12	8	4	4	4	5	7	4	6	9	8	7	2	5
14:00	4	4	11	8	5	5	5	5	6	5	7	15	3	8	0	4
15:00	3	4	10	9	5	5	3	5	7	5	9	16	5	5	3	4
16:00	4	4	11	8	4	4	3	5	6	5	9	15	4	6	0	4
17:00	4	4	12	7	7	7	1	5	4	3	10	14	6	8	4	5
18:00	4	7	12	7	8	8	0	5	3	2	11	16	5	8	2	8
19:00	5	4	12	8	6	6	4	6	6	2	15	18	7	10	7	11

	Mississauga Rd				Peter St		Front St			Stavebank Rd					
Street	WS Mississauga Park - High St	WS Mississauga High - Lakeshore	ES Mississauga Park - High St	ES Mississauga High - Lakeshore	WS Peter St Front St - High St	ES Peter St Park - High St	ES Front St John St - Lakeshore	ES Front St Peter St - John St	WS Front St Peter St - Park St	WS Stavebank Railway - Park	ES Stavebank Railway - Park	WS Stavebank Park St - High St	ES Stavebank Park St - High St	ES Stavebank High St - Lakeshore	WS Stavebank High St - Lakeshore
Area	NW	NW	1	1	1	1	1	1	1	2	3	2	3	3	2
CPA?	N	N	N	Y	N	N	Y	N	N	N	N	N	N	Y	Y
Supply	3	1	8	5	9	19	31	41	8	11	4	14	14	4	6
Time															
9:00	0	0	2	4	7	13	7	8	1	9	1	6	6	2	2
10:00	1	0	6	4	11	13	5	11	0	10	1	12	12	0	1
11:00	2	0	4	5	6	7	2	9	0	11	0	12	12	3	6
12:00	1	1	1	3	5	7	5	8	1	10	0	10	10	7	7
13:00	2	0	1	4	6	6	4	4	0	9	0	12	12	4	4
14:00	2	0	3	5	6	7	4	6	0	9	1	10	10	4	6
15:00	4	0	1	5	5	6	2	8	1	11	1	9	9	1	3
16:00	3	0	2	5	6	6	4	14	0	11	0	6	7	3	6
17:00	2	1	5	3	7	9	10	24	6	7	0	7	4	6	7
18:00	2	0	7	5	8	7	10	29	4	7	1	7	10	5	7
19:00	2	0	5	4	8	11	5	25	5	7	1	15	11	4	5

	Elizabeth St					Helene St				Ann St		
Street	ES Elizabeth Queen - Park	WS Elizabeth Queen - Park	ES Elizabeth Park St - High St	ES Elizabeth High St - Lakeshore	WS Elizabeth High St - Lakeshore	ES Helene St, Queen St - Park	ES Helene St Park St - High St	ES Helene High St - Lakeshore	WS Helene High St - Lakeshore	WS Ann St Park St - High St	ES Ann St Park St - High St	ES Ann St High St - Lakeshore
Area	3	3	3	3	3	3	3	3	3	3	3	3
CPA?	N	N	N	Y	Y	N	N	Y	Y	N	N	Y
Supply	6	0	12	6	8	10	11	7	10	13	0	7
Time												
9:00	3	0	12	0	1	4	9	3	2	11	0	5
10:00	3	0	11	0	1	4	10	6	7	11	0	6
11:00	3	0	12	0	1	4	11	5	9	11	0	7
12:00	3	0	13	2	3	6	10	6	10	11	0	8
13:00	5	0	11	6	2	8	10	5	8	11	0	8
14:00	5	0	12	2	1	8	10	2	5	11	0	8
15:00	4	0	13	1	2	8	8	3	8	9	0	5
16:00	4	0	13	0	1	6	9	4	10	9	0	6
17:00	4	1	11	4	4	5	10	6	7	6	0	4
18:00	4	1	10	2	2	5	10	5	9	5	0	7
19:00	4	0	10	4	4	6	6	6	7	5	0	7

PROJECT NO: 6192.06
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Legend: Zone 1 Zone 2 Zone 3 Zone 4 Zone 5 Zone 6 Zone 7 Zone 8
NE SE NW SW

SOUTHWEST QUADRANT

	South Side of Lakeshore Rd					Port St							Peter St				
Street	SS Lakeshore John St - Front St	SS Lakeshore W of Stavebank	SS Lakeshore Stavebank - Elizabeth	SS Lakeshore Elizabeth - Helene	SS Lakeshore Helene St - St. Lawrence	NS Port St John St - Front St	NS Port St Stavebank - Elizabeth	SS Port St Stavebank - Elizabeth	NS Port St Elizabeth - Helene St	SS Port St Elizabeth - Helene St	NS Port St Helen St - St. Lawrence	SS Port St Helen St - St. Lawrence	ES Peter St. Lakeshore - MidBlock	ES Peter St. MidBlock - Port	WS Peter St. Lakeshore - MidBlock	WS Peter St. MidBlock - Port	WS Peter St. Port St - Bay St
Area	5	6	7	7	7	5	7	7	7	7	7	7	5	5	5	5	5
CPA?	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N
Supply	3	3	11	6	6	7	8	14	7	11	8	11	4	5	5	5	8
Time																	
9:00	3	0	3	0	0	16	0	0	0	0	3	6	4	1	5	2	2
10:00	2	0	4	2	1	0	0	0	0	0	1	7	3	0	5	2	2
11:00	3	0	4	1	3	0	0	0	0	0	3	5	2	0	5	4	2
12:00	3	0	9	3	1	0	0	0	1	0	4	5	1	0	5	1	12
13:00	2	1	9	5	3	0	0	0	0	0	6	4	2	0	5	2	10
14:00	2	0	7	3	4	0	0	0	0	0	8	8	3	0	5	3	8
15:00	2	0	6	1	3	6	0	0	0	0	5	6	1	0	5	0	6
16:00	1	1	3	1	5	8	0	1	0	0	3	7	0	0	2	0	3
17:00	2	1	9	3	3	3	0	2	0	2	3	5	2	0	2	0	7
18:00	3	3	8	4	1	1	0	0	0	1	5	6	1	0	5	0	8
19:00	0	3	10	5	7	1	0	0	1	0	6	9	3	0	3	0	6

	Mississauga Rd			John St S				Front Street		Stavebank Rd		Elizabeth St			Helene St		
Street	WS Mississauga St Port - Lake St	WS Mississauga Lakeshore - Port	ES Mississauga Lakeshore - Port	WS John St Lakeshore - Midblock	WS John St Midblock - Port St	ES John St Lakeshore - Midblock	ES John St Midblock - Port St	ES Front Lakeshore - Bay	ES Front Bay - Lake St	WS Stavebank Lakeshore to Port	ES Stavebank Lakeshore to Port	ES Elizabeth St Lakeshore - Port St	WS Elizabeth St LakeShore to Alley	WS Elizabeth St Alley to Port St	ES Helene St Lakeshore - Port St	WS Helene St Lakeshore - Alley	WS Helene St Alley - Port St
Area	SW	SW	5	5	5	5	5	6	6	6	7	7	7	7	7	7	7
CPA?	N	N	N	Y	N	Y	N	Y	N	Y	Y	Y	Y	Y	Y	Y	Y
Supply	34	4	6	5	5	3	5	27	25	6	3	7	4	3	8	8	5
Time										Public	Public						
9:00	6	2	3	5	2	3	2	19	18	8	1	1	0	0	3	0	0
10:00	8	2	3	5	0	3	0	10	10	10	0	1	0	0	4	0	0
11:00	4	2	3	5	0	3	1	9	8	10	2	1	3	0	5	0	0
12:00	7	3	5	4	0	3	2	13	12	12	2	0	3	3	6	1	2
13:00	8	3	5	2	0	3	0	15	14	10	1	0	0	0	4	2	2
14:00	15	3	5	3	0	3	3	14	14	12	1	0	1	0	4	4	2
15:00	13	3	5	4	0	3	2	12	11	11	1	1	2	0	7	3	1
16:00	10	3	5	5	0	3	0	11	10	9	1	1	1	0	7	3	2
17:00	8	3	5	2	0	3	9	10	9	4	0	2	4	0	3	3	2
18:00	13	4	6	3	0	3	4	8	7	2	0	5	4	2	4	5	2
19:00	12	4	6	2	0	3	4	10	10	1	1	3	3	1	4	2	2

NORTHEAST QUADRANT

	Queen St						North Side of Lakeshore Rd									
Street	NS Queen St Rosewood - Elmwood	NS Queen St Elmwood - Woodlawn	NS Queen St Woodlawn - Oakwood	NS Queen St Oakwood - Briarwood	NS Queen St Briarwood - Seneca	SS Queen St Briarwood - Seneca	NS Lakeshore Rosewood - Elmwood	NS Lakeshore Elmwood - Woodlawn	NS Lakeshore Woodlawn - Oakwood	NS Lakeshore Oakwood - Briarwood	NS Lakeshore Briarwood - Brant	NS Lakeshore Brant - Mohawk	NS Lakeshore Mohawk - Cayuga	NS Lakeshore Cayuga - Seneca		
Area	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE		
CPA?	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y		
Supply	15	12	30	20	50	25	6	8	6	2	6	3	6	9		
Time																
9:00	0	5	11	16	27	24	0	0	0	0	0	1	0	0		
10:00	0	4	15	18	24	22	0	0	1	0	2	1	1	1		
11:00	0	5	18	18	25	22	0	0	0	0	0	3	1	4		
12:00	0	7	16	16	25	21	0	0	1	0	0	3	3	2		
13:00	0	6	14	19	23	18	0	0	0	0	2	5	6	2		
14:00	0	8	12	19	22	18	0	0	0	0	1	5	4	1		
15:00	0	9	18	16	48	34	0	0	0	0	2	4	2	2		
16:00	0	10	12	11	16	21	0	0	0	0	2	2	0	4		
17:00	0	6	6	5	4	3	0	0	0	0	2	3	2	2		
18:00	0	3	2	2	1	2	0	4	1	1	1	3	4	6		
19:00	0	0	1	1	0	0	0	1	1	1	3	2	3	6		

PROJECT NO: 6192.06
 PROJECT NAME: MISSISSAUGA PARKING STRATEGY, PHASE II
 STUDY DATE: TUESDAY, OCTOBER 19, 2010
 LOCATION: ON-STREET PARKING
 Updated: May 9, 2012 Final - Reprinted May 2013
 TITLE: APPENDIX A, Exhibit 4 - Tuesday On-Street Parking Accumulation

Legend: Zone 1 Zone 2 Zone 3 Zone 4 Zone 5 Zone 6 Zone 7 Zone 8
NE SE NW SW

	Rosewood Ave		Woodlawn Ave	Briarwood Ave		Brant Ave		Cayuga Ave			Seneca Ave
Street	WS Rosewood Queen St - Park St	WS Rosewood Park St - Lakeshore	ES Woodlawn Forest to Lakeshore	ES Briarwood Forest - Lakeshore	WS Briarwood Forest - Lakeshore	ES Brant St Forest - Lakeshore	WS Brant St Forest - Lakeshore	ES Cayuga Tecumseth - Lakeshore	WS Cayuga Forest - Tecumseth	WS Cayuga Tecumseth - Lakeshore	ES Seneca Forest - Lakeshore
Area	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE
CPA?	N	N	N	Y	Y	Y	Y	Y	N	Y	N
Supply	15	12	11	4	12	4	13	6	10	4	11
Time											
9:00	7	17	0	0	1	1	1	4	0	1	2
10:00	7	14	0	0	1	1	1	4	0	3	3
11:00	7	15	0	1	1	1	4	5	0	4	5
12:00	7	15	0	1	1	0	2	5	0	4	7
13:00	8	13	0	1	1	1	1	5	1	4	6
14:00	7	9	0	0	1	1	1	4	1	4	6
15:00	6	3	0	0	4	1	1	4	1	4	5
16:00	4	4	1	0	3	0	3	4	1	4	4
17:00	1	2	1	0	5	0	3	3	0	3	5
18:00	0	0	1	1	3	1	0	3	0	3	4
19:00	1	0	1	0	3	3	0	6	3	4	4

SOUTHEAST QUADRANT

	South Side of Lakeshore Rd						St. Lawrence Dr.		
Street	SS Lakeshore Between St. Lawrence Loop	SS Lakeshore Elmwood - Oakwood	SS Lakeshore Oakwood - Cumberland	SS Lakeshore Cumberland - Hiawatha	SS Lakeshore Hiawatha - Wenonah	SS Lakeshore Wenonah - Seneca	St. Lawrence Dr. West end of loop	St. Lawrence Dr. South end of loop	St. Lawrence Dr. East end of loop
Area	8	SE	SE	SE	SE	SE	8	8	8
CPA?	Y	Y	Y	Y	Y	Y	N	N	N
Supply	20	14	9	25	18	7	7	21	23
Time									
9:00	0	0	0	3	5	0	5	2	2
10:00	5	0	3	4	2	1	6	6	11
11:00	5	0	4	15	1	2	6	5	11
12:00	5	0	1	14	2	1	6	3	10
13:00	3	0	2	9	8	1	5	8	9
14:00	4	0	0	14	4	0	7	6	10
15:00	3	0	2	13	6	0	7	5	9
16:00	2	1	3	14	8	0	5	5	5
17:00	4	0	4	12	5	0	3	4	3
18:00	10	0	3	15	13	1	4	5	2
19:00	9	1	2	14	18	0	7	3	0

	Oakwood Ave S		Cumberland Dr			Hiawatha Parkway			
Street	WS Oakwood Lakeshore - Wanita	ES Oakwood Lakeshore - Wanita	ES Cumberland Lakeshore - Alley	ES Cumberland Alley - Minnewawa	WS Cumberland Lakeshore - Minnewawa	WS Hiawatha Lakeshore - Alley	WS Hiawatha Alley - Minnewawa	ES Hiawatha Lakeshore - Alley	ES Hiawatha Alley - Minnewawa
Area	SE	SE	SE	SE	SE	SE	SE	SE	SE
CPA?	Y	N	Y	N	N	Y	N	Y	N
Supply	4	19	9	2	5	8	4	9	3
Time									
9:00	2	1	3	0	0	0	0	3	0
10:00	2	1	1	1	0	0	1	1	2
11:00	2	2	4	0	0	0	3	2	4
12:00	3	2	4	0	1	2	3	5	4
13:00	1	1	4	0	0	3	4	4	1
14:00	2	1	6	0	1	4	3	4	3
15:00	1	2	4	0	0	1	3	4	2
16:00	0	1	3	0	1	0	4	5	2
17:00	0	0	3	0	0	2	4	3	3
18:00	0	0	3	0	0	2	2	3	2
19:00	1	1	8	2	1	2	3	5	2

Legend:

Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
NE	SE	NW	SW				

Date: Jan 31, 2012

ok
ok
ok
ok
ok
ok
ok
ok
ok
ok
ok

21/05/2013 9:37 AM

PROJECT NO: 6192.06
 PROJECT NAME: MISSISSAUGA PARKING STRATEGY, PHASE II
 STUDY DATE: SATURDAY, OCTOBER 16, 2010
 LOCATION: ON-STREET PARKING
 Updated: May 9, 2012 Final - Reprinted May 2013
 TITLE: APPENDIX A, Exhibit 5 - Saturday On-Street Parking Accumulation

Legend: Zone 1 Zone 2 Zone 3 Zone 4 Zone 5 Zone 6 Zone 7 Zone 8
NE SE NW SW

NORTHWEST QUADRANT

Street	Queen St	Park St			High St						North Side of Lakeshore Rd					John St N
Street	SS Queen Elizabeth - Helene	NS Park St Mississauga Rd - Front St	NS Park St Stavebank - Helene	NS Park St Helene - Ann St	NS High Street Wesley Ave - Mississauga Rd	NS High Street Mississauga Rd - Peter Street	SS High St End of Stavebank Rd - Stavebank Rd	SS High St Stavebank Rd - Elizabeth St	SS High St Elizabeth - Helene	SS High St Helene - Ann St	NS Lakeshore Wesley Ave - Mississauga Rd	NS Lakeshore Mississauga Rd - John St	NS Lakeshore Stavebank Rd - Elizabeth St	NS Lakeshore Elizabeth St - Helene St	NS Lakeshore Helene St - Ann St	WS John St Front St - Lakeshore
Zone	3	1	3	3	NW	1	2	3	3	3	NW	1	3	3	3	1
CPA?	N	N	N	N	N	N	Y	N	N	N	N	Y	Y	Y	Y	Y
Supply	3	10	15	9	8	8	3	6	9	7	2	13	11	11	8	20
Time																
10:00	1	6	3	5	4	4	2	4	2	2	3	1	4	6	7	9
11:00	0	5	7	5	3	3	2	6	4	3	5	6	8	7	5	9
12:00	0	5	11	8	3	3	1	4	4	3	5	8	10	7	7	10
13:00	0	5	9	6	3	3	1	5	6	5	3	6	7	9	5	5
14:00	2	5	8	5	1	1	1	4	5	3	3	8	9	9	6	4
15:00	2	2	9	7	1	0	2	5	3	2	1	6	8	9	5	4
16:00	2	0	11	9	1	0	0	4	4	3	7	5	9	9	5	5
17:00	3	0	11	7	1	0	0	5	4	2	6	9	7	6	3	8
18:00	2	0	9	8	1	1	0	5	5	2	5	11	7	5	4	6
19:00	3	1	14	9	1	0	2	5	5	2	6	9	7	5	4	6
20:00	3	0	14	9	1	0	1	5	6	4	6	11	10	9	8	7

	Mississauga Rd				Peter St		Front St			Stavebank Rd					
Street	WS Mississauga Park - High St	WS Mississauga High - Lakeshore	ES Mississauga Park - High St	ES Mississauga High - Lakeshore	WS Peter St Front St - High St	ES Peter St Park - High St	ES Front St John St - Lakeshore	ES Front St Peter St - John St	WS Front St Peter St - Park St	WS Stavebank Railway - Park	ES Stavebank Railway - Park	WS Stavebank Park St - High St	ES Stavebank Park St - High St	ES Stavebank High St - Lakeshore	WS Stavebank High St - Lakeshore
Area	NW	NW	1	1	1	1	1	1	1	3	2	3	2	3	2
CPA?	N	N	N	Y	N	N	Y	N	N	N	N	N	N	Y	Y
Supply	3	1	8	5	9	19	31	41	8	11	4	14	14	4	6
Time															
10:00	2	1	7	4	7	8	25	17	0	8	1	7	3	0	0
11:00	2	1	3	2	8	8	37	15	0	8	2	11	7	3	2
12:00	2	1	2	2	5	9	20	14	0	8	3	14	14	5	6
13:00	2	1	1	2	5	11	13	11	1	8	3	12	10	5	5
14:00	0	1	3	1	7	8	15	10	2	10	1	10	6	6	4
15:00	0	1	5	2	7	9	19	7	1	8	3	9	4	6	5
16:00	1	1	4	3	7	10	12	4	2	9	0	8	5	2	4
17:00	2	1	5	1	6	11	12	7	4	7	1	5	2	6	6
18:00	1	1	5	1	4	10	9	12	6	2	0	1	6	7	6
19:00	3	0	4	0	4	8	8	23	7	3	0	3	7	8	6
20:00	3	0	7	1	5	9	7	23	8	4	1	7	11	3	7

	Elizabeth St					Helene St				Ann St		
Street	ES Elizabeth Queen - Park	WS Elizabeth Queen - Park	ES Elizabeth Park St - High St	ES Elizabeth High St - Lakeshore	WS Elizabeth High St - Lakeshore	ES Helene St Queen St - Park	ES Helene St Park St - High St	ES Helene High St - Lakeshore	WS Helene High St - Lakeshore	WS Ann St Park St - High St	ES Ann St Park St - High St	WS Ann St High St - Lakeshore
Area	3	3	3	3	3	3	3	3	3	3	3	3
CPA?	N	N	N	Y	Y	N	N	Y	Y	N	N	Y
Supply	6	0	12	6	8	10	11	7	10	13	0	7
Time												
10:00	0	0	11	2	3	5	4	6	9	6	0	6
11:00	1	0	12	2	3	4	7	6	9	4	0	4
12:00	1	0	9	4	3	6	6	6	10	5	0	9
13:00	1	0	10	4	3	8	8	6	8	6	0	6
14:00	2	1	8	3	2	3	7	4	7	5	0	6
15:00	1	0	10	2	2	1	6	5	3	4	0	6
16:00	1	0	8	3	4	6	7	5	2	4	0	5
17:00	2	0	10	4	3	10	6	5	5	3	0	6
18:00	1	0	7	5	2	8	5	2	2	4	0	6
19:00	2	0	7	5	4	10	7	2	2	6	0	9
20:00	2	0	7	4	6	9	9	2	2	7	0	7

PROJECT NO: 6192.06
 PROJECT NAME: MISSISSAUGA PARKING STRATEGY, PHASE II
 STUDY DATE: SATURDAY, OCTOBER 16, 2010
 LOCATION: ON-STREET PARKING
 Updated: May 9, 2012 Final - Reprinted May 2013
 TITLE: APPENDIX A, Exhibit 5 - Saturday On-Street Parking Accumulation

Legend: Zone 1 Zone 2 Zone 3 Zone 4 Zone 5 Zone 6 Zone 7 Zone 8
NE SE NW SW

SOUTHWEST QUADRANT

	South Side of Lakeshore Rd					Port St								Peter Street				
Street	SS Lakeshore John St - Front St	SS Lakeshore W of Stavebank	SS Lakeshore Stavebank - Elizabeth	SS Lakeshore Elizabeth - Helene	SS Lakeshore Helene St - St. Lawrence	NS Port St John St - Front St	NS Port St Stavebank - Elizabeth	SS Port St Stavebank - Elizabeth	NS Port St Elizabeth - Helene St	SS Port St Elizabeth - Helene St	NS Port St Helene St - St. Lawrence	SS Port St Helene St - St. Lawrence	ES Peter St. Lakeshore - MidBlock	ES Peter St. MidBlock - Port	WS Peter St. Lakeshore - MidBlock	WS Peter St. MidBlock - Port	WS Peter St. Port St - Bay St	
Area	5	6	7	7	7	5	7	7	7	7	7	7	5	5	5	5	5	
CPA?	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	
Supply	3	3	11	6	6	7	8	14	7	11	8	11	4	5	5	5	8	
Time																		
10:00	3	0	N/A	4	1	3	0	0	4	0	2	0	0	0	5	3	7	
11:00	3	1	N/A	5	3	2	0	0	0	0	5	3	2	0	5	4	11	
12:00	4	0	N/A	3	3	1	0	0	0	0	2	5	3	0	5	0	8	
13:00	2	0	N/A	5	5	2	0	0	0	0	4	6	2	0	4	0	6	
14:00	1	2	N/A	5	4	2	1	2	1	0	6	6	1	0	5	2	11	
15:00	1	1	N/A	3	2	2	1	1	1	1	3	7	2	0	5	0	9	
16:00	1	0	N/A	4	2	2	2	0	1	0	5	9	1	0	5	0	7	
17:00	1	3	N/A	3	2	4	1	0	0	0	4	8	2	0	4	0	13	
18:00	3	3	N/A	2	4	2	3	3	0	2	5	9	4	2	4	0	14	
19:00	2	1	N/A	2	2	2	2	2	1	0	5	9	4	1	4	0	7	
20:00	2	3	N/A	5	5	2	6	1	1	0	5	11	3	0	4	0	5	

	Mississauga Rd			John St S				Front St		Stavebank Rd		Elizabeth St			Helene St		
Street	WS Mississauga St Port - Lake St	WS Mississauga Lakeshore - Port	ES Mississauga Lakeshore - Port	WS John St Lakeshore - Midblock	WS John St Midblock - Port St	ES John St Lakeshore - Midblock	ES John St Midblock - Port St	ES Front Lakeshore - Bay	ES Front Bay - Lake St	WS Stavebank Lakeshore to Port	ES Stavebank Lakeshore to Port	ES Elizabeth St Lakeshore - Port St	WS Elizabeth St Lake/Shore to Alley	WS Elizabeth St Alley to Port St	ES Helene St Lakeshore - Port St	WS Helene St Lakeshore - Alley	WS Helene St Alley - Port St
Area	SW	SW	5	5	5	5	5	6	6	6	7	7	7	7	7	7	7
CPA?	N	N	N	Y	N	Y	N	Y	N	Y	Y	Y	Y	Y	Y	Y	Y
Supply	34	4	6	5	5	3	5	27	25	6	3	7	4	3	8	8	5
Time										Public	Public						
10:00	6	2	3	5	1	3	4	18	17	2	1	5	0	0	5	4	3
11:00	8	2	3	5	1	3	6	15	14	1	3	3	3	1	8	5	1
12:00	6	2	3	5	0	3	3	13	13	1	4	4	3	2	7	2	3
13:00	7	3	5	5	1	3	4	14	14	1	2	4	3	2	7	4	4
14:00	6	3	5	5	2	3	5	14	13	3	1	5	3	3	7	7	2
15:00	7	3	5	5	1	3	3	13	12	1	2	3	4	2	4	8	2
16:00	8	3	5	5	0	3	2	14	13	1	0	6	3	3	7	4	3
17:00	2	3	5	3	0	3	4	14	14	1	0	1	1	1	6	2	3
18:00	3	3	5	5	0	3	3	14	14	1	1	3	4	1	4	5	1
19:00	4	4	6	2	0	2	0	18	17	2	4	4	4	3	4	3	1
20:00	4	4	6	2	0	1	0	19	18	4	2	7	4	3	3	5	2

NORTHEAST QUADRANT

	Queen St						North Side of Lakeshore Rd								
Street	NS Queen St Rosewood - Elmwood	NS Queen St Elmwood - Woodlawn	NS Queen St Woodlawn - Oakwood	NS Queen St Oakwood - Briarwood	NS Queen St Briarwood - Seneca	SS Queen St Briarwood - Seneca	NS Lakeshore Rosewood - Elmwood	NS Lakeshore Elmwood - Woodlawn	NS Lakeshore Woodlawn - Oakwood	NS Lakshore Oakwood - Briarwood	NS Lakeshore Briarwood - Brant	NS Lakeshore Brant - Mohawk	NS Lakeshore Mohawk - Cayuga	NS Lakeshore Cayuga - Seneca	
Area	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	
CPA?	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	
Supply	15	12	30	20	50	25	6	8	6	2	6	3	6	9	
Time															
10:00	0	0	1	5	0	1	0	8	0	0	1	0	0	6	
11:00	0	1	1	5	0	0	0	8	3	0	1	1	0	4	
12:00	0	5	2	8	0	0	1	7	2	0	2	1	2	4	
13:00	0	3	2	8	0	0	0	2	1	0	0	3	3	5	
14:00	0	6	2	6	0	0	0	0	0	0	2	4	3	6	
15:00	0	7	1	8	0	0	0	0	0	0	3	2	0	2	
16:00	0	3	2	8	0	1	0	2	0	0	2	3	2	2	
17:00	0	1	2	3	0	1	0	0	2	0	2	3	3	3	
18:00	0	1	1	2	0	0	0	1	2	0	0	1	6	4	
19:00	0	0	1	1	0	0	0	3	1	0	1	3	6	3	
20:00	0	0	1	1	0	0	0	0	0	0	0	3	6	3	

PROJECT NO: 6192.06
 PROJECT NAME: MISSISSAUGA PARKING STRATEGY, PHASE II
 STUDY DATE: SATURDAY, OCTOBER 16, 2010
 LOCATION: ON-STREET PARKING
 Updated: May 9, 2012 Final - Reprinted May 2013
 TITLE: APPENDIX A, Exhibit 5 - Saturday On-Street Parking Accumulation

Legend: Zone 1 Zone 2 Zone 3 Zone 4 Zone 5 Zone 6 Zone 7 Zone 8
NE SE NW SW

	Rosewood Ave		Woodlawn Ave	Briarwood Ave		Brant Ave		Cayuga Ave			Seneca Ave
Street	WS Rosewood Queen St - Park St	WS Rosewood Park St - Lakeshore	ES Woodlawn Forest to Lakeshore	ES Briarwood Forest - Lakeshore	WS Briarwood Forest - Lakeshore	ES Brant St Forest - Lakeshore	WS Brant St Forest - Lakeshore	ES Cayuga Tecumseth - Lakeshore	WS Cayuga Forest - Tecumseth	WS Cayuga Tecumseth - Lakeshore	ES Seneca Forest - Lakeshore
Area	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE
CPA?	N	N	N	Y	Y	Y	Y	Y	N	Y	N
Supply	15	12	11	4	12	4	13	6	10	4	11
Time											
10:00	1	4	2	0	2	0	3	6	3	4	2
11:00	0	3	3	0	5	0	3	6	5	4	7
12:00	0	3	5	1	4	0	3	6	5	4	7
13:00	2	5	0	1	8	2	3	3	2	4	9
14:00	0	4	0	3	10	2	5	2	4	4	9
15:00	1	4	0	3	11	2	4	2	2	4	6
16:00	1	1	0	0	6	0	2	1	1	4	6
17:00	1	2	0	0	4	0	2	3	1	4	7
18:00	2	1	0	0	1	0	1	2	1	4	7
19:00	1	2	0	0	2	0	0	1	0	4	7
20:00	0	2	0	0	3	0	0	1	0	4	7

SOUTHEAST QUADRANT

	South Side of Lakeshore Rd						St. Lawrence Dr.		
Street	SS Lakeshore Between St. Lawrence Loop	SS Lakeshore Oakwood - Oakwood	SS Lakeshore Oakwood - Cumberland	SS Lakeshore Cumberland - Hiawatha	SS Lakeshore Hiawatha - Wenonah	SS Lakeshore Wenonah - Seneca	St. Lawrence Dr. West end of loop	St. Lawrence Dr. South end of loop	St. Lawrence Dr. East end of loop
Area	8	SE	SE	SE	SE	SE	8	8	8
CPA?	Y	Y	Y	Y	Y	Y	N	N	N
Supply	20	14	9	25	18	7	7	21	23
Time									
10:00	5	4	3	12	10	0	3	5	6
11:00	11	3	2	15	14	0	6	14	18
12:00	8	4	2	19	6	1	3	13	8
13:00	11	3	3	18	8	0	2	18	8
14:00	7	0	2	20	8	0	4	22	11
15:00	5	0	3	14	9	0	5	13	14
16:00	10	1	3	19	6	0	3	24	15
17:00	10	0	2	13	8	0	3	22	7
18:00	2	1	0	10	8	0	2	21	4
19:00	3	1	0	13	6	0	5	14	6
20:00	4	1	1	15	7	0	5	10	7

	Oakwood Ave S		Cumberland Dr			Hiawatha Parkway			
Street	WS Oakwood Lakeshore - Wanita	ES Oakwood Lakeshore - Wanita	ES Cumberland Lakeshore - Alley	ES Cumberland Alley - Minnewawa	WS Cumberland Lakeshore - Minnewawa	WS Hiawatha Lakeshore - Alley	WS Hiawatha Alley - Minnewawa	ES Hiawatha Lakeshore - Alley	ES Hiawatha Alley - Minnewawa
Area	SE	SE	SE	SE	SE	SE	SE	SE	SE
CPA?	Y	N	Y	N	N	Y	N	Y	N
Supply	4	19	9	2	5	8	4	9	3
Time									
10:00	2	1	4	0	0	2	5	4	6
11:00	3	1	8	0	1	4	5	4	4
12:00	3	1	5	0	2	5	5	5	5
13:00	3	1	7	0	2	4	5	2	6
14:00	2	0	6	0	1	7	5	6	5
15:00	2	1	7	0	0	5	4	4	4
16:00	2	1	6	0	0	5	4	4	3
17:00	1	0	3	0	0	3	4	7	2
18:00	2	0	1	0	0	3	4	6	1
19:00	3	0	4	0	0	4	3	8	3
20:00	2	0	3	0	0	4	2	6	3

PROJECT NO: 6192.06
PROJECT NAME: MISSISSAUGA PARKING STRATEGY, PHASE II
STUDY DATE: SATURDAY, OCTOBER 16, 2010
LOCATION: ON-STREET PARKING
Updated: May 9, 2012 Final - Reprinted May 2013
TITLE: APPENDIX A, Exhibit 5 - Saturday On-Street Parking Accumulation

Legend:

Zone 1

Zone 2

Zone 3

Zone 4

Zone 5

Zone 6

Zone 7

Zone 8

NE

SE

NW

SW

SATURDAY ON-STREET PARKING DEMAND
SUMMARY OF RESULTS BY ZONE

Date: Jan 31, 2012

		PARKING DEMAND IN CPA - BY ZONE													TOTAL
	OVERALL TOTAL	CPA TOTAL	1	2	3	4	5	6	7	8	NE	SE	NW	SW	
Supply	1198	538	69	9	72	0	20	36	120	20	89	103	0	0	538
Time															
9:00	437	220	39	2	43	0	11	20	29	5	30	41	0	0	220
10:00	538	274	54	4	47	0	13	17	40	11	35	53	0	0	274
11:00	528	270	40	7	61	0	15	14	38	8	37	50	0	0	270
12:00	514	252	26	6	53	0	12	15	46	11	35	48	0	0	252
13:00	520	266	28	5	52	0	10	19	53	7	41	51	0	0	266
14:00	461	236	31	7	46	0	11	15	44	5	33	44	0	0	236
15:00	463	227	25	4	44	0	10	15	49	10	24	46	0	0	227
16:00	439	213	30	6	45	0	9	18	32	10	26	37	0	0	213
17:00	416	210	27	6	40	0	17	18	47	2	22	31	0	0	210
18:00	448	221	23	8	46	0	11	21	46	3	24	39	0	0	221
19:00	483	242	26	8	51	0	8	26	60	4	20	39	0	0	242

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		TEMPORAL VARIATION BY ZONE													
Time	OVERALL TOTAL	CPA TOTAL	1	2	3	4	5	6	7	8	NE	SE	NW	SW	
Max	538	274	54	8	61	n/a	17	26	60	11	41	53	n/a	0	
9:00	81%	80%	72%	25%	70%	n/a	65%	77%	48%	45%	73%	77%	n/a	#DIV/0!	
10:00	100%	100%	100%	50%	77%	n/a	76%	65%	67%	100%	85%	100%	n/a	#DIV/0!	
11:00	99%	99%	74%	88%	100%	n/a	88%	54%	63%	73%	90%	94%	n/a	#DIV/0!	
12:00	96%	92%	48%	75%	87%	n/a	71%	58%	77%	100%	85%	91%	n/a	#DIV/0!	
13:00	97%	97%	52%	63%	85%	n/a	59%	73%	88%	64%	100%	96%	n/a	#DIV/0!	
14:00	86%	86%	57%	88%	75%	n/a	65%	58%	73%	45%	80%	83%	n/a	#DIV/0!	
15:00	86%	83%	46%	50%	72%	n/a	59%	58%	82%	91%	59%	87%	n/a	#DIV/0!	
16:00	82%	78%	56%	75%	74%	n/a	53%	69%	53%	91%	63%	70%	n/a	#DIV/0!	
17:00	77%	77%	50%	75%	66%	n/a	100%	69%	78%	18%	54%	58%	n/a	#DIV/0!	
18:00	83%	81%	43%	100%	75%	n/a	65%	81%	77%	27%	59%	74%	n/a	#DIV/0!	
19:00	90%	88%	48%	100%	84%	n/a	47%	100%	100%	36%	49%	74%	n/a	#DIV/0!	

Appendix B: Future Development Calculation Information

APPENDIX B, TABLE 1: ASSESSMENT OF FUTURE DEVELOPMENTS IN PORT CREDIT

By: MDJ
Updated: May 15 2013

Industrial Parking Req Rate:	1.6	spaces per 100m2	Restaurant Parking Req Rate	9.0	spaces per 100m2
Retail Parking Req Rate:	4.0	spaces per 100m2	Medical Office Req Rate	6.5	spaces per 100m2
Office Parking Req Rate:	3.2	spaces per 100m2	Financial Inst. Req Rate	5.5	spaces per 100m2
Residential Parking Req Rate:	1.6	per unit			

Development Site	Zone	Description	Site Area (m2)	Retail GFA (m2)	Financial Institution GFA (m2)	Medical Office GFA (m2)	Other GFA (m2)	Restaurant GFA (m2)	Industrial GFA (m2)	Office GFA (m2)	# of Res. Units	By-law Parking Req. or Parking Estimate ^{1,2}	Assumed Percentage of Parking Provided in Lieu	Potential Off-Site Municipal Parking Impact / Req.	Land Use Notes
Development Projects with Applications															
1 91-99 Lakeshore Rd East	7	Dr James / No Frills redevelopment	5,790	1,880	0	0	0	0	0	2,326	56	242	0%	0	Parking requirement based on approved parking supply rate of 3.9sp/100m2 from April 2008 Waterside TIS & Parking Study report by BA Group of 164 spaces which includes parking for res. visitors. Total requirement includes additional resident parking requirement of 1.4 sp / unit.
2 30-48 Lakeshore Road East	2	Proposed addition to Port Credit Pump restaurant	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	5	100%	5	PIL request for proposed addition to Pump House restaurant.
3 6,8,10 Ann Street	3	Residential Redevelopment	1,980	180							140	227	0%	0	Condo apartment application with ground floor retail. Updated statistics provided by the City dated March 2013.
3 6,8,10 Ann Street	3	CoFA requirement for Funeral Home					173					34	100%	9-34	Statistics provided by City dated March 2012. Parking requirement calc'ed based on previous funeral home CoFA parking reduction from 72 to 34 spaces). Note that 'other' GFA refers to Funeral Home.
4 Post Office - 31 Lakeshore Rd East	6	Commercial	1,937	0	583	0	0	670	0	2,109	0	155	22%	34	Updated statistics provided by City of Mississauga on March 2013.
5 52 Lakeshore Road East	3	Proposed banquet hall on 2nd floor	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	11	100%	8	PIL request for 8 parking spaces for a proposed banquet hall on a second floor.
6 65-71 Lakeshore Road East	7	Proposed patio on 4 required parking spaces.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	4	100%	4	PIL request for 4 parking spaces which would be converted into a patio.
7 215 Lakeshore Road East	SE	Proposed conversion of retail to take-out	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	1	100%	1	PIL to cover the increased parking requirement associated with a take-out restaurant comapred to a retail location.
Sub-Total												679		61-86	
Potential Future Development Applications: Group A															
1 GO Transit Lot	3	Mixed Use Redevelopment	7,718	500	0	0		0	0	2,000	168	353	0%	0	Statistics provided by City of Mississauga on May 5 2011 and updated March 2013. Estimate includes 500m2 of retail on ground floor, 2000m2 of office, and residential on floors 2-22 at 8 units/floor (120 units) @ 1.6sp/unit.
2 30-78 Ann St.	3	Residential		0	0	0		0	0	0	176	282	0%	0	Statistics provided by City of Mississauga on May 5 2011 and updated March 2013. Estimate 22 stories of residential at 8 units/floor (176 units) @ 1.6sp/unit.
3 80 High Street East	3	Residential	2,000	0	0	0		0	0	0	176	202	0%	0	Statistics provided by City of Mississauga on May 5 2011 and updated March 2013. Estimated 22 storeys of residential at 8 units / floor (176 units) @ 1.6 sp/unit.
4 Lawn Bowling Green	3	Residential	2,750	500	0	0		0	0	0	168	289	0%	0	Statistics provided by City of Mississauga on May 5 2011 and updated March 2013. Estimate includes 500m2 of retail on ground floor and residential on floors 2-22 at 8 units/floor (120 units) @ 1.6sp/unit.
Sub-Total												1126		0	
Potential Future Development Applications: Group B															
1 55 Port Street East	7	Residential		0	0	0		0	0	0	20	32	0%	0	Statistics provided by City of Mississauga on May 5, 2011 and updated March 2013. Estimate of build-out is 20 units @ 1.6sp/unit.
2 30 Port Street East (Ports Hotel)	7	Mixed Use		900	0	0		0	0	0	106	205	0%	0	Statistics provided by City of Mississauga on May 5 2011 and updated March 2013. Estimate includes: 900m2 of retail and 106 res. units.
3 1 Port Street East	7	Mixed Use - Retained Marina Uses		n/a	n/a	n/a		n/a	n/a	n/a	n/a	260	0%	0	Statistics provided by City Staff on May 5 2011 and updated March 2013. Assumed that approx. half of the existing slips will be retained = 434 slips. Parking req. is 0.6/slip = 260 spaces.
4 1 Port Street East	7	Mixed Use - Marina Site Off Site Parking Encumbrance (55 Port Street)		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	12	100%	12	Statistics provided by City of Mississauga March 2013.
5 1 Port Street East	7	Mixed Use - Marina Site Off Site Parking Encumbrance (15 Stavebank Rd. S.)		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	87	100%	87	Existing CoFA for Waterside Inn and Port Street permits using 1 Port Street as a location for off-site parking. Any redevelopment of 1 Port Street would need to account for this parking. This study assumes that this parking requirement will be taken on by the City.
6 1 Port Street East	7	Mixed Use - Marina Site Redevelopment	69,900	360	0	0		360	3,000	920	255	572	25%	143	Estimate of uses provided by City staff on May 5 2011. Res units broken down as follows: 165 mid-rise @ 1.6 sp/unit, 72 low-rise @ 2.25sp/unit, 18 condo units above commerical space @ 1.25sp/unit. Other uses as listed. This study assumes that the City will allow 25% of the parking spaces to be provided in lieu.
Sub-Total												1168		242	
Potential Future Development Applications: Group C															
No developments															
Sub-Total												0	0%	0	
Potential Future Development Applications: Group D															
1 296-296 Lakeshore Rd West, 105-143 High Street	NW	Mixed-Use	13,300	929	0	0	0	0	0	929	412	644	0%	0	Statistics provided by City of Mississauga on May 5 2011. Updated statistics provided March 2013.
2 305 and 315 Lakeshore Rd West	SW	Retail redevelopment	2,148	600	591	61	0	0	0	0	0	60	0%	0	Statistics provided by City of Mississauga on May 5, 2011 and updated March 2013.
Sub-Total												644		0	
TOTAL												3,617		303-328	

Notes:
1. Parking requirement calculation based upon existing Mississauga by-law rates. Actual parking demand rates may be lower.
2. Parking requirements do not account for any shared parking efficiencies.

Appendix C: Parking Policies from the New Official Plan

rehabilitation and reconstruction of existing roadways, through the following measures:

- a. re-striping roadways for bicycle lanes;
- b. introducing multi-use trails or bicycle paths on boulevards;
- c. using wider shared curb lanes for bicycles; and
- d. widening roadways to accommodate bicycle lanes.

8.3.3.2 Mississauga will seek to optimize the efficiency of the network with measures such as intersection improvements, operational improvements and traffic signal optimization.

8.3.3.3 Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.

8.3.3.4 Pedestrian convenience and safety will be a priority in determining location and design of transit facilities within Intensification Areas.

8.4 Parking

Parking can shape land use patterns, support good urban design, promote economic development, and influence travel behaviours and choice of transportation modes.

As Mississauga continues to grow and develop, less land will be devoted to parking, particularly within Intensification Areas. The parking that is provided should increasingly be in structured - particularly underground - parking facilities and on street where it can be shared amongst multiple users.

In other parts of the city, while some changes to parking provisions may occur, sufficient parking should be provided to ensure that the established residential character of Neighbourhoods and the economic function of employment uses is not adversely affected.

8.4.1 Off street parking facilities for vehicles and other modes of travel, such as bicycles, will be provided in conjunction with new development and will:

- a. provide safe and efficient access from the road network so that ingress and egress movements minimize conflicts with road traffic and pedestrian movements;
- b. provide for the needs of people with disabilities; and
- c. support Transportation Demand Management initiatives.

8.4.2 Mississauga will encourage the shared use of parking and allow off site parking, where appropriate.

8.4.3 Consideration will be given to reducing off street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:

- a. access to transit;
- b. level of transit service;
- c. traffic generation; and
- d. impact on the surrounding area.



Figure 8-7: Parking garages are a better use of space than surface parking and provide an opportunity to incorporate a mix of uses, as this parking garage in Burlington illustrates.

8.4.4 Mississauga may require or consider receiving a cash payment-in-lieu of all, or part, of the zoning by-law requirements for parking, having regard for:

- a. the objectives of municipal parking strategies;
- b. the advancement of environmental, design, transportation or economic development objectives and policies of this plan;
- c. the presence of site constraints that prevent the provision of the required number of on site parking spaces;
- d. property use that is not considered over-development; and
- e. areas where municipal parking facilities are available and the existing parking supply within proximity of the subject site can accommodate the on site parking deficiency.

8.4.5 In situations where a significant number of required parking spaces are being provided through payment-in-lieu, in an area where limited or no municipal parking facilities are available, Mississauga will have regard for:

- a. an identified municipal interest in providing public parking facilities in the area;
- b. the timing for the delivery of the municipal parking facilities;
- c. the adequacy of alternatives to on site parking until municipal parking facilities are delivered;
- d. the effect the on site parking deficiency would have on the viability of the site and the impact on the surrounding area; and
- e. the number of spaces proposed to be considered for payment-in-lieu as it relates to the magnitude of municipal interest.

8.4.6 Street designs will consider opportunities to maximize on street parking. The provision of on street parking will be balanced with the needs of other modes of transportation sharing the right-of-way.

8.4.7 Within Intensification Areas, Mississauga will give consideration to:

- a. reducing minimum parking requirements to reflect transit service levels;
- b. establishing maximum parking standards to support transit investments, particularly **higher order transit** investments;
- c. limiting surface parking by requiring a portion be provided within structured parking facilities;
- d. requiring structured parking facilities to be underground, where viable;
- e. proactively maximizing on street public parking in appropriate locations;
- f. coordinating parking initiatives with transportation demand management programs in order to effectively link transit planning, parking and other related issues in a comprehensive manner; and
- g. requiring parking phasing and implementation plans that, among other matters, will include a surface parking reduction strategy that will ensure the layout of the parking lot and buildings will allow for future development.

8.4.8 Mississauga may develop municipal parking facilities to support transit, provide shared parking and encourage development.

8.4.9 In appropriate locations, Mississauga will take an active role in providing off street parking. The City may partner with private developers to deliver municipal parking facilities that will be used as a shared public resource, through the use of payment-in-lieu of off street parking and/or site specific joint ventures. Investment in public parking facilities should be directed to projects that achieve the following objectives:

- a. provide strategically located public parking structures that can serve a variety of uses;
- b. serve development within a proposed **higher order transit** corridor;

- c. provide an appropriately sized structure considering economies of scale, efficiency of structure, character of the area and financial aspects;
- d. allow for the consolidation of pre-existing surface lots to encourage intensification;
- e. make efficient use of publicly owned land;
- f. integrate commercial uses into the ground level façade for above grade structures;
- g. allow for integration of community infrastructure;
- h. provide for convenient pedestrian linkages to, from and through the parking structure to connect with surrounding development; and
- i. consider temporary surface parking lots to secure strategic locations for future public parking structures.

8.4.10 In some circumstances, the City may consider allowing the use of municipal parking facilities to meet or reduce the parking requirements for cultural facilities where it does not impair the functioning of other uses or the economic viability of the area.

8.4.11 Development within and adjacent to Neighbourhoods will mitigate parking impacts on the residential use.

8.4.12 Mississauga will discourage parking in neighbourhoods on local streets for non-residential purposes.

8.5 Transportation Demand Management

Transportation Demand Management (TDM) measures encourage people to take fewer and shorter vehicle trips to support transit and **active transportation** choices, enhance public health and reduce harmful environmental impacts. TDM is



Figure 8-8: High Occupancy Vehicle (HOV) lanes such as those on Highway 403, encourage people to carpool or take transit.

most effective when supported by complementary land use planning, good urban design and transit improvements.

8.5.1 Mississauga will encourage TDM strategies that promote transit use and **active transportation**, and reduce vehicle dependency, single-occupant vehicle travel, trip distance and time and peak period congestion.

8.5.2 Mississauga will work with other levels of government, agencies and the private sector to encourage TDM measures.

8.5.3 Mississauga will encourage employers to implement TDM programs.

8.5.4 Mississauga will manage parking in Intensification Areas to encourage the use of alternative modes of transportation and the reduction of vehicular congestion.

8.5.5 Mississauga will encourage land uses permitted by this Plan that make efficient use of the transportation system and parking facilities during off-peak hours.

8.5.6 In appropriate areas, Mississauga will encourage a fee for parking and the separation of parking costs from other costs, such as transit fares, building occupancy and residential unit prices.

8.5.7 Prior to approval of development applications, particularly those that will generate significant employment opportunities, a TDM plan may be required that demonstrates, among other things, the following:

- a. building orientation that supports transit service;
- b. minimize distance between main building entrances and transit stations/stops;
- c. development that is integrated into the surrounding pedestrian and cycling network;
- d. parking facilities designed to provide safe and efficient access for pedestrians and cyclists emanating from the surrounding transit and **active transportation** network;
- e. secure, conveniently located, weather-protected, on-site bicycle storage facilities, and associated amenities such as showers, change rooms and clothing lockers;
- f. reserved, priority carpool parking spaces and, where applicable, car-share spaces and taxi stands;
- g. parking spaces for scooters, motorcycles and

other similar motorized vehicles;

- h. techniques to manage the supply of on-site parking; and
- i. measures that:
 - increase the proportion of employee trips made by transit, walking and cycling;
 - increase the average car occupancy rate;
 - reduce the demand for vehicular travel; and
 - shift travel times from peak to off-peak periods.

8.5.8 Carpooling will be encouraged through the provision of High Occupancy Vehicle Lanes, priority parking, and other measures as appropriate.

8.5.9 Further TDM policies may be identified through a Transportation Master Plan.

8.6 Mobility Hubs

Mobility hubs have employment, housing, shopping and recreational uses concentrated around a **major**



Figure 8-9: The Downtown Core Mobility Hub is an example of where people can live, work, shop and recreate in a mixed use environment supported by transit.

Appendix D:

Example Heritage Parking Exemption Policies from Other Municipalities

Heritage Use Parking Exemption		
Municipality	Policy No.	Policy
Newmarket	5.3.4 Historic Downtown Urban Centre (UC-D1) Zone	<p>Notwithstanding Section 5.3.2 of this By-Law, the parking requirements for non-residential uses for the UC-D1 Zone shall be in accordance with the following:</p> <ul style="list-style-type: none"> i) the required parking spaces shall not exceed the minimum requirements; ii) notwithstanding Sections 4.14.1, 5.4 and 5.5 of this By-Law, parking areas, parking lots, approaches, driveways, entrances, exits, buffer areas, and loading areas do not apply and shall be established in accordance with an approved site plan; iii) a change from one permitted use to another within the confines of any existing building, need not provide additional parking. Any increase in floor space through additions or expansion into space not presently used for commercial purposes shall provide additional parking at the rate of 1 parking space per 31 m2 of gross floor area or cash-in-lieu of parking; and, iv) parking requirements for dwelling units not in existence on the date of approval of the By-Law shall be provided in accordance with Section 5.3.1 of this By-Law, however existing on-site parking currently used for commercial purposes may be used for new dwelling units and the reduction of parking
Toronto	4(9).1 Parking and Loading Exemption: Ontario Heritage Act	<p>(a) Subject to paragraphs (b) and (c) none of subsections (4), (5), (6), (7) and (8) requires the owner or occupant of a designated property, or the owner or occupant of a building or structure that is subject to an easement or covenant made pursuant to The Ontario Heritage Act, 1974, including amendments to, and successors of, the Act, to provide or maintain motor vehicle parking or loading facilities, provided that:</p> <ul style="list-style-type: none"> (i) subject to subparagraph (ii), where the property is a designated property, it continues to be a designated property; (ii) where an easement or covenant has been made pursuant to the Act, whether or not in respect of the whole or one or more portions of a designated property, the easement or covenant has not been terminated or extinguished; (iii) where a building or structure is within a designated property and the building or structure is not subject to an easement or covenant made pursuant to the Act, the building or structure is neither demolished nor removed; (iv) where the building or structure is subject to an easement or covenant made pursuant to the Act, no portion of the building or structure is demolished, removed, or altered contrary to the provisions of the easement or covenant; and; (v) any parking or loading spaces existing on the lot on or before July 20, 1993 are maintained to an amount at least equal to that prescribed by the appropriate section of this By-law, or the aforesaid amount existing on the lot, whichever is the less. <p>(b) Paragraph (a) does not exempt the owner or occupant of a lawful addition to, or a lawful extension of a building or structure, whether or not the addition or extension is wholly or partly within a designated property, from the requirement of subsections (4), (5), (6), (7) and (8) to provide or maintain motor vehicle parking or loading facilities in respect of the addition or extension.</p> <p>(c) Where:</p> <ul style="list-style-type: none"> (i) a building or structure, or one or more portions of a building or structure may be lawfully demolished or removed, wholly or partly, pursuant to an easement or covenant made under the Act; and (ii) the building or structure, or one or more portions thereof is lawfully replaced in whole or in part or is lawfully added to or extended; paragraph



Corporate Report

Clerk's Files

Originator's
Files

CD.07-MIS

DATE: June 4, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 24, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Mississauga Parking Strategy – Phase II: Port Credit and Lakeview**

RECOMMENDATION:

1. That the report titled *Mississauga Parking Strategy – Phase II: Port Credit and Lakeview* dated June 4, 2013, from the Commissioner of Planning and Building, be circulated to stakeholders within the Port Credit and Lakeview communities for comment.
2. That the Transportation and Works Department undertake feasibility studies to confirm future public parking garage locations in Port Credit.
3. That the Transportation and Works Department initiate the development of a business plan for existing and future parking development and operations; including a capitalization, financial and implementation plan, for Port Credit and Lakeview.

**REPORT
HIGHLIGHTS:**

- Phase II of the Mississauga Parking Strategy was completed for Port Credit and the Lakeshore Road East corridor in Lakeview. Phase II builds upon the results of Phase I and supports the City's parking goals of good urban design, economic development and sustainable transportation;

- A key component in both the Phase I and II Strategies is to create economic value for the use of parking facilities, by establishing a pay for parking environment. A self-sustaining parking management system, whereby capital costs and operating costs are covered by the fees collected, is the long term goal;
- For Port Credit, the strategy recommends providing an additional 100-200 parking spaces with the logical first garage location on the Port Credit Public Library site. The study identifies potential for a new public garage in the eastern area and consideration for public parking on the Imperial Oil site. Changes to the parking management and operational system are also recommended;
- For the Lakeshore Road East corridor, the strategy recommends the City take on a more active role in providing future commercial parking supply to foster the emerging mainstreet. A reasonable long term goal is to achieve 40% of the future commercial parking supply as public parking or approximately 660 spaces (on-street and off-street spaces);
- To provide a parking garage in Port Credit and take a more active role in the provision of public parking in Lakeview, there will be significant financial impacts to the City. In order to proactively plan for these undertakings, the City will need to undertake feasibility studies and increase parking revenues (e.g. the introduction of paid parking in municipal off-street lots in Port Credit and an increase to on-street parking fees) and use other tools (i.e. utilizing PIL funds to purchase properties; partnering with the private sector as part of development requirements; and through Section 37 Bonusing provisions) to achieve additional municipal parking;
- Reduced Zoning By-law parking requirements are recommended for mainstreet type commercial uses in Port Credit and Lakeview, and for apartments around the Port Credit GO station. New bicycle, shower and change room provisions are also recommended;

- To encourage the adaptive reuse of historic buildings, it is recommended that buildings on properties designated historically significant under the *Ontario Heritage Act*, be exempt from parking requirements, if certain criteria are met. In addition, reduced Zoning By-law requirements for cultural uses such as art galleries, museums and offices for cultural organizations are recommended;
- The strategy outlines recommendations related to the effective planning and delivery of parking services such as modifying existing City practices to ensure more proactive financial planning and ensuring all off-street paid parking lots are under the management of the Transportation and Works Department.

BACKGROUND:

Mississauga recognizes that parking policy and management can help shape communities and achieve a variety of city-building objectives. Phase I of the Mississauga Parking Strategy, adopted by City Council in early 2009, explained how parking policy can contribute to creating a 21st Century City and established the following goals:

- To support good urban design by contributing to the creation of a walkable environment with a compact urban form;
- To foster economic development through strategic public investment; and
- To implement Transportation Demand Management (TDM) policies and techniques which influence commuter mode choice and support existing and future transit investment.

In addition, based on recommendations in Phase I, new policies were incorporated into Mississauga Official Plan to set the context for the city's parking philosophy, transitioning from a suburban to an urban parking paradigm. A key component of this paradigm shift is to create economic value for the use of parking facilities by establishing a pay for parking environment. A self-sustaining parking management system, whereby capital costs and operating costs are covered by the fees collected, is the long term goal.

Although Phase I focused on the Downtown area, the new policies and management solutions also set a framework for parking policy to

Staff are requesting permission to:

- formally circulate the strategy to stakeholders within the Port Credit and Lakeview communities for comment;
- initiate feasibility studies to evaluate the potential to construct parking garages and lots at specific locations; and
- initiate a business plan for the entire Port Credit and Lakeview parking program including existing and future parking and operations.

COMMENTS:

Summary of Conclusions and Recommendations

This report presents the key conclusions and recommendations of the *Mississauga Parking Strategy – Phase II: Port Credit and Lakeview*, prepared by BA Group. Appendix A provides a detailed list of the conclusions and recommendations.

Port Credit

The existing public parking supply in Port Credit is sufficient to meet the current daily parking demand in the area, however, due to a variety of initiatives and redevelopment proposal, there is a potential need to provide an additional 100 - 200 public parking spaces. The strategy identifies potential public parking garage locations for consideration, with the first logical location on the Port Credit Library parking lot. Feasibility studies need to be undertaken to confirm future parking garage locations.

The strategy also recommends introducing on-street paid parking on additional streets and in existing public parking lots to better manage the existing supply and to generate additional revenue to fund future parking improvements. The implementation of this recommendation should be considered immediately to ensure the City is financially prepared to address future parking needs.

Lakeview

There is minimal public parking within the Lakeshore Road East corridor. To foster the emerging mainstreet, the City should take on a more active role in providing future commercial parking supply. A

ensure the continued success and creation of vibrant, mixed-use pedestrian-oriented mainstreet areas such as Port Credit and Lakeview.

Mississauga Parking Strategy – Phase II: Port Credit and Lakeview (attached under separate cover) continues to implement the new parking policies and management solutions, including pay for parking, established in Phase I.

The purpose of Phase II is as follows:

- To bring forward a detailed parking management plan for Port Credit that recognizes the area's unique characteristics and contributes to realizing the "Evolving Urban Village" vision developed through the draft Local Area Plan;
- To provide strategic parking policies that will set the parking framework and help to foster the emerging mainstreet for the Lakeshore Road East corridor; and
- Address an action item identified in the *Mississauga Culture Master Plan* "to understand the barriers to cultural development created by parking and how they can be addressed by more flexible parking strategies".

BA Group was retained to undertake Phase II. Various community stakeholder groups were consulted early in the process to explain the purpose and objectives of the strategy, gather preliminary information, and to identify key parking concerns. These groups included the Port Credit Business Improvement Association, Port Credit and Lakeview Local Advisory Panels, and cultural groups with representation from Mississauga Arts Council, Mississauga Waterfront Festivals, Visual Arts Mississauga, Mississauga Choral Society, various artists, architects and ratepayer groups.

In addition, cross-departmental working and steering committees were established.

reasonable long term goal is to achieve 40% (roughly the equivalent of the proportion in Port Credit) of the future commercial parking supply as public parking. This can be achieved by implementing on-street parking along Lakeshore Road East in the short term and in the long term acquiring two to three strategically located sites for public parking lots.

Zoning By-law Considerations

Parking surveys undertaken by BA Group in the Port Credit commercial area confirm that the existing Zoning By-law parking requirements are excessive. The strategy recommends reducing existing parking standards for mainstreet type commercial uses in Port Credit and Lakeview (see Appendix A for a detailed list). The strategy also recommends a reduction in the parking standards for apartments within the vicinity of the Port Credit GO station and a revised shared parking schedule.

Cultural Use Considerations

To help encourage cultural development and the location of cultural uses, the strategy recommends reduced parking standards for art galleries, museums and offices for cultural organizations. In addition, to support the adaptive reuse of historic buildings, it is recommended that buildings on designated heritage properties be exempt from parking requirements, subject to certain criteria.

Bicycle Parking Considerations

To encourage the use of other modes of transportation, bicycle parking standards and shower and change room requirements should be added to the Zoning By-law for Port Credit and Lakeview.

Financial Considerations for Port Credit

The approximate cost of a 200 space parking structure in Port Credit is \$7.0 million, assuming it is an above grade garage with grade level commercial space. Given the capital budget does not include funding for a parking structure, and the balance in the Port Credit PIL account will not cover this cost, the strategy recommends increasing parking

revenues. These increased revenues will also help in funding future capital repair and operating costs for existing parking facilities and support TDM initiatives.

Payment-in-Lieu of Off-Street Parking Considerations

To foster and provide municipal parking, additional revenue generated through the recommended increases in the paid parking program should be deposited in the Port Credit PIL account. A separate PIL account should be established for the Lakeview area given the expected increase in development in the Lakeshore Road East corridor.

General Management and Parking Operation Considerations

The strategy suggests short and long term recommendations to improve the management and delivery of municipal parking. For example, in the short term, practices should be modified to ensure more proactive financial planning and confirm all off-street paid parking lots are under the management of the Transportation and Works Department. In the longer term, an organizational structure such as a Transportation Management Association (TMA) may become desirable. TMAs not only own, develop and operate parking facilities but also develop and implement TDM strategies and programs.

Action Plan

An Action Plan has been prepared outlining the timing for the various recommendations to assist in the implementation (Appendix B: *Figure 14, Action Plan*).

Coordination With Other Studies

There are a number of other studies, such as the Waterfront Parks Strategy, Inspiration Lakeview, Inspiration Port Credit and the Hurontario-Main Street Light Rail Transit Project that will be reviewed as part of the implementation of the recommendations.

Next Steps

Stakeholder Consultation

A meeting will be arranged with the Port Credit BIA, Port Credit and Lakeview Advisory Panels and the culture groups, where BA Group will present the strategy and answer questions. An open house will also be organized for the general Port Credit and Lakeview communities. The public engagement is anticipated in September, 2013. Stakeholders will also be directed to the following web site to view the full parking strategy:

<http://www.mississauga.ca/portal/residents/planningreports2013>

After public input is obtained and reviewed, a report on comments and the final strategy will be presented to City Council for endorsement.

Feasibility Studies and Business Plan

The recommendations will be validated through site specific feasibility studies and the development of business plans for parking operations in Port Credit and Lakeview. The target for completion of the feasibility studies and business plan is the end of 2014 as indicated in the Action Plan (Appendix B).

The Transportation and Works Department will provide a preliminary cost estimate for the construction of site specific parking facilities, at the conclusion of stakeholder consultations.

Mississauga Parking Strategy – Phase III

Phase III of the *Mississauga Parking Strategy: Zoning By-law Parking Standards Review* is accommodated in the 2013 budget approved by City Council and is scheduled to commence in the Fall of 2013. The purpose of Phase III is twofold: to move to a more urban context with respect to parking requirements by aligning required parking with the new urban hierarchy in Mississauga Official Plan; and to implement a gradual reduction in parking supply requirements as transit increases in areas such as Nodes and Intensification Corridors.

STRATEGIC PLAN: The conclusions and recommendations of the *Mississauga Parking Strategy – Phase II: Port Credit and Lakeview* are consistent with and respond to four of the Strategic Pillars for Change in the City’s Strategic Plan: namely, Developing a Transit-Orientated City; Completing Our Neighbourhoods; Cultivating Creative and Innovative Businesses; and, Living Green.

FINANCIAL IMPACT: Recommendations resulting from Phase II of the *Parking Strategy: Port Credit and Lakeview* could have a significant financial impact, depending on future City Council decisions.

The strategy presents two key recommendations for financing the Port Credit parking operation. The first is to set a monetary goal to fund a future parking garage; and, second to increase parking revenues to help finance existing and future parking and TDM initiatives. Immediate consideration should be given to implementing the revenue generating recommendations, most importantly, the introduction of paid parking in all municipal off-street lots that service the main commercial area. Given that the capital budget does not include funding for a parking structure in Port Credit, this proactive approach will help to ensure the City is financially prepared to address future parking needs.

The Lakeview area has minimal public parking, thus there is limited opportunity for revenue generation through paid parking to help in funding future municipal parking. The City should begin to look for opportunities to provide new off-street parking by: utilizing PIL funds to purchase properties; partnering with the private sector as part of development requirements; and through Section 37 Bonusing provisions.

The feasibility studies and business plan will be a component of this process and will validate the revenue and cost assumptions.

CONCLUSION:

Mississauga Parking Strategy – Phase II: Port Credit and Lakeview recommend new parking policies and management approaches for Port Credit and for Lakeshore Road East. In addition, there are recommendations for: Zoning By-law amendments related to parking standards including, cultural uses and bicycle parking; financial considerations; and general management and operational approaches. From a financial perspective, the strategy provides a basis for the creation of a business plan for implementing the recommendations related to Port Credit; and strategic guidance for the implementation of municipal shared parking resources in Lakeview.

Prior to finalizing the strategy, feedback from Planning and Development Committee and from community stakeholders will be obtained and reported on at a future meeting in early 2014. During the consultation period, the Transportation and Works Department will begin preparing detailed business plans for the creation of future parking, existing parking and operations. This will include capitalization, financial and implementation plans, for both Port Credit and Lakeview.

ATTACHMENTS:

Under separate cover: *Mississauga Parking Strategy – Phase II: Port Credit and Lakeview*, dated April, 2013, prepared by BA Group Transportation Consultants.

APPENDIX A: Key Conclusions and
Recommendations - Phase II Parking
Strategy for Port Credit and
Lakeview

APPENDIX B: *Figure 14, Phase II Parking Strategy
Action Plan*

APPENDIX C: *Figure 11, Potential Opportunities
for New Municipal Parking*

APPENDIX D1 & D2: *Figures 6a and 6b,*
Municipal Off-Street Parking Supply



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Teresa Kerr, Policy Planner



Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview	
Subject Area	Conclusions and Recommendations
Port Credit – Parking Supply	<ul style="list-style-type: none"> Currently, the existing public parking supply in Port Credit is sufficient to meet the regular peak demand in the area; In the longer term, due to a variety of initiatives and redevelopment proposals, some public parking spaces may be eliminated and new parking demand added. The City should proactively plan to provide additional public parking and establish an initial goal of 100-200 new public spaces in the Port Credit Primary Node Commercial Area to offset future changes to the parking supply; The first and most crucial step in developing the plan is to review the feasibility of new public parking garages and lots. Potential locations (Appendix C: Figure 11, Potential Opportunities for New Municipal Parking) include: <ul style="list-style-type: none"> - a parking garage on the existing Port Credit Public Library parking lot; - a parking garage on the existing J.J. Plaus Park municipal parking lot; - a potential public parking garage along the south side of Port Street in joint venture with the redevelopment of the Port Credit Harbour Marina lands; - a parking lot and potential future garage on the Imperial Oil lands near Lakeshore Road West; - a parking garage under the Riverside Public School playground area; - a parking garage on the existing Elmwood Avenue public parking lot and adjacent LCBO site; - an expanded surface parking lot at Cayuga Avenue; and - a reconfiguration of several on-street parallel parking areas to perpendicular or angled parking; A logical first garage location is on the Port Credit Public Library parking lot. The City already owns the property, the site is well located in the centre of the node, and the location can provide the required number of spaces and grade-related commercial space along Lakeshore Road;

Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview	
Subject Area	Conclusions and Recommendations
	<ul style="list-style-type: none"> Minimal change is expected to the parking situation east of Rosewood Avenue in the short to medium term. If public parking is lost in this area, the City should investigate opportunities to replace it to maintain a good level of service. A new public parking garage could be constructed on the Elmwood surface lot and adjacent LCBO store site in conjunction with new grade-related commercial space; The City should consider developing a new surface lot on the Imperial Oil lands in the vicinity of Port Street and Mississauga Road to provide parking for Clarke Hall and J.C. Saddington Park and provide land for a potential future garage; and The City should convert the following existing free on-street parking areas into paid parking: <ul style="list-style-type: none"> - the high-density area north of Lakeshore Road East; - along Front Street north and south; - along Queen Street in the vicinity of Mentor College; and - along Rosewood Avenue.
Lakeview - Parking Supply	<ul style="list-style-type: none"> The City should seek to play a significant role in the provision of shared public parking resources in the Lakeshore Road corridor. A reasonable long-term goal for Lakeview would be to achieve a 40% share of the commercial parking supply which is roughly equivalent to the current proportion of public parking in Port Credit. To meet this long term goal, the City should create approximately 660 public parking spaces (275 on-street and 385 off-street) in the area; A short term goal should be to implement on-street parking along Lakeshore Road East and on side streets; Two to three strategically located sites should be identified along the Lakeshore Road East corridor that could provide at least 100 surface parking spaces but also have the potential to expand to include future above or below grade garages with grade-related commercial space;

Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview	
Subject Area	Conclusions and Recommendations
	<ul style="list-style-type: none"> • To achieve the off-street parking, use the payment-in-lieu (PIL) of off-street parking funds, partner with the private sector and utilize Section 37; and • In the Inspiration Lakeview area, ensure all new public streets are carefully assessed to optimize on-street parking.
Zoning By-law Considerations	<ul style="list-style-type: none"> • Observed peak commercial parking demand is below current Zoning By-law requirements. It is recommended that the City reduce parking standards in the Zoning By-law for mainstreet type commercial uses in "C4 zones" in Port Credit and Lakeview as follows: <ul style="list-style-type: none"> - 3.0 spaces/100 m2 GFA for retail, personal service, repair establishments, art galleries and museums; - 4.85 spaces/100 m2 GFA for financial institutions, real estate offices and medical offices; and - 3.0 spaces/100 m2 GFA for office uses; • Reduced Zoning By-law parking requirements are recommended for apartments near the Port Credit Mobility Hub within an approximate 500 metre (1,640 ft.) radius or ten-minute walking distance from the GO Station. The reduced requirements should match those used in Downtown Mississauga: a minimum 1.0 space/unit for residents; and 0.15 space/unit for visitors. The reduced parking supply rate zone should be extended in the future once the LRT is in operation; and • A revised shared parking schedule in the Zoning By-law is recommended to better reflect the variations in demand found in mainstreet areas at different times of the day.
Cultural Use Considerations	<ul style="list-style-type: none"> • Reduced Zoning By-law requirements are recommended for art galleries, museums and offices for cultural organizations (see Zoning By-law Considerations);

Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview	
Subject Area	Conclusions and Recommendations
	<ul style="list-style-type: none"> • The reuse of heritage buildings is currently supported by allowing PIL to be utilized. To further encourage the adaptive reuse of heritage sites, a parking and PIL exemption could be implemented for buildings that are on properties designated historically significant under the <i>Ontario Heritage Act</i>, with certain restrictions e.g. new floor area added through an addition, alteration or extension; or if the existing floor area is replaced, would not be considered for an exemption to parking; • Special events should continue to be supported by effectively managing the parking supply outside of the Primary Node Commercial Area. To promote the use of periphery lots, the City or BIA, could offer a free shuttle to/from these lots in order to ensure access is convenient; and • The Transformative On-street Parking Space project should continue to be supported, allowing the conversion of on-street parking spaces to be used for alternative uses, such as; patios, public art and bicycle parking, in the summer months.
Bicycle Parking Considerations	<ul style="list-style-type: none"> • Bicycle parking standards should be added to the Zoning By-law for Port Credit and Lakeview as follows: <ul style="list-style-type: none"> - Office Uses – 0.17 spaces/100 m2 GFA for staff parking plus 0.03 spaces/100 m2 GFA for visitor parking; - Retail Uses – 0.085 spaces/100 m2 GFA for staff parking plus 0.25 spaces/100 m2 GFA for visitor parking; - Other Uses – 4% for staff and 4% for visitors; and - Apartments – 0.60 resident spaces/unit and 0.15 visitor spaces/unit; • For smaller renovations and redevelopments (offices less than 2,500 m2 (26, 910 sq.ft.) and retail developments less than 1,500 m2 (16,150 sq.ft.)), a bicycle parking exemption is recommended;

Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview	
Subject Area	Conclusions and Recommendations
	<ul style="list-style-type: none"> • For smaller developments, a cash payment option for visitor bicycle parking should be permitted. This will allow the City to deploy visitor bicycle parking in strategic areas, rather than having each development provide a small number of spaces in an uncoordinated fashion; • Shower and change room requirements for non-residential uses should be added to the Zoning By-law for Port Credit and Lakeview. The recommended standard relates to the number of employee bicycle spaces required. e.g. if less than 4 employee bicycle spaces are required no shower stall is required, if 5-29 employee bicycle spaces are required, 2 shower stalls are required; and • In order to provide bicycle parking facilities for existing development in Port Credit, approximately 180 spaces should be provided by the City, including an initial allocation of 120 visitor spaces and 60 staff spaces.
Financial Considerations for Port Credit	<ul style="list-style-type: none"> • A review of both the revenues and expenses associated with municipal public parking in Port Credit indicates that the City's on-street parking operates at a surplus of approximately \$145,000/year while the off-street parking operates at a deficiency of approximately \$125,000/year. These figures do not account for the initial capital investment; • The medium to long term need for a 200 space parking garage in Port Credit will likely cost in the order of \$7.0 million, assuming it is an above grade garage with grade level commercial space at a cost of \$35,000/space. (This figure does not include potential additional costs associated with the site requirements of specific locations.) The Port Credit PIL account balance (\$2.5 million) is not sufficient to cover this cost. A feasibility plan and business case should be developed to finance the portion of the garage (approximately \$4.5 million) that cannot be covered by the PIL account;

Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview	
Subject Area	Conclusions and Recommendations
	<ul style="list-style-type: none"> The current net surplus generated by the municipal parking operation is not sufficient to cover the estimated \$400,000 in annual costs associated with financing and operating the recommended parking garage, without a significant contribution from another source in the City's budget. Therefore, parking revenues in Port Credit will need to increase in order to fund the future garage on a break even basis; To plan for future parking facilities, generate revenue to fund future capital repair costs for existing parking facilities and fund Transportation Demand Management initiatives in Port Credit, the following should be implemented as soon as possible: <ul style="list-style-type: none"> - increase existing on-street parking rates from \$1.00 to \$1.50/hour; - implement paid parking in off-street lots serving the main commercial area, at a rate of \$1.00/hour (Appendix D1 and D2: Figures 6a and 6b, Municipal Off-Street Parking Supply); - implement monthly parking in the off-street lots at \$120/month; - add more on-street pay for parking zones as previously described; - introduce paid parking, at a rate of \$2.00/day, on the City-owned unopened road allowance adjacent to the Port Credit GO Station, when the lease of this land to Metrolinx expires in 2016; and - expand the time periods for paid parking to include weekday evenings to 9 pm and Sundays from 10 am to 6 pm; and A revenue analysis undertaken by BA Group suggests that approximately \$400,000/year can be raised by the above noted recommendations. This estimate will need to be confirmed through the development of a business plan for the Port Credit parking program.
Payment-in-Lieu of Off-Street Parking Considerations	<ul style="list-style-type: none"> The additional revenue noted above should be deposited into the Port Credit payment-in-lieu (PIL) of off-street parking account;

Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview	
Subject Area	Conclusions and Recommendations
	<ul style="list-style-type: none"> • It is recommended that the PIL program continue to be supported and encouraged in Port Credit and Lakeview in order to foster and provide municipal parking. Given the expected increase in development in the Lakeshore Road East corridor, it is recommended that a separate PIL account be established for Lakeview; and • PIL values should reflect the estimated cost incurred by the City to provide shared public parking resources including surface, above and below grade spaces.
General Management and Parking Operation Considerations	<ul style="list-style-type: none"> • If pay for parking is introduced at the Port Credit Library parking lot, as per the Corporate Policy on Employee Paid Parking and Commuter Options, the City should implement paid parking for the Port Credit Library staff; • Short term recommendations for the effective planning and delivery of parking services include: <ul style="list-style-type: none"> - modify existing practices to ensure a more proactive financial planning and reporting approach for each of the areas where there are public parking resources; - ensure all off-street paid parking lots are under the management of the Transportation and Works Department; - develop a regular communications and marketing program for each area; and - develop a business plan for future parking development and operations, including a capitalization and financial plan; and • In the long term, a distinct organizational structure, such as a Transportation Management Association (TMA), may become desirable to manage the City's public parking operation. More sophisticated TMAs not only own, develop and operate parking facilities (functions typically associated with a Parking Authority), but also develop and implement TDM strategies and programs.

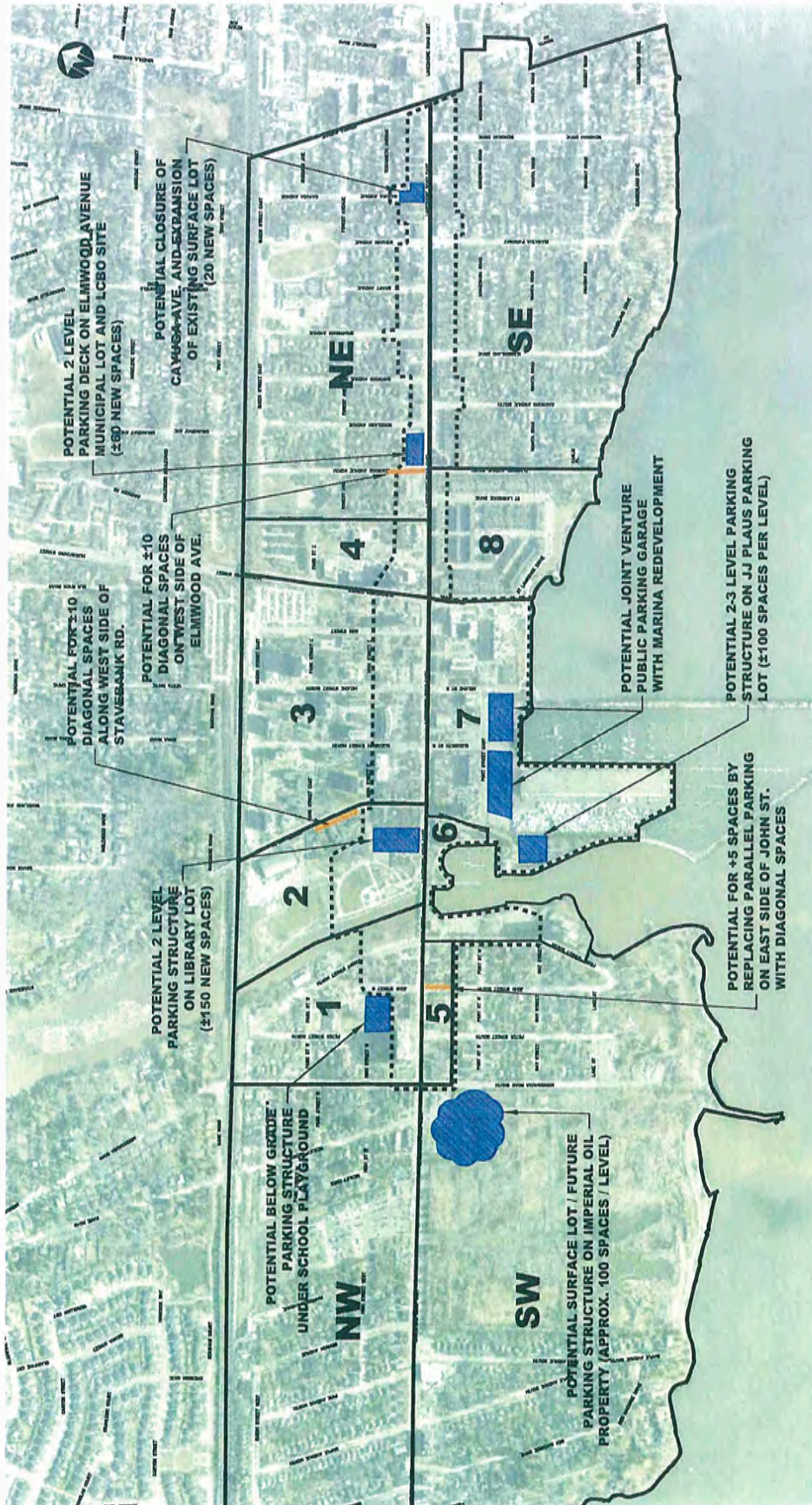
Key Conclusions and Recommendations - Phase II Parking Strategy for Port Credit and Lakeview	
Subject Area	Conclusions and Recommendations
Action Plan	<ul style="list-style-type: none"> An Action Plan has been prepared outlining the timing for the various recommendations to assist the City in implementation. (Appendix B: Figure 14, Action Plan)

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FIGURE 14: PHASE II PARKING STRATEGY ACTION PLAN

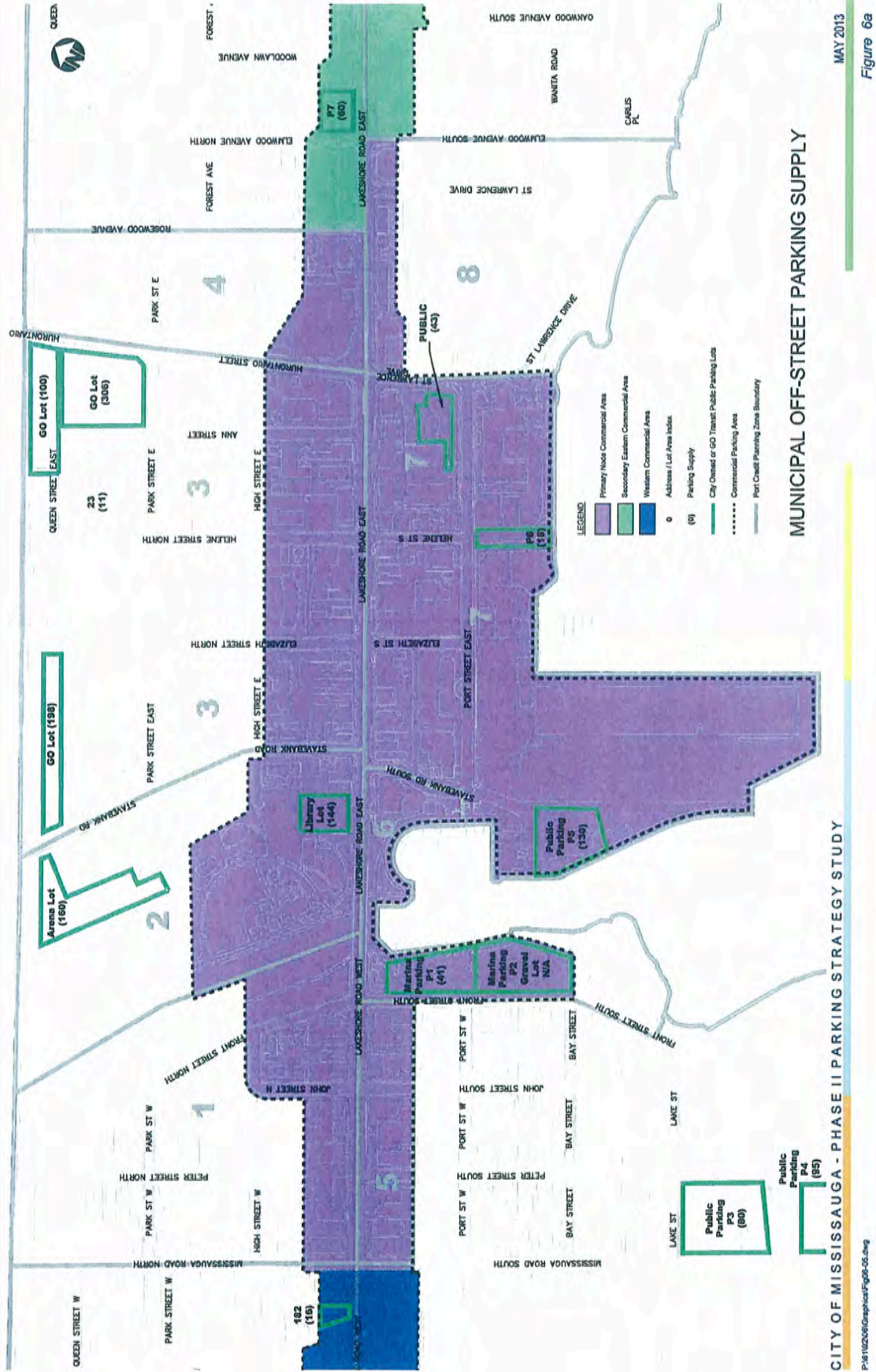
APPENDIX B

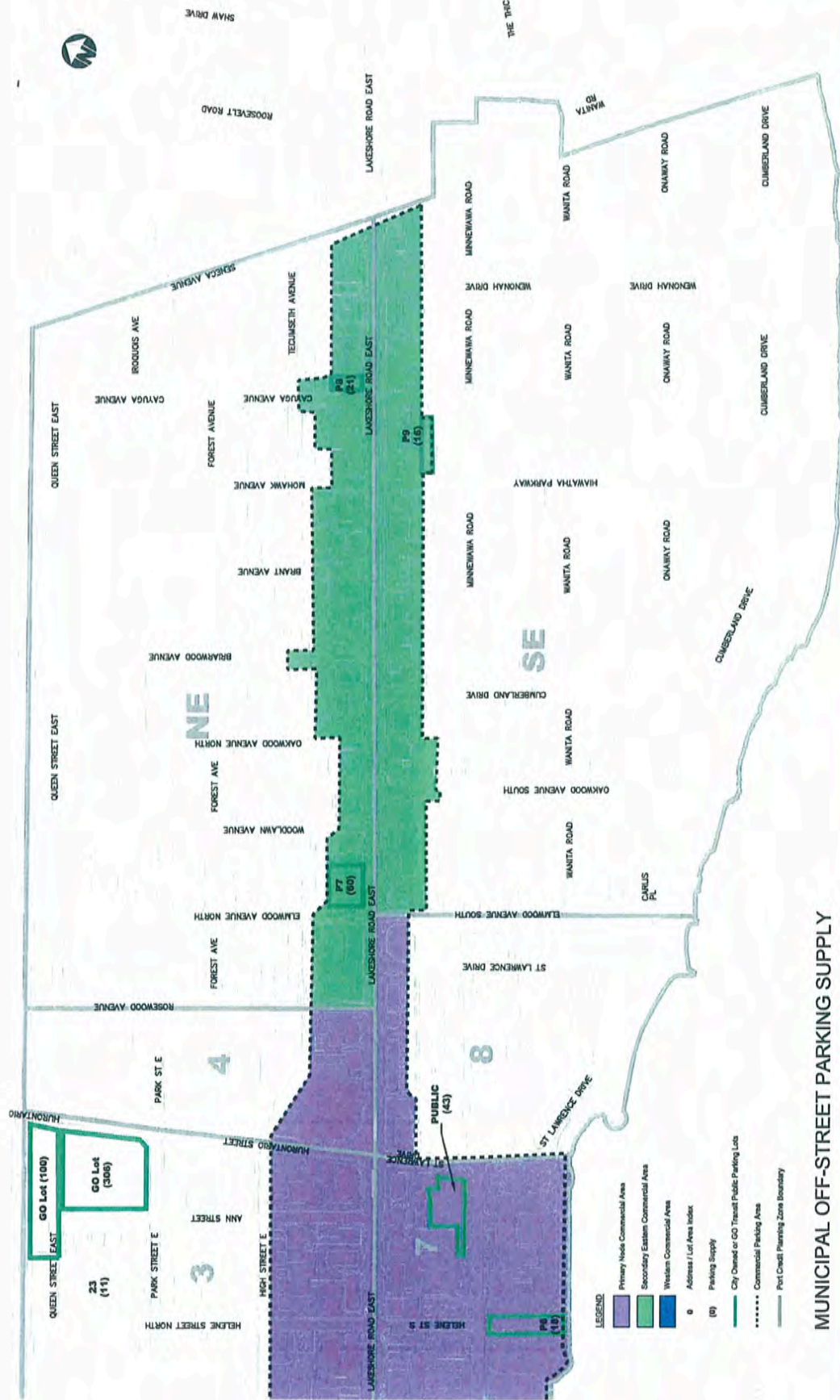
		2013	2014	2015	2016	2017+
1. Port Credit Parking Strategy						
1.1	Implement additional on-street paid parking.	PLAN	IMPLEMENT			
1.2	Develop a plan to provide additional new municipal parking in the Primary Port Credit Commerical Area to support future development.	PLAN		ON-GOING IMPLEMENTATION		
1.3	Undertake a feasibility plan for a parking garage at the Port Credit Library and / or J.J. Plaus Park.	PLAN	IMPLEMENT			
1.4	Review potential of constructing a new parking lot on the Imperial Oil lands adjacent to Port Street to support redevelopment on Lakeshore Road West, provide additional parking for Clarke Hall and support Waterfront Parks Master Plan objectives.	PLAN		IMPLEMENT WHEN FEASIBLE		
2. Lakeview Parking Strategy						
2.1	Implement on-street parking along Lakeshore Road East.	IMPLEMENT				
2.2	Develop a plan to provide approximately 385 new off-street municipal parking spaces in Lakeview to achieve a target of approximately 40% of the total parking supply municipally.	PLAN		ON-GOING IMPLEMENTATION		
2.3	Develop a policy framework for future redevelopment of OPG lands that requires on-street parking and supports overall parking goals of Lakeview area.	PLAN		ON-GOING IMPLEMENTATION		
3. Cultural Considerations						
3.1	Reduce Zoning-By Law requirement for Art Galleries, Museums and Cultural association offices as recommended in Section 5.0.	IMPLEMENT				
3.2	Implement a heritage exemption into the Zoning By-Law to support redevelopment of heritage sites.	IMPLEMENT				
3.3	Support events and festivals through parking management. Develop a communications plan for residents that informs people of where additional parking areas (e.g. GO Transit lots) are located and a financial business plan to fund a free shuttle bus during events.	PLAN		ONGOING		
3.4	Support the transformative parking space project.	ONGOING				
4. Zoning By-Law Considerations						
4.1	Implement reduced parking requirements for commercial and apartment uses into Zoning By-law for Port Credit and Lakeview consistent with Section 5.0.	IMPLEMENT				
4.2	Implement new bicycle parking requirement and shower / change room requirements into Zoning By-Law.	IMPLEMENT				
4.3	Implement heritage building exemption and reduce parking requirement for some cultural uses consistent with items 3.1 and 3.2 above.	IMPLEMENT				
5. Financial Considerations						
5.1	Develop a business plan to finance and construct new parking facilities in Port Credit.	IMPLEMENT				
5.2	Increase parking revenues to fund future parking resources, TDM initiatives and establish reserve fund.	PLAN	IMPLEMENT			
5.3	Create a separate PIL account for Lakeview.	IMPLEMENT				
5.4	Change Corporate PIL Policy to reflect the cost to the City of providing shared public parking resources.	IMPLEMENT				
5.5	Revise internal accounting practices to better track expenses associated with parking operations in Port Credit and Lakeview with information being reported to the parking manager.	IMPLEMENT				
6. General Management & Operational Considerations						
6.1	Parking Manager engagement with the Port Credit BIA	ONGOING				
6.2	Develop a parking communications and marketing program for both Lakeview and Port Credit.	IMPLEMENT				
6.3	Develop a business plan for future parking development and operations.	IMPLEMENT				
6.4	Eliminate time limits for on-street parking if rates increased to \$1.50 per hour or introduce \$2.00 for third hour.	IMPLEMENT				
6.5	Implement municipal bicycle parking development recommendations in Port Credit as per Section 7.2.	IMPLEMENT				
6.6	Place nine to ten off-street parking facilities in Port Credit under the management of Transportation & Works Dept.	IMPLEMENT				



POTENTIAL OPPORTUNITIES FOR NEW MUNICIPAL PARKING

APPENDIX D-1





CITY OF MISSISSAUGA - PHASE II PARKING STRATEGY STUDY

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MAY 2013

Figure 6b

Response to Comments Table – Draft Port Credit & Lakeview Parking Strategy				
Respondent	Section	Issue/Comments	Staff Response	Revisions To Draft Port Credit and Lakeview Parking Strategy
Port Credit - Charging for Public Parking				
Public	8.2 Financial Considerations	Free parking exacerbates the demand for parking. New municipal parking should not be built in Port Credit until the City has implemented paid parking in off-street lots.	Agreed. The Action Plan identifies paid parking be established in off-street lots as soon as possible. Building new municipal parking is proposed in the longer term.	1 No action required.
Public	8.2 Financial Considerations	The City should consider charging the same rate for off-street parking as it does for on-street parking - \$1.00/hour.	In main street environments, on-street parking is usually the most convenient and should serve short term trips. To encourage turn over, higher rates are typical. The Strategy suggests increasing the existing on-street rates from \$1.00 to \$1.50/hour and introducing a rate of \$1.00/hour for less convenient off-street lots.	2 No action required.
Public	8.2 Financial Considerations	Increased parking fees may result in less visitors and shoppers to the area. Charging for parking	A self-sustaining parking management system, whereby capital costs and operating costs are covered by the fees collected, is a long term municipal parking goal. The City is moving towards charging for all municipal parking	3 No action required.

Respondent	Section	Issue	Staff Response	Revisions To Draft Port Credit and Lakeview Parking Strategy
		in Port Credit creates an unfair playing field when other areas and developments have free parking e.g. 501 Lakeshore Rd E development.	in all locations across the City. The proposal at 501 Lakeshore Rd E is a private development in Lakeview. Much like the private developments in Port Credit e.g. Port Credit Landing Plaza and No Frills, the choice to charge for parking lies with the private owner.	
Public	8.2 Financial Considerations	Increase the hours that paid parking is in effect. Currently paid parking is in effect from 10am - 5pm, should be expanded to 10am - 10pm.	Agreed. The Strategy suggests expanding the existing time period for paid parking from Monday to Saturday, 10am – 5pm to include weekday and Saturday evenings (10am – 9pm) and Sundays (10am—6pm).	4 No action required.
Public and representative of TOPCA Executive	8.2 Financial Considerations	The City should not charge for parking at the waterfront parks or on St. Lawrence Dr.	The Strategy recommends charging for parking in all lots which have a dual purpose; serving visitors to the waterfront, and the employees, owners and customers of the main street commercial area. Charging for parking in some dual purpose lots and not others would result in management problems and inequality issues. Waterfront parks outside of the main street commercial area that serve a single purpose, such as J.C. Saddington Park, are not	5 No action required.

Respondent	Section	Issue	Staff Response	Revisions To Draft Port Credit and Lakeview Parking Strategy
			recommended in the pay for parking program.	
Public	8.2 Financial Considerations	Free short term parking with a ten minute grace period, should be available in locations where quick visits are the norm e.g. near dry-cleaning establishments, pharmacies etc.	The Strategy does not address establishing paid parking grace periods. From an operational perspective these types of parking spaces tend to get abused and generally require additional work from an enforcement perspective. The Transportation and Works Department, Municipal Parking Office, has indicated that future upgrades to the Pay and Display machines will allow the option for business owners to validate customer parking. This option may be useful; particularly for businesses where customers require short term parking.	6 No action required.
Possible Locations for New Municipal Parking				
Public	3.6 Potential Future Public Parking Options	The City has redeveloped Memorial Park and the Port Credit Library at great cost. A multi-level garage at the Library location would spoil the beauty of this site.	Many potential locations for new municipal parking have been identified in the Parking Strategy. Feasibility studies are currently being undertaken to evaluate the locations. The Strategy notes that <i>"The City should proactively review the feasibility of these parking opportunities with the important objective of having at least three development ready locations"</i>	7 No action required.

Respondent	Section	Issue	Staff Response	Revisions To Draft Port Credit and Lakeview Parking Strategy
			<i>available. This will place the City in a position to effectively address future parking challenges in an expeditious manner when the need arises.”</i> Decisions on appropriate locations for new municipal parking will be made after the feasibility studies and associated costs are completed and evaluated.	
Public	3.6 Potential Future Public Parking Options (Port Credit) 4.5 Discussion and Recommended Next Steps (Lakeview)	Resident supports partnering with the private sector to obtain public parking as part of development requirements.	Agreed. The Strategy supports possible public/private joint ventures to achieve public parking.	8 No action required.
Calculation of Future Changes in Parking Supply				
Public	3.4 Future Changes in Parking Supply Figure 10 Potential Area Parking Supply Reductions Table 10 Potential Future Area Parking Supply Changes	Since the approval of the Waterfront Parks Strategy, the future plans for Marina Park have been refined. The boat launch ramps and parking is to be improved rather than eliminated.	Agreed. Revisions to the Strategy are required to recognize the planned retention of launch ramp and parking spaces in Marina Park. The layout, programming and number of parking spaces will be finalized during detailed design which is expected in 2015. The existing 42 parking spaces, currently occupying the north	9 Section 3.4.3 Mississauga Waterfront Parks Strategy, Figure 10 Potential Area Parking Supply Reductions, and Table 10 Potential Future Area Parking Supply Reductions, was revised to recognize the amended plan for Marina Park, that the existing 42 parking spaces currently located on the north parcel will be replaced on the south parcel through the detailed design process, and that

Respondent	Section	Issue	Staff Response	Revisions To Draft Port Credit and Lakeview Parking Strategy
		The Parking Strategy should be amended to recognize that the parking in Marina Park will not be eliminated.	parcel, will be replaced in the final design of the south parcel. Parking at the south parcel will service the boat launch ramps, dock and charter boat operators. There is potential for the displacement of some public parking for general use.	there is potential for the displacement of some public general use parking.
Free Parking in December				
Public	8.2 Financial Considerations	Resident and business owners are opposed to the suggestion of discontinuing the practice of permitting free parking in December. Customers enjoy the free parking to do Christmas shopping and it is an incentive to shop locally. Removing the December free parking will have a large economic impact on the local businesses.	Staff are sympathetic to the business community regarding the importance of incenting shopping in Port Credit during the December Christmas period. Currently the suggestion to delete December free parking is listed in the body of the report but not found in Section 10.0 Conclusions and Recommendations – Financial Considerations. Therefore this initiative is not being recommended within the implementation period of this Strategy. It is recommended that the idea remain in the body of the report and that a statement be added to require additional public consultation with the business community prior to any possible future consideration.	<p>Section 8.2.2 Increase Revenues, 4th bullet point, was revised as follows:</p> <ul style="list-style-type: none"> discontinue the practice of permitting a parking 'fee holiday' that the City has previously approved for the month of December for on-street parking in Port Credit. <u>Prior to implementation, additional public consultation with the business community is required;</u>

Respondent	Section	Issue	Staff Response	Revisions To Draft Port Credit and Lakeview Parking Strategy
Long Term (Overnight) Parking in Port Credit				
Public	8.2 Financial Considerations	Residents are requesting more municipal long term or overnight parking by increasing the number of times a resident may receive consideration to park on-street overnight.	<p>Currently there are two types of residential parking considerations; short term temporary, and long term. Residents may request up to 14 short term temporary parking considerations in a calendar year per municipal address, with a 5 day maximum per consideration. The short term consideration is free of charge. Residents may also request long term parking considerations for more than 5 days, for a fee. The long term parking is generally granted for construction purposes or unforeseen circumstances with an end date.</p> <p>The parameters of these considerations are appropriate as this system is not intended to be a permanent parking solution for residents.</p>	<p>11</p> <p>No action required.</p>
Public	8.2 Financial Considerations	Residents are requesting more municipal long term or overnight parking by creating additional on and off-street 15 hour parking spaces,	<p>The Parking Strategy recommends implementation of monthly paid parking for the general public on municipally owned lands. The Transportation and Works, Municipal Parking Office will be undertaking the development of a citywide Parking Master Plan that</p>	<p>12</p> <p>The input provided by the Port Credit residents regarding the need for long term or overnight municipal parking will be referred to the Transportation and Works Department, Municipal Parking Office, for consideration during the development of a citywide Parking</p>

Respondent	Section	Issue	Staff Response	Revisions To Draft Port Credit and Lakeview Parking Strategy
		particularly in the Port Credit Library lot.	will include a component related to the possible introduction of on-street permit parking in Mississauga. One of the objectives of a permit parking program will be to provide a more permanent solution to residents in areas where there is insufficient on-site parking.	Master Plan.
Request for On-Street Parking Prohibition Changes				
Public		Residents would like a parking prohibition on the north side of Minnewawa Rd near Cumberland Dr and removal of an existing parking prohibition on Wenonah Dr.	There is a municipal process in place that allows residents to seek or remove parking prohibitions. The process is undertaken with the guidance of the Transportation and Works Department and involves petitioning the residents on the subject street and obtaining majority support for the change.	13 No action required.
Required Parking Spaces for Persons with Disabilities				
Public		Ensure that there are ample accessible parking spots in municipal parking lots.	The required number of accessible parking spots is regulated by the Zoning By-law and the Mississauga Accessible Design Handbook. The municipal lots are in conformity to these standards. Please note that a review of accessible parking is being	14 No action required.

Respondent	Section	Issue	Staff Response	Revisions To Draft Port Credit and Lakeview Parking Strategy
			undertaken as a result of Ontario Regulation 413/12 made under the Accessibility for Ontarians with Disabilities Act, 2005. The municipality must meet the requirements of the new legislation by January 1, 2016.	
Proposed Amendments to Zoning By-law Parking Standard				
Planning and Building Department	5.0 Zoning By-law Considerations 10.0 Conclusions and Recommendations	A reduced parking standard for take-out restaurant use should be addressed in the Strategy.	Agreed. Take-out restaurants are a popular use in the Port Credit and Lakeview main street areas. The current Zoning By-law parking requirement is 6.0 spaces/100 m ² GFA, similar to the financial institution and real estate office rates. The Strategy suggests a reduced parking rate of 4.85 spaces/100 m ² GFA for financial institution and real estate office. Take-out restaurants should be added to this list.	15 Section 5.1.1 Commercial Uses and 10.3.3, 2 nd bullet points, was revised as follows: <ul style="list-style-type: none"> 4.85 spaces per hundred square metres GFA for financial institutions, real estate offices, and medical offices, <u>and take-out restaurants</u>;
Bicycle Parking				
Transportation and Works	6.3 Manage Parking for Special Events	Increasing convenience of cycling to special events in Port Credit should be included as part of the management of parking demand.	Agreed.	16 Section 6.3 Management Parking for Special Events was revised to include the following paragraph: <u>During special events the City should also increase the convenience of cycling. Temporary bicycle parking corrals or bicycle valets can be introduced for</u>

Respondent	Section	Issue	Staff Response	Revisions To Draft Port Credit and Lakeview Parking Strategy
		Temporary bike parking corrals or bicycle valets can be introduced for special event and included in event communications.		<u>special events and included in event communications.</u>
Transportation and Works	7.2 Existing Development Considerations	<p>A discussion identifying the existing inventory of publically owned bike parking should be included in the Strategy.</p> <p>Clarification regarding the recommended number of bicycle parking spaces is required, i.e. are the recommended numbers inclusive or exclusive of the existing inventory?</p>	Agreed.	<p>Section 7.2 Existing Development Considerations was revised to include the following paragraphs:</p> <p><u>Mississauga has a substantial existing inventory of publically owned visitor bicycle parking facilities in Port Credit. In the Primary Node Commercial Area there are 34 post and ring racks, with a capacity to hold 68 bicycles, found in various road rights-of-way. Additional visitor bicycle parking facilities are found in J.J. Plaus Park and at the Port Credit Library. In the Eastern Commercial Area Mississauga already exceeds the recommended number of visitor spaces with 33 post and ring racks, with a capacity to hold 66 bicycles, found along Lakeshore Road East.</u></p> <p><u>The City should continue to add to its bicycle parking inventory, especially secure staff parking facilities, as recommended in Table 16.</u></p>

Respondent	Section	Issue	Staff Response	Revisions To Draft Port Credit and Lakeview Parking Strategy
Planning and Building Department	7.3 New Development Requirements	The Strategy should include a statement indicating that the City will consider innovative methods of storing bicycles.	Agreed.	<p>18</p> <p>Section 7.3 New Development Requirements was revised to include the following paragraph:</p> <p><i>Creative bicycle storage should be considered on a case by case basis. For example, IDEO, a design and innovative think tank, encourages employees to ride their bikes to work. Employees hoist their bikes up with mechanical winches, to maximize vertical space.</i></p>
Parking Strategy Action Plan				
Planning and Building Department	Figure 14: Phase II Parking Strategy Action Plan	The timeframes suggested in the Action Plan require updating. Further, a column identifying the lead Department for action should be added.	Agreed.	<p>All time frames in Figure 14: Phase II Parking Strategy Action Plan were adjusted by one year.</p> <p>A column was added to Figure 14: Phase II Parking Strategy Action Plan to identify the lead Department for action.</p>
General				
Representative of Port Credit Salmon & Trout Association		The Port Credit Salmon & Trout Association wishes to be included in the Key Stakeholder Group for future contact and input.	Policy Planning has added the Port Credit Salmon & Trout Association to the Key Stakeholder Group for possible future contact.	<p>19</p> <p>The Port Credit Salmon & Trout Association was added to the Key Stakeholder Group for future communication.</p>

Respondent	Section	Issue	Staff Response	Revisions To Draft Port Credit and Lakeview Parking Strategy
Public	3.6 Potential Future Public Parking Options	Provision of additional parking mitigates the City's attempt to increase ridership on MiWay and to encourage the use of bicycles.	Future City initiatives and development opportunities will decrease the amount of available private and public parking in Port Credit. In order to maintain a good level of service in the future, a strategy to provide new, replacement public parking is necessary.	20 No action required.
Representative of TOPCA Executive	3.6 Potential Future Public Parking Options	The TOPCA representative is concerned that prime land, such as the Port Credit Library lot, will be sold off to a developer in order to generate funds for a parking structure.	The Strategy recommends initiatives to generate revenue which include amendments to paid parking fees, expanded time periods for paid parking and adding additional locations for paid parking. At a strategic level the study endorses the utilization of the Payment-in-lieu of Off-Street Parking Program, partnering with the private sector through development applications and utilizing Section 37 to secure parking facilities. At this time there is no recommendation to generate funds through the sale of City owned lands.	21 No action required.
Public	3.2 Existing Parking Demand	Insufficient data was collected to provide valid conclusions	The Consultant undertook parking occupancy surveys of all parking in Port Credit (i.e. on-street and public and private off-street), on	22 No action required

Respondent	Section	Issue	Staff Response	Revisions To Draft Port Credit and Lakeview Parking Strategy
		regarding the existing parking demand in Port Credit.	<p>an appropriate weekday and weekend in October of 2010. The days were selected on the basis that they represented typical recurring parking conditions, excluding peak special events. Follow up spot counts at select parking lots were undertaken in May and June of 2011 to confirm the October demand.</p> <p>Further, BA Consulting was awarded the contract to undertake the Port Credit and Lakeview Parking Strategy based on their extensive experience and available data from parking studies undertaken in other Canadian main streets. The results of the data collected in Port Credit fell well within the range of what the Consultant has found in other commercial main street areas.</p>	
Site Specific Comments				
PenEquity, on behalf of owners of 72 Wesley Ave	5.1.1 Zoning By-law Considerations - Commercial Uses	A medical office is proposed for the vacant property between the Credit Landing Shopping Centre and the CNR. The proponent has requested the lower	The Parking Strategy proposes lower parking standard for uses within the Community Node and along Lakeshore Road. These standards acknowledge that main street areas, generally recognized by lands zoned C4, benefit from mixed use parking synergies,	23 No action required.

Respondent	Section	Issue	Staff Response	Revisions To Draft Port Credit and Lakeview Parking Strategy
		parking standards, proposed through the Parking Strategy, apply to the subject location.	<p>captive market effects (a concentration of local employees and/or residents who walk to shopping facilities) and proximity to transit.</p> <p>The subject location is not located in or near the Port Credit main street and is not in proximity to lands zoned C4. It is separated from Lakeshore Road by the Credit Landing Shopping Centre.</p> <p>A reduced parking standard could be considered for the proposal with the submission of a site specific Parking Utilization Study through the development review process.</p>	
<p>Note:</p> <p>(1) Table excludes edits related to the grammar, spelling, and minor changes that provide clarity and do not affect the intent of the conclusions and recommendations.</p> <p>(2) Table excludes comments which dealt with issues beyond the scope of this Strategy.</p> <p>(3) Words underlined represent additions to the Strategy and words crossed out represent deletions.</p> <p>(4) Reference to "Resident and/or Business Owner" under the table heading Respondent, represents comments provided at the key stakeholder meeting, the community open house, or submitted to the City via Parking Strategy web page.</p>				

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10.0 Conclusions and Recommendations

10.1 Parking Strategy for Port Credit

10.1.1 Parking occupancy surveys undertaken by BA Group indicate that there is currently an adequate amount of public parking in Port Credit. The existing public parking supply (including on-street and publicly owned off-street spaces) is sufficient to meet the current peak parking demand in the area and there is no need to provide any additional public parking in Port Credit in the short term (i.e. less than 5 years).

10.1.2 In the longer term, up to 160 public parking spaces could be eliminated due to a variety of initiatives (e.g. the potential construction of rapid transit on Hurontario Street, Port Street and Lakeshore Road, as well as bicycle lanes on Lakeshore Road).

In addition, some underutilized private surface lots, currently functioning as public parking, may redevelop and some commercial sites may utilize payment-in-lieu of providing parking (PIL) to meet some of the parking supply requirements, which could add an additional parking demand for approximately 380 spaces.

Taken together, these factors could result in a potential need to provide an additional 150 public parking spaces in the Port Credit node area.

10.1.3 To ensure there are sufficient shared public parking resources in Port Credit to support future development, the City should proactively plan to provide additional public parking so that it is able to do so expeditiously should the need arise. The first and most crucial step in developing the plan is to review the feasibility of providing new public parking garages and parking lots. Potential locations for new municipal parking include:

- a parking garage on the existing Port Credit Public Library parking lot;
- a parking garage on the existing J.J. Plaus Park municipal parking lot;
- a potential public parking garage along the south side of Port Street in joint venture with the redevelopment of the Port Credit Harbour Marina lands;
- a parking lot and potential future garage on the Imperial Oil lands near Lakeshore Road West;
- a parking garage under the Riverside Public School playground area;
- a parking garage on the existing Elmwood Avenue public parking lot and adjacent LCBO site;
- an expanded surface parking lot at Cayuga Avenue; and
- a reconfiguration of several on-street parallel parking areas to perpendicular or angled parking.

10.1.4 The City should establish an initial goal of providing 100-200 additional public spaces in the Port Credit Primary Node Commercial Area to offset future changes to the parking supply. A logical first garage location is on the Port Credit Public Library parking lot. The

City already owns the property, and the site is well located in the centre of the node and could provide the requisite amount of parking as well as grade related commercial space along Lakeshore Road.

- 10.1.5 Minimal change is expected to the parking situation in the Secondary Eastern Commercial Area (i.e. east of Rosewood Avenue) in the short to medium term (i.e. less than 10 years). The only change anticipated to the supply is the potential loss of roughly 57 on-street spaces on Lakeshore Road East due to a plan to add bicycle lanes. Based on the parking observations, the loss of 57 spaces can be accommodated within the remaining supply, however the City should investigate opportunities in the area to replace the lost public parking in order to maintain a good level of service for customers.

A new public parking garage could be constructed in the Secondary Eastern Area to act as a catalyst for redevelopment. A garage could be developed on the Elmwood surface lot and adjacent LCBO store site in conjunction with new grade level commercial space in order to act as a catalyst for redevelopment in the area and offset some of the lost on-street parking described above.

- 10.1.6 The City should also consider developing a new surface lot on the Imperial Oil lands in the vicinity of Port Street and Mississauga Road in order to:

- act as a catalyst for new commercial development along the south side of Lakeshore Road;
- provide convenient parking for Clarke Hall and other existing development in the area;
- provide parking for J.C. Saddington Park, thereby allowing the master plan for the park to proceed with a reduction of 135 stalls in the existing park lot; and
- provide land for a potential future parking garage.

- 10.1.7 The City should convert the following existing free on-street parking areas into paid parking in order to better manage the existing supply and generate additional revenue to fund future parking improvements and TDM programs:

- in the high density area north of Lakeshore Road East, between Hurontario Street and Stavebank Road;
- along Front Street north and south of Lakeshore Road West;
- along Queen Street in the vicinity of Mentor College; and
- Rosewood Avenue.

Should there be any significant use by residents; the City may need to implement a permit parking system to enable residents to park for an extended period (overnight).

10.2 Parking Strategy for Lakeview

- 10.2.1 The Lakeview study area is centred on the Lakeshore Road East corridor from Seneca Avenue to Etobicoke Creek. The City currently has minimal public parking in this area. Unlike Port Credit, on-street parking is generally not permitted on Lakeshore Road East through the Lakeview study area with the exception of two small pockets, totalling approximately 15 spaces located on the south side of Lakeshore Road East, opposite Greaves Avenue and Cawthra Road. In addition, parts of the boulevard on the north side of Lakeshore Road East have been recently reconstructed with a rolled curb condition to allow for parallel parking.
- 10.2.2 In order to support future economic development, good urban design, and TDM, the City should seek to play a significant role in the provision of shared public parking resources in the corridor. A reasonable long term goal (i.e. greater than 10 years) for Lakeview would be to achieve 40% share of the commercial parking supply which is roughly equivalent to the current proportion of public parking in Port Credit. To meet this long term goal, the City should create approximately 660 public parking spaces in the area.
- 10.2.3 A short term (less than 5 years) goal for the City should be to implement significant on-street parking along Lakeshore Road East. Implementing on-street parking could create approximately 200 parking spaces along Lakeshore Road East and an additional 75 spaces on side streets within 25-30 metres of Lakeshore Road East.
- 10.2.4 Any public parking that cannot be achieved through maximizing the use of on-street parking will need to be provided by creating new off-street public parking lots. Considering the on-street potential is approximately 275 spaces, the City will therefore need to create approximately 385 new off-street spaces to achieve the long term 40% public parking supply.
- 10.2.5 To achieve the long term desired off-street public supply, the City should identify two to three strategically located sites along the Lakeshore Road East corridor that could provide at least 100 surface parking spaces but also be expanded to include future above or below grade garages with grade related commercial space.
- 10.2.6 The City should start to look for opportunities to provide new off-street parking spaces by:
- utilizing PIL funds to purchase properties for the purpose of off-street parking;
 - partnering with the private sector to obtain public parking as part of development requirements; and
 - utilizing Section 37 (Bonus Provisions) of the Planning Act to secure public parking facilities in new development projects.
- 10.2.7 The Phase II Parking Strategy for Lakeview focuses on the Lakeshore Road East corridor. Strategic parking recommendations for the OPG lands south of Lakeshore Road East are provided, but because a Master Plan and land uses have yet to be endorsed by City

Council, detailed parking recommendations for the redevelopment are not addressed in this report.

- 10.2.8 The City should establish a policy framework which ensures that all new public streets built as part of the Inspiration Lakeview vision are carefully assessed at the design stage in terms of optimizing the on-street parking supply. This policy direction should be incorporated into the criteria applied to the Environmental Assessment process for new streets in the area. In this regard, virtually all streets in the Inspiration Lakeview community should be able to provide parking on at least one side.

10.3 Zoning By-Law Considerations

- 10.3.1 The parking occupancy surveys undertaken by BA Group indicate that the peak commercial parking demand in the Port Credit Primary Node CPA is well below current Zoning By-law requirements.

This is a common occurrence in main street commercial areas which tend to exhibit lower parking demand characteristics compared to similar suburban commercial centres, which are often used as the basis for establishing zoning requirements.

The City has already taken some steps to recognize these characteristics by reducing retail and personal service rates from the City-wide standard of 5.4 to 4.0 spaces per 100m² GFA and more recently by reducing the requirement for restaurants from 16.0 spaces per 100m² to 9.0 spaces per 100m² GFA.

- 10.3.2 The existing Zoning By-law parking supply requirements are resulting in an oversupply of private parking on many individual development sites. Requiring new developments to provide excess parking adds cost to each development and may be hindering the redevelopment of sites in the Port Credit area. It is also not supportive of good urban design and TDM.

- 10.3.3 It is recommended that the City reduce parking supply requirements in the Zoning By-Law to reflect actual need and achieve broader urban design objectives.

Generally, the goal should be to reduce existing rates where appropriate while also trying to consolidate as many uses as possible in order to make land use changes easier to accommodate. With this in mind, it is recommended that the following revisions to the existing Zoning By-law rates for commercial uses be implemented for C4 zones:

- 3.0 spaces per hundred square metres GFA for retail, personal service, repair establishments, art galleries and museums;
- 4.85 spaces per hundred square metres GFA for financial institutions, real estate offices, medical offices and take-out restaurants; and
- 3.0 spaces per hundred square metres GFA for office uses.

These rates represent a 25% reduction for retail, personal service, repair, real estate and medical office uses, a 19% reduction for take-out restaurants, a 17% reduction for art galleries and museums, a 12% reduction for financial institutions and a 6% reduction for office uses compared to current By-law rates. It is important that they only be applied to land uses in a main street type setting that are zoned C4. Larger scale suburban type commercial developments should provide parking at the non C4 zone rates in the Zoning By-law.

- 10.3.4** It is recommended that the City adopt the same parking supply requirement reductions for commercial developments in the Lakeview area in order to facilitate economic development, good urban design and TDM.
- 10.3.5** From a policy perspective the City should also reduce the requirements for apartments in the Port Credit Node in order to facilitate compact urban and transit oriented development near the Port Credit Mobility Hub. The approximate boundary of this reduced parking zone for apartments would be Port Street to the south, the Credit River to the west, and Elmwood Street to the east- about a 500 metre radius or ten minute walking distance from the GO Station. The reduced requirements should match those used in the City Centre:
- a minimum of 1.0 space per unit for residents; and
 - a minimum of 0.15 space per unit for visitors.
- The reduced parking supply rate zone should be extended in the future to reflect the LRT line along Hurontario Street and Port Street.
- 10.3.6** In addition to the base parking supply rates, it is important to revise the shared parking schedule in the existing By-law to better reflect the temporal variations in demand found in traditional main street areas compared to suburban locations. The recommended shared parking schedule for C4 zones is provided in Table 13.
- 10.4 Cultural Use Considerations**
- 10.4.1** The City can facilitate cultural uses by adopting the reduced commercial parking requirements recommended in this report that includes specific cultural uses such as art galleries, museums, and offices for cultural organizations.
- 10.4.2** The City currently supports cultural uses by allowing heritage buildings to utilize the PIL system when developing.
- To further encourage the adaptive reuse and designation of heritage sites, the City should implement a parking exemption for buildings located on designated heritage properties that meet the criteria described in this report.
- 10.4.3** The City can also support cultural uses by effectively managing the area's total public parking supply for special events held in Port Credit and Lakeview.

These events may result in occasional spikes in the parking demand in and around the commercial area. Because of their occasional nature, the City should not increase public parking to accommodate special events. Rather, the City should maximize the use of existing parking located within Port Credit outside of the primary commercial area. By way of example, the Port Credit GO Station lots are typically empty during special events (i.e. on evenings and Saturdays) and these parking lots could be used as a supplementary parking area for special events. To promote use of these lots, the City or BIA could offer a free shuttle to/from these lots in order to ensure access is convenient. Further, temporary bicycle parking corrals or bicycle valets can be introduced for special events.

- 10.4.4** The City should continue to support the Transformative Parking Space project by permitting on-street parking to be converted into places that benefit the public realm such as patios, public art, bicycle parking, etc. Information provided by City staff indicates that the City could convert between 20 and 30 on-street spaces in Port Credit in the next several years. If the transformations prove successful, the City should continue to seek new opportunities within Port Credit and Lakeview for parking spaces conversions while at the same time ensuring that there is sufficient parking overall by implementing the other recommendations in this report.

10.5 Bicycle Parking Considerations

- 10.5.1** The City should implement a bicycle parking supply and end of trip facility requirement in the Zoning By-law for Port Credit and Lakeview. It is recommended that the City adopt rates as shown in Section 7.1 of this report.
- 10.5.2** When incorporating bicycle parking standards into the Zoning By-law, the City should include a minimum floor area exemption for renovations and for small redevelopment sites. A threshold of 2,500 square metres for office uses and 1,500 square metres for retail developments is recommended, which generally implies that any development that requires a total of 5 bicycle spaces or less is exempt.
- 10.5.3** The City should allow a cash payment option for visitor bicycle parking for smaller developments. This will allow the City to collect money from smaller developments so that it can deploy visitor bicycle parking in strategic areas, rather than having each development provide a small number of visitor bicycle spaces in an uncoordinated fashion. In doing so the City can strategically locate bicycle racks for visitors in visible areas to best meet the needs of the entire area.
- 10.5.4** The City should implement a requirement for showers and change rooms in the Zoning By-law for any non-residential use to further encourage cycling in the Port Credit area and Lakeview. It is recommended that the City adopt shower and change room requirements as shown in Section 7.4 of this Strategy. Developments with less than 2,325 square metres (approximately 25,000 sq. ft.) of office space and 4,700 square metres (50,650 sq. ft.) of retail/restaurant/personal service uses should be exempted from this requirement.

- 10.5.5 In order to provide bicycle parking facilities for existing development in Port Credit that has largely not provided any to date, approximately 180 spaces should be supplied by the City including an initial allocation of 120 visitor spaces and 60 staff spaces.

Of the 120 bicycle parking spaces recommended in the Primary Node Commercial Area, 40 are recommended to be provided as secure, weather protected spaces for staff, and 80 are recommended in visible, convenient bicycle racks for visitors. Of the 60 spaces recommended for the Secondary Eastern Commercial Area, 20 are recommended in secure weather protected spaces for staff, and 40 are recommended as visible, convenient bicycle racks for visitors.

Funding for the bicycle parking facilities should come from the surplus revenues generated by the Port Credit municipal parking operation.

10.6 Financial Considerations

- 10.6.1 The City's current overall PIL account balance is approximately \$3.5 million, of which approximately \$2.5 million is directly associated with funds generated within Port Credit, and approximately \$40,000 is associated with funds generated within Lakeview.
- 10.6.2 A review of both the revenues and expenses associated with municipal public parking currently provided on-street and in eight surface lots and one shared use garage indicates that the City's public parking operation in Port Credit is approximately covering its costs and earning a modest \$20,000 net surplus per year.
- 10.6.3 The medium to long term need for a 200 space parking garage in Port Credit will likely cost in the order of \$7.0 million if it is an above grade garage with grade level commercial space. The City's PIL account balance is not sufficient to cover this cost and the City should develop a plan and business case to finance the portion of the garage that cannot be covered by the Port Credit portion of the PIL account (approximately \$4.5 million).
- 10.6.4 The current net surplus generated by the City's parking operation is not sufficient to cover the estimated \$400,000 in annual costs associated with financing and operating the recommended parking garage without a significant contribution from another source in the City's budget. The City will therefore need to increase parking revenues in Port Credit in order to fund the future garage on a break even basis.
- 10.6.5 In order to proactively plan for future parking facilities, generate revenue to fund future capital repair costs for existing parking facilities and fund TDM initiatives in Port Credit the City should implement the following initiatives:
- increase existing on-street parking rates from \$1.00 to 1.50 per hour;

- implement paid parking in the nine to ten off-street lots serving the main commercial area at a rate of \$1.00 per hour;¹²
- Implement monthly parking for the general public and municipal employees (Port Credit Library) in the off-street lots in order to generate revenue for parking and TDM programs, and encourage transit use and carpooling;¹³
- add more on-street pay for parking zones as described in this report;
- charge for \$2.00 per day for parking on the City-owned unopened road allowance adjacent to the Port Credit GO Station when the lease of this parking by Metrolinx expires in 2016; and
- expand the time periods for paid parking to include weekday and Saturday evenings to 9pm and Sundays from 10am to 6pm. This will distribute the cost of providing public parking more equitably between the commercial uses that benefit from it through the day, and stores and restaurants that operate into the evenings and on Sundays.

- 10.6.6** A rough revenue analysis undertaken by BA Group suggests that the approximately \$400,000 / year can be raised by increasing the current on-street parking rates, charging for parking in the off-street lots, expanding the current pay for parking periods to include weekday evenings and Sundays, and charging for parking on the GO Transit parking area on the Queen Street right-of-way, etc.
- 10.6.7** The additional revenue raised through the parking operation should be deposited to a dedicated reserve fund that can be used to augment the PIL account balance to construct the future public parking garage and fund other capital expenditures as well as TDM programs and initiatives.
- 10.6.8** The City could also implement a validation program that would allow business owners to purchase tokens that they could distribute to customers to off-set part, or all, of the parking charges. The City could further elect to offer the Port Credit BIA a bulk discount on token purchases, although it should be noted that this would likely reduce the amount of revenue generated by the parking meters.
- 10.6.9** It is recommended that the City continue to offer PIL in Lakeview to support redevelopment. Currently PIL funds collected in Lakeview are lumped into an "Other Areas of the City" account. Given the expected increase in development in the Lakeview area it is recommended that a separate PIL account be established for Lakeview, similar to that of Port Credit.
- 10.6.10** It is recommended that the City continue to support and encourage the use of PIL in Port Credit in order to facilitate the creation of municipal shared parking resources.

¹² Includes the Port Credit Village garage as well as the Lakeshore/Wesley, Marina North, Library, JJ Plaus Park, Helene South, Elmwood, Hiawatha & Cayuga surface lots and perhaps the Harold E. Kennedy/Credit Valley Outdoor Pool surface parking lot..

¹³ Updates to the City Employee Paid Parking and Commuter Options Corporate Policy will be required to reflect the paid parking environment in Port Credit.

- 10.6.11** The City should review PIL values for Port Credit and Lakeview to reflect the estimated cost incurred by the City to provide shared public parking resources in each area.

In Port Credit, at the present time, the City provides virtually all of its public parking in off street surface lots and one small portion of a joint venture underground garage. This parking strategy suggests that most future additions to the public parking system in Port Credit would be in garages rather than surface lots. The next garage would likely be an above grade garage in the 200 space range and would increase the off street public parking supply to a total of approximately 674 spaces. The average blended replacement cost for this parking, using the current City PIL values would be \$25,267 per space.¹⁴ The maximum 50% PIL value would be \$12,633 per space compared to the existing surface lot value of \$10,700. When the City has confirmed the feasibility of the next garage and established a business plan and budget for it, the PIL rate should be adjusted accordingly to reflect the current estimated blended cost to the City of providing public parking resources.

10.7 General Management and Parking Operation Considerations

- 10.7.1** The Port Credit BIA has asked the City to consider increasing the existing 2 hour time limit for on-street paid parking in order to provide more convenience for customers who need extended time to conduct their business and minimize the number of tickets issued for exceeding the time limit.

- 10.7.2** If the City adopts the recommendation in section 8.2.2 to increase on-street parking rates from \$1.00 to \$1.50 per hour, the time limit for on-street parking could be eliminated because the cost of parking for five or more hours would discourage employees from using the spaces and encourage people to park in cheaper off-street lots. However, people not paying for sufficient parking should be diligently enforced to discourage abuse by employee parkers and others.

If the City does not increase the on-street parking rates, then the time limit could be extended to three hours, but the cost of the third hour should be \$2.00.

- 10.7.3** Short term recommendations for the effective planning and delivery of parking services include:
- modify existing practices to ensure a more proactive financial planning and reporting approach for each of the areas in the City where public parking resources are being offered or planned;
 - ensure all off-street paid parking lots are operated under the management of the Transportation and Works Department;
 - develop a regular communications and marketing program for each area; and

¹⁴ Based upon 431 existing surface spaces at \$21,400, 43 existing underground garage spaces at \$40,382 and 200 new above ground garage spaces at \$30,382 current PIL Values).

- develop a business plan for future parking development and operations, including a capitalization and financial plan.

10.7.4

This study provides the basis for the creation of a business plan for the Port Credit area and strategic guidance regarding the eventual implementation of municipal shared public parking resources in the Lakeview area. Since 2009 the responsibility of managing City parking resources has been consolidated in the Municipal Parking Office which has experienced increasing success with managing and delivering public parking resources. In the longer term, as the function and business of City parking program continues to expand and become more complex, and the municipal paid parking operation is able to operate on a financially self-sustaining basis, a distinct organizational structure (e.g. a Transportation Management Association) may become desirable to ensure that the City is maximizing its investment in municipal parking facilities from an economic development, urban design, transportation demand management and self-sustaining business perspective.

10.7.5

This Parking Strategy and the City's Transportation Demand Management objectives share many of the same goals. The City should leverage the Parking Strategy in Lakeview and Port Credit to support TDM. For example, the following TDM initiatives should be introduced in Port Credit and eventually Lakeview in order to reduce future parking demand and encourage more sustainable transportation options:

- implement public employee and visitor bicycle parking facilities as per this report;
- facilitate the implementation of car share services;
- provide a guaranteed ride home service;
- provide car-pool parking spaces;
- provide employee trip planning assistance that encourages alternative travel modes.

The cost of these programs should be funded from municipal parking revenues for each area.

FIGURE 14: PHASE II PARKING STRATEGY ACTION PLAN ¹

		2014	2015	2016	2017	2018+	
1. Port Credit Parking Strategy							
1.1	Implement additional on-street paid parking.	PLAN		IMPLEMENT			Lead for Action Municipal Parking
1.2	Develop a plan to provide additional new municipal parking in the Primary Node to support future development.	PLAN		IMPLEMENT WHEN FEASIBLE			Municipal Parking
1.3	Undertake a feasibility plan for a parking garage at the Port Credit Library and / or J.J. Plaus Park.	PLAN	IMPLEMENT				Municipal Parking
1.4	Review potential of constructing a new parking lot on the Imperial Oil lands adjacent to Port Street to support redevelopment on Lakeshore Road West, provide additional parking for Clarke Hall and support Waterfront Parks Master Plan objectives.	PLAN		IMPLEMENT WHEN FEASIBLE			Municipal Parking/Strategic Community Initiatives/Policy Planning
2. Lakeview Parking Strategy							
2.1	Implement on-street parking along Lakeshore Road East.		IMPLEMENT				Municipal Parking
2.2	Develop a plan to provide approximately 385 new off-street municipal parking spaces in Lakeview to achieve a target of approximately 40% of the total parking supply municipally.			PLAN	IMPLEMENT		Municipal Parking
2.3	Develop a policy framework for future redevelopment of OPG lands that requires on-street parking and supports overall parking goals of Lakeview area.				PLAN	IMPLEMENT	Municipal Parking/Strategic Community Initiatives/Policy Planning
3. Cultural Considerations							
3.1	Reduce Zoning-By-law requirements for Art Galleries, Museums and Cultural association offices as recommended in Section 5.0.	IMPLEMENT					Policy Planning/Municipal Parking
3.2	Implement a heritage exemption into the Zoning By-law to support adaptive reuse of buildings on designated heritage properties.	IMPLEMENT					Policy Planning
3.3	Support events and festivals through parking management. Develop a communications plan for residents that informs people of where additional parking areas (e.g. GO Transit lots) are located and a financial business plan to fund a free shuttle bus during events.	PLAN	ONGOING				BIA/Municipal Parking/Culture/Recreation
3.4	Support the transformative parking space project.	ONGOING					Municipal Parking/Culture
4. Zoning By-law Considerations							
4.1	Implement reduced parking requirements for commercial and apartment uses into Zoning By-law for Port Credit and Lakeview consistent with Section 5.0.	IMPLEMENT					Policy Planning/Municipal Parking
4.2	Implement new bicycle parking requirement and shower / change room requirements into Zoning By-law.	IMPLEMENT					Policy Planning/Cycling Office
4.3	Implement designated heritage building exemption and reduce parking requirement for some cultural uses consistent with items 3.1 and 3.2 above.	IMPLEMENT					Policy Planning/Municipal Parking/Culture
5. Financial Considerations							
5.1	Develop a business plan to finance and construct new parking facilities in Port Credit.		PLAN	IMPLEMENT - NOTE 2			Municipal Parking
5.2	Increase parking revenues to fund future parking resources as outlined in recommendation 10.6.5. Establish a reserve fund.		PLAN	ONGOING IMPLEMENTATION			Municipal Parking
5.3	Create a separate PIL account for Lakeview.	IMPLEMENT					Policy Planning/Finance
5.4	Review Corporate PIL Policy to reflect the cost to the City of providing shared public parking resources.	IMPLEMENT					Policy Planning/Municipal Parking
5.5	Revise internal accounting practices to better track expenses associated with parking operations in Port Credit and Lakeview with information being reported to the Parking Manager.		PLAN	IMPLEMENT			Municipal Parking/Finance
6. General Management & Operational Considerations							
6.1	Parking Manager engagement with the Port Credit BIA	ONGOING					Municipal Parking
6.2	Develop a parking communications and marketing program for both Lakeview and Port Credit.		PLAN	IMPLEMENT			Municipal Parking
6.3	Develop a business plan for future parking development and operations.		PLAN	IMPLEMENT			Municipal Parking
6.4	Eliminate time limits for on-street parking if rates increased to \$1.50 per hour or introduce \$2.00 for third hour.			PLAN	IMPLEMENT		Municipal Parking
6.5	Implement municipal bicycle parking development recommendations as per Section 7.2.	IMPLEMENT					Cycling Office
6.6	Place the nine to ten off-street parking facilities in Port Credit being converted to paid parking under the management of Transportation & Works Dept.	IMPLEMENT					City Manager/Municipal Parking/Parks

Notes: 1. Timelines are subject to change.

2. Parking garages will not be built until existing demand demonstrates need.



Corporate Report

Clerk's Files

Originator's
Files

CD-02.MIS

DATE: June 3, 2014

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

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Natural Heritage and Urban Forest Strategy – Proposed
Mississauga Official Plan Amendments - Report on Comments**

RECOMMENDATION: That the proposed amendments to Mississauga Official Plan contained in the report titled “Natural Heritage and Urban Forest Strategy – Proposed Mississauga Official Plan Amendments - Report on Comments” dated June 3, 2014, from the Commissioner of Planning and Building, be approved.

**REPORT
HIGHLIGHTS:**

- A public meeting was held on April 14, 2014 to hear comments on proposed amendments to Mississauga Official Plan regarding Natural Heritage System and Urban Forest policies;
- Following a review of comments received from the public and consultation with representatives from the conservation authorities and Region of Peel, the following amendments to Mississauga Official Plan, among other matters, are proposed:
 - That Sections 6.1 to 6.4 of Chapter 6: Value the Environment be revised to incorporate proposed policies regarding the Natural Heritage System and Urban Forest;
 - That Chapter 20: Glossary and Appendix A: Terms Defined in the Provincial Policy Statement (2005) and the Growth Plan for the Greater Golden Horseshoe (2006), be amended to include new or updated definitions;

- That references throughout Mississauga Official Plan to the Natural Area System and its components be replaced with the Natural Heritage System and its components; and
- That the “Greenbelt” land use designation be renamed “Greenlands” throughout Mississauga Official Plan.

BACKGROUND:

On February 12, 2014, City Council endorsed the Natural Heritage and Urban Forest Strategy and directed that a public meeting be held to consider amendments to Mississauga Official Plan based on the policy directions recommended in Appendix E of the Natural Heritage and Urban Forest Strategy (GC-0023-2014).

A statutory public meeting was held on April 14, 2014 to consider the report titled “Natural Heritage and Urban Forest Strategy - Proposed Mississauga Official Plan Amendments” dated March 25, 2014¹. Prior to this meeting, a letter dated April 11, 2014 from Mark Flowers, Davies Howe Partners LLP, was received. At the public meeting Mr. Joseph Vescio, spoke against the re-designation of City owned lands for parkland and greenbelt uses. Subsequent to the public meeting, a letter dated May 8, 2014 was received from Andrew Walker, Gagnon & Law Urban Planners Ltd. The two letters and an excerpt from the minutes of the Planning and Development Committee meeting of April 14, 2014 are attached as Appendix 1 to this report.

At its meeting of April 23, 2014, City Council approved the following recommendations:

1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on April 14, 2014 to consider the proposed amendment as outlined in the report titled “Natural Heritage and Urban Forest Strategy-Proposed Mississauga Official Plan Amendments” dated March 25, 2014, from the Commissioner of Planning and Building, be received.
2. That Planning and Building Department staff report back on the submissions.

¹ Report may be viewed at this link: http://www7.mississauga.ca/documents/agendas/committees/pdc/2014/04-14-2014_-_PDC_AGENDA.pdf)

This report responds to the public comments received. Further, staff in consultation with representatives from Conservation Halton, Credit Valley Conservation, Toronto and Region Conservation and the Region of Peel, has identified additional revisions to the proposed policies and these are also outlined in this report. (See Appendix 1)

The proposed changes principally affect Sections 6.1 to 6.4 of Chapter 6: Value the Environment and the definitions in Chapter 20: Glossary and Appendix A: Terms Defined in the Provincial Policy Statement (2005) and the Growth Plan for the Greater Golden Horseshoe (2006). The changes to these policies are attached as Appendix 2.

COMMENTS:**Response to Public Comments**

1. Letter dated April 11, 2014 from Mark Flowers, David Howe Partners LLP

Issue/Comment

The letter concerns the requirement to complete an Environmental Impact Study in support of development on lands at 1715 Audubon Boulevard and the modification to policies for “Linkages”.

Response

The subject lands are currently identified in Mississauga Official Plan as a “Linkage” feature and, as such, are subject to the requirement for an Environmental Impact Study prior to development or site alteration. The revisions to the “Linkage” policies are intended to clarify the importance of these features in the Natural Heritage System and do not change the intent of the existing policy.

Recommendation

The comment is site specific and does not require a change to the policy. However, the revised proposed amendment has condensed and clarified the policies regarding “Linkages” and associated Environmental Impact Study requirements (see policies 6.3.21, 6.3.22 and 6.3.32 to 6.3.34 in Appendix 2).

2. Letter dated May 8, 2014 from Andrew Walker, Gagnon & Law Urban Planners Ltd.

Issue/Comment

The letter expresses the opinion that the environmental designations at 2625 Hammond Road should not apply to this property.

Response

The subject lands are currently not within the Natural Areas System (to be renamed Natural Heritage System), however, they are designated “Greenbelt” in recognition of the natural hazard and natural features associated with Loyalist Creek. This report does not propose to include the lands in the Natural Heritage System or to change the existing land use designation.

Recommendation

No change is proposed.

3. Submission by Mr. Joseph Vescio

Issue/Comment

Mr. Vescio said that the restoration of a parking lot that generates revenues for the City and enables the operation of a viable business goes beyond the intent of the Corporate Report.

Response

The City owned lands near Tomken Road and Britannia Road East which are currently being used as a parking lot, are not within the Natural Area System (to be renamed Natural Heritage System). However, they are adjacent to Natural Area Site NE7 and within the creek block containing the Little Etobicoke Creek which is designated “Greenbelt”. The management recommendation for Site NE7 is that the riparian vegetation along the creek should be restored and an un-manicured buffer be established. The recommended policies of this report do not propose to include the lands in the Natural Heritage System or to change the existing land use designation.

Recommendation

No change is proposed.

Staff Initiated Revisions

Staff in consultation with representatives from the conservation authorities and the Region of Peel, propose changes to the amendment as prepared by the Natural Heritage and Urban Forest Strategy consultants to improve the clarity of policies, to conform with the *2014 Provincial Policy Statement* and the greenlands system policies of the Region of Peel Official Plan (ROPA 21B) and to address other matters, including the organization and numbering of the policies.

The additional amendments include the following:

- Revisions to the Green System structure to emphasize the Urban Forest as a key component and clarify the relationship of the Urban Forest to the Natural Heritage System;
- Revisions to policies and definitions to clarify intent and to avoid duplication, particularly those policies describing the criteria used to classify natural heritage features and the requirements for their protection;
- Revisions to policies and definitions to be consistent with the *2014 Provincial Policy Statement* and the Region of Peel Official Plan;
- Move the policies regarding “soil conservation ” to a new section outside of the Green System structure;
- Revise, reorganize and renumber policies to be consistent with the policy language, structure and format in Mississauga Official Plan;
- Replace references to the Natural Areas System and its components throughout Mississauga Official Plan to Natural Heritage System and its components; and
- Rename the “Greenbelt” land use designation to “Greenlands” in Mississauga Official Plan to avoid confusion with the Provincial Greenbelt Plan and to align with the terminology used in the Region of Peel Official Plan.

STRATEGIC PLAN:

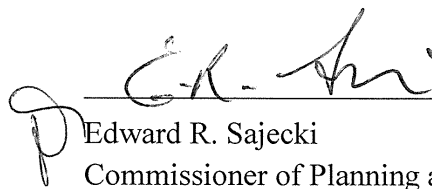
The proposed amendments are consistent with the Living Green pillar and the Strategic Plan goal to conserve, enhance and connect natural environments.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Revisions to policies recommended in the report titled “Natural Heritage and Urban Forest Strategy – Proposed Mississauga Official Plan Amendments” dated March 25, 2014 are proposed following a review of public comments received and based on consultation with representatives from the conservation authorities and the Region of Peel. The revisions are to clarify the intent of policies, to conform to the *2014 Provincial Policy Statement* and the greenlands system policies of the Region of Peel Official Plan and to address other matters, including the organization and numbering of the policies.

ATTACHMENTS: Appendix 1: Comments Received

Appendix 2: Proposed Amendments to Sections 6.1 to 6.4 of Chapter 6: Value the Environment and the definitions in Chapter 20: Glossary and Appendix A: Terms Defined in the Provincial Policy Statement (2005) and the Growth Plan for the Greater Golden Horseshoe (2006).



Edward R. Sajecki
Commissioner of Planning and Building

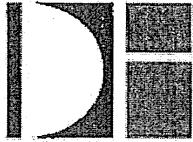
Prepared By: Eva Kliwer, Planner, Policy Planning Division

APPENDIX 1

COMMENTS RECEIVED

1. Letter received from Mark Flowers, Davies Howe Partners L.L.P, dated April 11, 2014
2. Letter received from Andrew Walker, Gagnon & Law Urban Planners Ltd., dated May 8, 2014
3. Verbal Submission at April 14, 2014 Planning & Development Committee, Mr. Joseph Vescio, Roma's Banquet Hall
4. Letter received from John Hardcastle, Region of Peel, dated April 30, 2014
5. E-mail received from Joshua Campbell, Credit Valley Conservation, dated May 1, 2014
6. E-mail received from Leilani Lee-Yates, Toronto and Region Conservation Authority, dated May 12, 2014
7. E-mail received from Barbara Veale, Conservation Halton, dated May 15, 2014

Appendix 1
Item #1



Davies
 Howe
 Partners
 LLP

Lawyers

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

T 416.977.7088
 F 416.977.8931
 davieshowe.com

Please refer to: **Mark Flowers**
 e-mail: markf@davieshowe.com
 direct line: 416.263.4513
 File No. 702556

April 11, 2014

By E-Mail to mumtaz.alikhan@mississauga.ca

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

Attention: Mumtaz Alikhan, Legislative Coordinator, Office of the City Clerk

Dear Chair and Members of the Committee:

**Re: Natural Heritage and Urban Forest Strategy – Proposed
 Mississauga Official Plan Amendments
 File No. CD.02.MIS**

We are counsel to Beverley Homes Holding Corp. (“Beverley Homes”), the owner of lands located at the northeast corner of the intersection of Fieldgate Drive and Audubon Boulevard, municipally known as 1715 Audubon Boulevard in the City of Mississauga (the “Lands”).

On April 10, 2013, Beverley Homes filed applications with the City for an Official Plan Amendment and Zoning By-law Amendment (Application No. OZ 13/006 W3) (the “Applications”) to permit the development of 30 townhouse dwellings on the Lands. The Applications were subsequently appealed to the Ontario Municipal Board (“OMB”) and a hearing has been scheduled by the OMB to commence on January 12, 2015.

During pre-application consultation, including attendance at a meeting of the City’s Development Application Review Committee (DARC), City staff did not identify the need for an Environmental Impact Study (“EIS”) to be submitted in support of the Applications. Similarly, during the City’s processing of the Applications between April 2013 and March 2014, the City did not advise Beverley Homes that it required an EIS in order to properly evaluate the Applications. This is consistent with the fact that the City, itself, did not undertake an EIS in support of City-initiated Official Plan and Zoning By-law Amendments to redesignate and rezone the Lands (and adjacent lands) for residential development in July 2012.



Davies
Howe
Partners
LLP

Page 2

Notwithstanding the above, in a staff report dated March 4, 2014, which was considered by the City's Planning and Development Committee on March 24, 2014, the Commissioner of Planning and Building commented as follows:

Mississauga Official Plan identifies a Natural Areas System (Section 6.3.1) comprised of various component areas. The site is identified as a Linkage, which is an area that serves to link two or more Natural Areas within the City. Development and site alteration will not be permitted within or adjacent to Linkages unless it has been demonstrated that there will be no negative impacts to the features. In view of the above, the applicant would be required to submit an Environmental Impact Study in support of the proposed development. [emphasis added]

...

The proposed official plan amendment and rezoning are not acceptable from a planning standpoint and should not be approved for the following reasons:

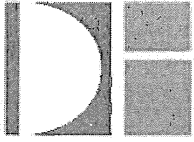
... the need for an Environmental Impact Study

In response to this staff report, which was the first time that Beverley Homes was made aware by City staff that it was of the view that an EIS was required in support of the Applications, we requested that the City identify the features that the City believed should be assessed as part of an EIS.

Given that we had not received a response to our request by March 28, 2014, we filed a motion with the OMB, to be heard at a prehearing conference on April 7, 2014, seeking to have the OMB compel the City to provide us with the requested information.

On April 7, 2014, we finally received a response from the City. That response confirmed that the City had not undertaken an EIS in support of the City-initiated Official Plan and Zoning By-law Amendments that were adopted by Council in July 2012. Further, the response commented as follows regarding the City's stated requirement for an EIS in support of the Applications:

The subject lands form part of a linkage identified in the City's Natural Areas System. The scoped EIS should provide a brief description of how the linkage function will be maintained through the design of the proposed development. Areas for consideration include grading, stormwater management and retention, buffer landscaping (demonstrating non-invasive planting), possible fencing to ensure no encroachments into the linkage and the provision of a tree inventory.



Davies
Howe
Partners
LLP

Page 3

Having received this response, we immediately contacted the City to seek further clarification. Specifically, the City's response failed to identify the features that the City believes need to be assessed as part of an EIS, as had initially been requested. Moreover, the response fails to identify what existing "linkage function" the City believes the Lands currently provide that should be maintained.

In the meantime, we have learned that at its meeting on April 14, 2014 the Planning and Development Committee will be considering a staff report from the Commissioner of Planning and Building, dated March 25, 2014, which proposes modifications to the Mississauga Official Plan to implement a Natural Heritage and Urban Forest Strategy. Among other things, we understand that staff is proposing modifications to the policies for "Linkages" in Section 6.3.2.3.

Although any Official Plan modifications that the City may now adopt would be more than one year after the Applications were filed, it is unclear how the City may seek to apply any proposed modifications that may be approved to the proposed development on the Lands. Likewise, given the uncertainty associated with the City's request for an EIS in support of the proposed development and the manner in which the City may seek to apply any newly approved policies to the Lands, we are writing to advise that Beverley Homes does not support the proposed Official Plan modifications.

Kindly ensure that we are notified of any decision(s) of the Committee and/or City Council and are made aware of any future staff reports and/or public meetings concerning this matter.

Yours truly,

DAVIES HOWE PARTNERS LLP

Mark R. Flowers
Professional Corporation

copy: Marcia Taggart, Legal Counsel, City of Mississauga
Ghassan Nasr, Beverley Homes Holding Corp.
Peter Smith, Bousfields Inc.



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

Appendix 1
Item #2

May 8, 2014

P.N.09.1519.00 Environment

The Corporation of the City of Mississauga
 Policy Planning Division, Planning and Building Department
 300 City Centre Drive
 Mississauga, Ontario
 L5B 3C1

Attention: Ms. Heather MacDonald, Director, Planning Policy Division

Subject: Public Meeting Input
 Natural Heritage and Urban Forest Strategy
 Proposed Mississauga Official Plan Amendments

Dear Heather:

Gagnon & Law Urban Planners Ltd. (G&L) and Savanta Inc. (Savanta) represent Latiq Qureshi, registered owner of the property known municipally as 2625 Hammond Road, Mississauga (Subject Property).

We wish to advise that we have an active interest in the proposed Mississauga Official Plan Amendments in relation to the Natural Heritage and Urban Forest Strategy. The Staff Report and proposed amendment is currently being reviewed by our environmental team and additional comments will be forwarded under separate cover.

We have filed an application with the City of Mississauga to subdivide the Subject Property, including the re-engineering and re-vegetation of the existing channel. We have raised questions and concerns with respect to the current designations being applied to the site based on the technical reports submitted in support of the development applications. In our opinion, it is clear that the environmental designations should not be applied to the Subject Property.

We wish to be notified of any future Staff Reports, Planning Committee or Council Meetings, as well as any approvals or adoption of Official Plan Amendments in connection with the Natural Heritage and Urban Forest Strategy.

Yours truly,

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

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

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CAUTION

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Public Meeting Input
Natural Heritage and Urban Forest Strategy
Proposed Mississauga Official Plan Amendments



cc. **L. Qureshi**
S. Snider, Turkstra Mazza
T. Hilditch, Savanta Inc.
R. Hubbard, Savanta Inc.
M. Gagnon, Gagnon & Law Urban Planners Ltd

2. PUBLIC MEETINGNatural Heritage and Urban Forest Strategy – Proposed Mississauga Official Plan Amendments - File: CD.02.MIS

Councillor Iannicca referred to correspondence, dated April 11, 2014, from Davies Howe Partners LLP, Counsel to Beverley Homes Holding Corporation.

Mr. Joseph Vescio, owner of Roma's Banquet Hall, spoke against the proposal, and Item 4 – Proposal to re-zone and re-designate City owned lands for parkland and greenbelt uses. Mr. Vescio said that the restoration of a parking lot that generates revenues for the City and enables the operation of a viable business goes beyond the intent of the Corporate Report. He noted that occasional use of the off-site parking lot is critical to the viability of his business which he may be forced to close.

In response to Madam Mayor's query with respect to communication with affected property owners, Ms. Eva Kliwer, Planner, Policy Planning Division, advised that a Report on Comments will be brought back to the Committee for consideration. Mr. David Marcucci, Manager, Park Planning, Parks & Forestry Division, advised that Mr. Vescio has been leasing a portion of the City property in the greenbelt, and that the City is negotiating a temporary lease renewal until the owner finds alternative parking. Mr. Marcucci also advised that the proposed amendments only affect city lands.

Councillor Iannicca noted that this item is for receipt and that a final decision will not be made tonight.

Councillor Dale suggested that in order to restore Mr. Vescio's confidence, staff clarify to him in writing as to how the proposed amendments will impact his property.

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

PDC-0023-2014

1. That the submissions made at the public meeting to be held at the Planning and Development Committee meeting on April 14, 2014 to consider the proposed Mississauga Official Plan amendments as outlined in the report titled "Natural Heritage and Urban Forest Strategy - Proposed Mississauga Official Plan Amendments" dated March 25, 2014, from the Commissioner of Planning and Building, be received.
2. That Planning and Building Department staff report back on the submissions.

RECEIVED – (Mayor McCallion)
File: CD.02.MIS

TOUCHING LIVES
FOR 40 YEARS

April 30, 2014

Ms. Heather MacDonald
Director, Policy Planning Division
Planning and Building Department
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Ms. MacDonald:

Re: Proposed Natural Heritage and Urban Forest Policies OPA

Thank you for the opportunity to review the above noted draft amendments to Mississauga Official Plan. The Region has participated in the background Natural Heritage and Urban Forest Strategy and Urban Forest Management Plan and we appreciate your comprehensive and thorough approach to this matter. We are generally satisfied with the amendments as proposed which take efforts to address the background studies as well as applicable Regional Official Plan (ROP) policies.

In addition to the verbal comments and discussions undertaken during a meeting with City of Mississauga staff and those from the relevant conservation authorities held on May 19, 2014, the Region of Peel offers the following comments:

General

Section 6.3.2.1 Significant Natural Areas

There was significant discussion undertaken during our May 19th meeting regarding this section and it is our understanding that these policies will be refined based upon those discussions and the written comments provided by the conservation authorities. The Region encourages revisions which more clearly address the various woodland subcategories and the evaluative criteria applicable to each.

In undertaking your revisions it may be useful to clarify what criteria (updated Provincial or Region of Peel criteria in Figure 5 of ROP) will be utilized to identify Significant Wildlife Habitat (bullet 8).

Section 6.3.2.10 – Development and Site Alterations – Habitat of Endangered and Threatened Species

Please revise to include reference to both Provincial and Federal requirements.

Public Works

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

Section 6.3.2.12 – Development and Site Alteration – Woodlands

It is our understanding that this section of the draft amendment is to be further revised. We acknowledge the need for precise wording and will offer comments as necessary on the revised wording provided.

Section 6.3.5.4 – Replacement of Trees

We recommend that this section be revised to address suitability for both replacement locations and cash-in-lieu. To this end this section could be revised as follows:

“Where tree replacement cannot be accommodated on-site, the City will require replacement planting or cash-in-lieu for replacement at a suitable location.”

Definitions

Natural Heritage Features and Areas

The recently released Provincial Policy Statement 2014 includes a new definition for this term. Please revise the proposed MOP definition to address changes made to the PPS.

Woodlands

Please revise the proposed definition to be consistent with ROP to address Provincial Modifications to ROPA 21B.

ROPA 21B

As of the date of preparation of these comments the above noted Regional Official Plan Amendment is partially under appeal and is scheduled for a further hearing on May 23rd 2014. Depending upon the outcome of this hearing and the receipt of a decision, additional comments may be forthcoming to ensure conformance with the Regional Official Plan. We will provide a copy of any decision as soon as it is available so you may accommodate any necessary changes.

Provincial Policy Statement (PPS) 2014

Any approvals made after April 30, 2014 must conform to the new PPS. As the draft amendments were prepared in advance of the release of the new PPS, please review the document to ensure that relevant changes to the PPS are reflected within the final draft.

Exemption from Regional Approval

Local Official Plan Amendments are generally exempt from approval where they have had regard for the Provincial Policy Statement and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the *Planning Act* and where the Region has advised that no Regional Official Plan amendment is required to accommodate the local Official Plan amendment.

Public Works

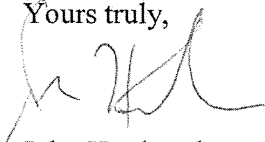
10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

We are satisfied that the proposed amendments generally conform with the ROP, however based upon discussions and comments provided to date and the expected resolution of outstanding appeals to ROPA 21B we are requesting that revisions be provided for further review and comment prior to advising on the exemption of the proposed amendment from Regional approval.

Summary

We recognize the intended timing for your Report on Comments and are committed to assist you in achieving your timing commitments. We look forward to concluding this process and are available to discuss revisions at your convenience.

Yours truly,

A handwritten signature in dark ink, appearing to read 'John Hardcastle', is written over a horizontal line.

John Hardcastle
Manager, Development Services
Public Works

cc: Mark Head, Melanie Williams and Janet Wong
Integrated Planning Division, Region of Peel

Public Works

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

Eva Kliwer

From: Campbell, Joshua <JCampbell@creditvalleyca.ca>
Sent: 2014/05/01 12:20 PM
To: Eva Kliwer
Cc: Laurie Nelson; 'Barb Veale'; Murphy, Gary
Subject: City of Mississauga proposed NH & UF policies OPA

Eva,

Further to our discussion regarding the Proposed Natural Heritage and Urban Forest Policies OPA, please find below some key items to be considered and for further discussion. As you are aware, Credit Valley Conservation (CVC), Toronto and Region Conservation and Halton Conservation staff were involved in providing initial comments on the recommended policies through the development of the City's Natural Heritage and Urban Forest Strategy. Recognizing this, the following items are generally related to clarification, conformity and consistency with existing/anticipated Provincial and Conservation Authority (CA) policies;

1. This update provides an opportunity to identify portions of the City's natural heritage system (NHS) plays an important role not only locally and regionally, but also at the larger Provincial scale – including Urban River Valleys and Lake Ontario. It may be useful to include some discussion in Section 6 regarding the Provincial Greenbelt Plan and how Urban River Valleys are intended to be designated and an integral part of the Local NHS.
2. In describing the Green System in Section 6.3 of the draft policies, it may be useful to provide clarity as to what the City's NHS is generally made up of and what is meant by 'significant natural heritage features and areas' and 'other components' in a local context.
3. In the discussion about buffers in Section 6.3 (page 7), reference to consistency with Provincial Guidelines and CA permitting requirements should be included.
4. As you are aware, the recently updated PPS (2014) includes modifications to the Natural Heritage section, including, but not limited to:
 - a. Requirements for developing natural heritage systems at the municipal level;
 - b. Removal of protection for significant habitat of endangered and threatened species – replaced with protection of habitat of endangered and threatened species in accordance with provincial and federal requirements (ESA harmonization);
 - c. Inclusion of protection for 'coastal wetlands' subject to no negative impact test;
 - d. Additional updates to some key definitions as well as minor updates to the water resources and natural hazards policies.

Further discussion regarding the above to ensure consistency and conformity is recommended.

5. Discussion regarding the recently released guidance from Fisheries and Oceans Canada (DFO) for consideration of Federal Aquatic Species at Risk in Official Plans.
6. Some discussion and clarification regarding the proposed Significant Natural Areas (SNA) would be helpful – in particular:
 - a. Relationship between proposed Significant Woodlands policies and Region of Peel policies (i.e. Core, NAC and PNAC);
 - b. The inclusion of other wetlands greater than 0.5 hectare as 'Significant Wetlands';
 - c. Significant Valleylands;

- d. Proposed protection level (i.e. no development or site alteration vs. no negative impact) of the different components of SNA, specifically;
 - i. Significant Woodlands;
 - ii. Regionally Significant Life Science ANSIs;
 - iii. Coastal Wetlands;
 - iv. Other Wetlands;
 - v. Significant Valleylands; and
 - vi. Significant Wildlife Habitat.

- 7. Some clarification regarding proposed definitions as it relates to sources and consistency with Provincial definitions would be helpful.

I understand City staff will be setting up a meeting to discuss the proposed policies further with Region of Peel and CA staff – we look forward to meeting with you to discuss further. Note I have copied Laurie Nelson (TRCA) and Barb Veale (HCA) who may wish to add to the above list of items.

Thanks,

Josh Campbell MES, MCIP, RPP

Manager, Planning

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Eva Kliwer

From: Leilani Lee-Yates <LLee-Yates@trca.on.ca>
Sent: 2014/05/12 11:14 AM
To: Eva Kliwer
Cc: Laurie Nelson; Quentin Hanchard; Adam Miller; Mary-Ann Burns; Dena Lewis; Lionel Normand
Subject: Natural Heritage and Urban Forest Strategy - Proposed Mississauga OPA
Importance: High

Hi Eva,

Thank you for providing TRCA staff with the opportunity to review the draft proposed Natural Heritage and Urban Forest Strategy OPA and for inviting us to discuss our comments/initial thoughts with City staff this afternoon. In advance of our meeting, TRCA staff offers the following high level comments to assist with our discussion. We also have more specific questions and comments, which we will put forward at our meeting. It would be beneficial at the beginning of the meeting if City staff could walk us thorough the key policy changes and restructuring of the OP sections. It is very encouraging that the City has recognized within the OP the CA's respective terrestrial natural heritage systems that complement the City's Green System, as well as the partnerships between the City and CA's in protecting, enhancing and restoring the Green System. Following our meeting, TRCA staff will provide our formal comments for the City's consideration.

TRCA Draft High-Level Comments:

1. It would be helpful to include additional headings and subheadings to guide the reader through the policy sections. For example, within section 6.3.1, "Introduction", additional subheadings such as, "Natural Heritage System" and "Urban Forest" would be helpful to break out the descriptions of the various components of the Green System.
2. It would be helpful to include a figure that illustrates the components of the Natural Heritage System within section 6.3.2.
3. How do the new/revised policies affecting wetlands and watercourses relate to the TRCA Living City Policies and O. Reg. 166/06?
4. There is a need to identify Mimico Creek as a component of the Natural Heritage System.
5. It is suggested that the policies within section 6.3.1 are prefaced with the statement, "Mississauga will:", which is consistent with section 6.1. This addition would be helpful for separating the preamble statements from the more specific overarching policies.
6. If the intent of policy 6.3.2.8 is to provide the flexibility to scope and waive the EIS requirement for Special Management Areas and Linkages, for which environmental protection is not required (i.e. "should be protected"), staff is concerned that it will be difficult to meet the tests of this new policy. For example, who will be required to attend the site visit, and what qualifications do they have to determine that developed will not likely result in negative impacts on the natural feature or area or its ecological functions? We would appreciate further discussion on this new policy.
7. Who will be responsible for determining "Minor Development" and "Minor Site Alteration"? What studies will be required to support the position/opinion?
8. Historically this region was completely forested and we now find concentrations of birds funneling up or down the valleys or getting caught up in urban land uses. So the City could consider adding in 6.3.1 that one ecological function of the Green System in general throughout the landscape is to provide refuge to and then safe passage for migratory birds on their movements north and south through the City. This has implications extending far

beyond the City's boundaries (spatially) which is complementary to Section 6.3.1, which touches on having an impact beyond today's communities but toward future generations (temporal).

9. On page 15, the box with all the creeks lists a dozen or more watercourses, which are likely what TRCA would call subwatersheds. We have only one watershed listed, being the Etobicoke Creek watershed. Should the Etobicoke Creek subwatersheds also be listed? Should the Mimico Creek watershed be listed?
10. In the glossary definition of wetland, there is likely no need to include fens and even less likely bogs.

We look forward to discussing the above comments in more detail with City staff. Please let me know if you have any questions. Please feel free to share these draft comments with the appropriate CVC and Conservation Halton staff.

Thank you,

Leilani Lee-Yates, MCIP, RPP | Senior Planner, Planning and Development | Toronto and Region Conservation Authority | 5 Shoreham Drive | Toronto, ON | M3N 1S4 | ☎ 416 661-6600 ext. 5370 | 📠 416-661-6898 | ✉ llee-yates@trca.on.ca | 🌐 www.trca.on.ca

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Thank you."

Eva Kliwer

Subject: FW: Natural Heritage and Urban Forest Strategy - Proposed Mississauga OPA

From: Barb Veale [<mailto:bveale@hrca.on.ca>]**Sent:** 2014/05/15 7:33 AM**To:** Eva Kliwer**Cc:** Adam Miller; Dena Lewis; Laurie Nelson; Lionel Normand; Mary-Ann Burns; Quentin Hanchard; Angela Dietrich; JCampbell@creditvalleyca.ca; Melanie.Williams@peelregion.ca; Leilani Lee-Yates; Lesley Matich**Subject:** RE: Natural Heritage and Urban Forest Strategy - Proposed Mississauga OPA

Hi Eva,

As indicated at our joint meeting on May 12, 2014, please accept our verbal comments for the purpose of revising the draft proposed OPA policies, in addition to the verbal and written comments from TRCA and CVC staff (which we concur with). Of particular note is the acknowledgment of all creek/river systems within the Mississauga municipal boundaries, including Sixteen Mile Creek as significant valleys within the Natural Heritage System.

We will look forward to receiving and commenting on revised wetland and woodland policies.

Regards,
Barb

Barbara Veale PhD, MCIP, RPP
Manager of Planning and Regulation Services

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PROPOSED AMENDMENTS TO SECTIONS 6.1 TO 6.4 OF CHAPTER 6: VALUE THE ENVIRONMENT AND THE DEFINITIONS IN CHAPTER 20: GLOSSARY AND APPENDIX A: TERMS DEFINED IN THE PROVINCIAL POLICY STATEMENT (2005) AND THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2006)

Chapter 6: Value the Environment (Compilation)

Chapter 20: Glossary (Track Changes)

Appendix A: Terms Defined in the Provincial Policy Statement (2005) and the Growth Plan for the Greater Golden Horseshoe (2006) (Track Changes)

6 Value the Environment

6.1 Introduction

Mississauga is located on the shore of Lake Ontario, part of the largest system of freshwater lakes in the world. Mississauga contains watersheds of the Credit River, Etobicoke Creek and other **watercourses** that form part of the Great Lakes drainage basin. Mississauga is partially within the Carolinian Forest Ecoregion, Canada's most biologically diverse ecological region. This region contains Canada's most rare and endangered plants and animals, and is the most threatened ecological region in Ontario.

The City's Strategic Plan identifies "Living Green" as one of the five pillars of the strategic vision for

the city. Living Green involves implementing measures that are sensitive to, and complement, the natural environment. As the city continues to grow, it is imperative that growth does not compromise the natural environment, including the climate. The health of the natural environment is critical to human and economic vitality and the overall well-being of society. It provides the fundamental necessities of life – clean water, air and land and is an essential component of the fabric and character of communities. Further, climate change affects land use policies and transportation choices that can contribute to improving the quality of the environment and lead to developing a sustainable city. These policies are the subject of this chapter.



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

Promoting transit as a form of transportation supported by transit supportive uses, which employ compact design principles, will assist in addressing the issues that are negatively impacting the environment. Other chapters of this Plan address these matters and support the Living Green pillar of the Strategic Plan.

There are many opportunities for all lands within the city to contribute to the health of the natural environment. The Green System in Mississauga, consisting of the Natural Heritage System, the Urban Forest, **Natural Hazard Lands** and Parks and Open Spaces, contributes to a valuable natural environment in the city. These areas provide habitats for flora and fauna to thrive and although not all of these areas are within the Natural Heritage System, they serve to support and connect the Natural Heritage System. These areas also provide locations for residents, employees and visitors to recreate and enjoy nature. The Urban Forest, comprising trees on public and private properties in the city, also contributes to a healthy and sustainable city, and should be protected and

enhanced where possible.

Water, air and land are essential elements of the environment affected by human activity. Issues such as stormwater, air quality, **contaminated sites**, **waste** generation and noise have a significant impact on the environment and require mitigation and management to reduce their impacts. Sustainably managing land means directing growth to protect and enhance the natural environment, maximize public benefit and contribute to the economy. It means that development is integrated into the community, while **negative impacts** to the Green System, ecological functions and biological diversity are avoided. It also means protecting, enhancing and, where possible, restoring and expanding the Natural Heritage System.

The rehabilitation and development of brownfield sites presents an opportunity to remediate existing contamination and provide opportunities for community improvement. The generation of **waste** and how it is managed is another critical factor in creating a healthy environment. Noise is a common occurrence in an urban environment. Traffic and aircraft noise as well as noise generated by various land use activities needs to be managed and mitigated in order to create a comfortable living and working environment.

6.1.1 Mississauga will:

- a. protect, enhance, restore and expand the Natural Heritage System;
- b. encourage the stewardship and enhancement of other areas within the Green System, particularly where it contributes to the function and linkage of the Natural Heritage System;
- c. protect life and property from natural and human made hazards;
- d. promote pollution prevention, reduction of natural resource consumption and increased use of **renewable energy**;
- e. ensure land use compatibility; and



Figure 6-2: Mississauga's **natural heritage features** and their ecological functions will be preserved and enhanced, and natural resources managed wisely, so that current and future generations enjoy a healthy and safe environment.

f. develop monitoring and information/education programs.

6.1.2 Mississauga will promote an **ecosystem approach** to planning.

6.1.3 Mississauga will protect the quality and integrity of its water, air, land and biota for current and future generations.

6.1.4 Mississauga will promote pollution prevention in order to help protect the quality of water, air, and land.

6.1.5 Mississauga will promote education, awareness, community involvement and commitment to community stewardship for the protection and enhancement of the environment.

6.1.6 Mississauga will work with other jurisdictions and levels of government and encourage and support partnerships among the City, industries, businesses and the community to improve air quality, protect and enhance the natural environment, reduce energy use and manage **waste**.

6.1.7 Mississauga will work with other jurisdictions and levels of government, industries, businesses and the community to address climate change mitigation and adaptation.

6.1.8 Sensitive land uses will not be permitted adjacent to existing major facilities such as the airport, transportation corridors, wastewater treatment plants, **waste** sites and industrial and aggregate activities, if adverse effects from these facilities cannot be mitigated.

6.1.9 Sensitive land uses may be considered in proximity to major facilities such as the Airport, transportation corridors, wastewater treatment plants, **waste** sites, industries and aggregate activities only where effective control is provided through appropriate site and building design, buffers and/or separation distances to prevent adverse effects from these facilities.

6.1.10 In accordance with the Provincial Government guidelines, the development proponent

will be required to undertake a feasibility study in those cases where:

- a. a sensitive land use is proposed within the area of influence of a facility that generates contaminant discharges; or
- b. facility generates contaminated discharges or a proposed facility is likely to generate contaminated discharges. The study will evaluate the impacts, both before and after any proposed mitigation measures are applied and identify options for mitigation both at the source or elsewhere to the satisfaction of the City and other appropriate approval authorities.

6.2 Living Green

To create a sustainable environment, everyone should aspire to “live green”. The integration of green development techniques contribute to the environment in a variety of ways. For example, landscaped areas can be naturalized, trees can be planted, stormwater can be managed on-site and green roofs can be constructed.

Climate change is a daunting issue that requires the collective actions of many. While no individual development or municipality can solve the issue of climate change, it is necessary to consider the environmental impacts of every development proposal and planning decision, and mitigation measures to avoid environmental harm and adapt to



Figure 6-3: Naturalized landscaping with native, non-invasive plants species in the city's employment areas benefits the environment in many ways, such as improving air quality, reducing water consumption and pesticide use, and providing habitat for birds and insects.

changing environmental conditions.

Other chapters of this Plan address creating an urban structure that directs growth to Intensification Areas where compact, mixed use areas will be supported by transit and where walking and cycling will be viable modes of transportation. This is essential to creating an environmentally sustainable city.

This Plan also contains policies regarding the Natural Heritage System. In addition to preserving and enhancing the Natural Heritage System, **stormwater best management practices** for new development can also be employed. Use of green development standards such as Leadership in Energy & Environmental Design (LEED), Green Globes or other customized standards can do much to ensure that new development or existing development is environmentally sustainable.

Individual sites and portions of the public realm can contribute to the health of the environment by incorporating measures such as:

- orienting buildings to be “solar ready” to take advantage of passive heating and cooling;
- connecting to district energy systems;
- using **renewable energy** sources such as solar or geothermal energy;
- managing stormwater runoff using **stormwater best management practices**;
- naturalizing landscapes with native, non-invasive species;
- planting trees;
- installing green roofs or white roofs;
- supporting urban agriculture;
- preventing and reducing pollution; and
- considering the impact of development on sensitive land uses.

6.2.1 Mississauga will strive to be a leader in sustainable development to mitigate, manage and adapt to the impacts of climate change.

6.2.2 Mississauga will build communities that are environmentally sustainable and encourage sustainable ways of living.

6.2.3 Mississauga will develop a green development strategy to enhance environmental sustainability.

6.2.4 Mississauga may develop incentive programs to encourage green development.

6.2.5 Mississauga encourages the retrofitting of existing buildings and developed sites to be more environmentally sustainable.

6.2.6 Mississauga will encourage naturalized landscaped areas using native, non-invasive species, especially on lands within the Green System.

6.2.7 Mississauga will require development proposals to address the management of stormwater using **stormwater best management practices**.

6.2.8 Mississauga will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment.

6.2.9 Pollution concerns may affect water, air and land quality. Mississauga will support other levels of government in their efforts to monitor water, air and land quality and where feasible, to establish programs to screen proposals for their impacts in this regard.

6.2.10 Mississauga will support and encourage initiatives and pollution prevention programs to prevent and reduce the causes and impacts of pollution.

6.2.11 A Pollution Prevention Plan must be undertaken for development, which has the potential to generate pollutant discharges to a storm sewer system or to a water body prior to approval. The plan must consider the use of processes, practices, materials or technology that avoids or

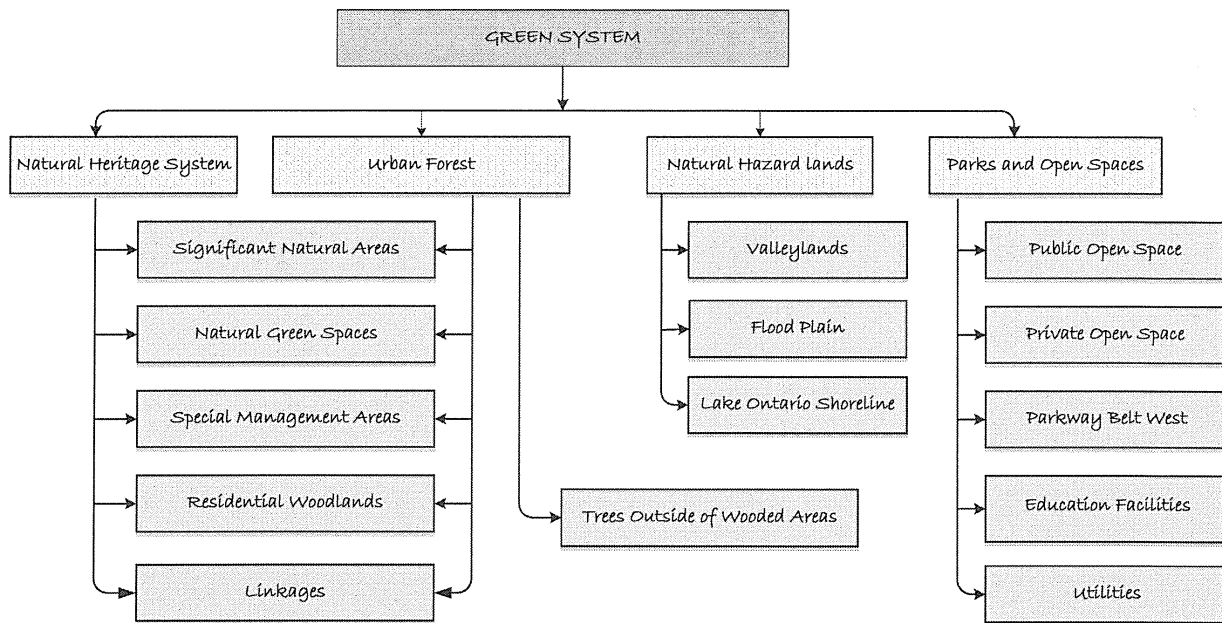


Figure 6-5: The Green System is composed of the Natural Heritage System, Urban Forest, **Natural Hazard Lands** and Parks and Open Spaces.

Natural Hazard Lands, as shown on Schedule 3: Natural System, are generally associated with **valley and watercourse corridors** and the Lake Ontario shoreline. These areas are generally unsafe for development due to naturally occurring processes such as flooding and erosion. Although the significant valleylands and the valley and **watercourses** are included and discussed under **Natural Hazard Lands**, they are also Significant Natural Areas and form part of the city's Natural Heritage System.

Watercourse corridors and the Lake Ontario shoreline, including the physical hazards associated with these areas, are critical to the Natural Heritage System due to the ecological functions, including linkage function, that they provide. Of particular concern within **valley and watercourse corridors** is the preservation and enhancement of fish habitat as an indicator of a healthy environment and for leisure activity and tourism. Lands in southern Mississauga serve an importance ecological function related to the migration of birds and butterflies.

Parks and Open Spaces within the Green System, as shown on Schedule 4: Parks and Open Spaces, have primary uses such as recreational, educational,

cultural and utility services. These lands contain a significant amount of open space such as landscaped areas, lawns and sports fields. These areas have the potential to be managed in a manner that supports and enhances the Natural Heritage System, particularly by providing linkages between **natural heritage features**.

While the city's Natural Heritage System focuses on the protection of **natural heritage features**, areas and linkages, the conservation authorities may identify additional lands that could assist in the achievement of ecological targets to protect and enhance biological diversity. The City recognizes the value of these lands which are part of the city's broader Green System. Restoration, enhancement, management and stewardship of these additional areas is encouraged where feasible.

6.3.1 Mississauga will give priority to actions that protect, enhance, restore and expand the Green System for the benefit of existing and future generations.

6.3.2 The City will promote the Green System to public and private stakeholders as being integral to protecting the city's **natural heritage features**, particularly its role in providing ecological linkages

and ecosystem services.

6.3.3 The City, in partnership with conservation authorities, will seek to initiate a landowner contact program to encourage stewardship on privately-owned lands in the Green System and support partnerships for the naturalization of these lands where feasible.

6.3.4 The City will work with the conservation authorities to encourage restoration, enhancement, stewardship and management of lands identified by conservation authorities as part of their natural heritage systems.

6.3.5 The City will, where feasible, explore and consider opportunities to naturalize City-owned lands, particularly where they abut or directly connect areas within the Natural Heritage System.

6.3.6 The City will seek to enhance the connectivity of lands in the Green System by linking features in the Natural Heritage System through management initiatives on public lands and encouragement of stewardship on private lands.

6.3.7 Buffers which are vegetated protection areas that provide a physical separation of development from the limits of **natural heritage features** and **Natural Hazard Lands**, will be provided to perform

the following:

- maintenance of slope stability and reduction of erosion on valley slopes;
- attenuation of stormwater runoff;
- reduction of human intrusion into Significant Natural Areas and allowance for predation habits of pets, such as cats and dogs;
- protection of tree root zones to ensure survival of vegetation;
- provision of a safety zone for tree fall next to **woodlands**;
- enhancement of woodland interior and edge areas through native species plantings;
- enhanced **wildlife habitat** and corridors for wildlife movement; and
- opportunities for passive recreational activities, in appropriate locations.

6.3.8 Buffers shall be determined on a site specific basis as part of an Environmental Impact Study or other similar study, to the satisfaction of the City and appropriate conservation authority.

Natural Heritage System

The Natural Heritage System includes natural areas (e.g., meadows, fish and **wildlife habitats**), **woodlands**, wetlands and **valley and watercourse corridors**. These areas represent the pre-settlement landscape, remnant parcels of native vegetation and areas that have been restored to a natural state through naturalization or successional growth.

The location and extent of the Natural Heritage System is conceptually illustrated on Schedule 3: Natural System.

Although some **natural heritage features** are of higher quality than others, it is a fundamental premise that the loss of any portion of the system diminishes the entire system.



Figure 6-6: Mississauga's parks, green spaces, recreation areas and **natural heritage features** make up the majority of the City's Green System. In addition to its recreational use, the BraeBen Golf Course, built on the former Britannia **Landfill** site, provides natural habitat through the design of landscaping and water features.

6.3.9 Mississauga's Natural Heritage System is composed of the following:

- Significant Natural Areas;
- Natural Green Spaces;
- Special Management Areas;
- Residential Woodlands; and
- Linkages.

6.3.10 The exact limit of components of the Natural Heritage System will be determined through site-specific studies such as an Environmental Impact Study.

6.3.11 Minor refinements to the boundaries of the Natural Heritage System may occur through Environmental Impact Studies, updates of the Natural Heritage System, or other appropriate studies accepted by the City without amendment to this Plan. Major boundary changes require an amendment to this Plan.

Significant Natural Areas

6.3.12 Significant Natural Areas are areas that meet one or more of the following criteria:

- a. provincially or regional significant life science areas of natural and scientific interest (ANSI);
- b. ***environmentally sensitive or significant areas***
- c. habitat of threatened species or endangered species;
- d. fish habitat;
- e. significant ***wildlife habitat***;
- f. ***significant woodlands*** are those that meet one or more of the following criteria:
 - ***woodlands***, excluding ***cultural savannahs***, greater than or equal to four ha;
 - ***woodlands***, excluding ***cultural woodlands*** and ***cultural savannahs***, greater than or equal to two ha and less than four ha;
 - any ***woodland*** greater than 0.5 ha that:
 - supports old growth trees (greater than or equal to 100 years old);
 - supports a significant linkage function as determined through an Environmental Impact Study approved by the City in



Figure 6-7: Historically, agricultural practices and land development have resulted in displacement and fragmentation of much of the natural environment. The Credit River Valley Corridor is a major component of Mississauga's Natural Heritage System, containing the majority of the City's natural areas.

consultation with the appropriate conservation authority;

- o is located within 100 m of another Significant Natural Area supporting a significant ecological relationship between the two features;
 - o is located within 30 m of a watercourse or significant wetland; or
 - o supports **significant species or communities**;
- g. **significant wetlands** are one of the following:
- Provincially **significant coastal wetlands**;
 - Provincially **significant wetlands**;
 - Coastal wetlands; and
 - **other wetlands** greater than 0.5 ha;
- h. significant valleylands are associated with the main branches, major tributaries and other tributaries and watercourse corridors draining directly to Lake Ontario including the Credit River, Etobicoke Creek, Mimico Creek and Sixteen Mile Creek;

6.3.13 When determining the size of a woodland, areas of **cultural savannahs** and **cultural woodlands** that are confirmed to have significant ecological value that contributes to the integrity and function of the woodland, will be included for the purpose of determining woodland size and included as a Significant Natural Area. This determination will be made through an Environmental Impact Study prepared to the satisfaction of the City and the appropriate conservation authority.

Natural Green Spaces

6.3.14 Natural Green Spaces are areas that meet one or more of the following criteria:

- a. woodlands greater than 0.5 ha that do not fulfill the requirements of a significant woodland;

- b. wetlands that do not fulfill the requirements of a **significant wetland**;
- c. **watercourses** that do not fulfill the requirements of a significant valleyland, even if they are predominantly engineered;
- d. all natural areas greater than 0.5 ha that have vegetation that is uncommon in the city.

Special Management Areas

6.3.15 Special Management Areas are lands adjacent to or near Significant Natural Areas or Natural Green Spaces and will be managed or restored to enhance and support the Significant Natural Area or Natural Green Space.

6.3.16 Where Special Management Areas are on private lands, the City working with the conservation authorities will encourage landowners to promote stewardship and enhancement of their lands.

Residential Woodlands

6.3.17 Residential Woodlands are areas, generally in older residential areas, with large lots that have mature trees forming a fairly continuous canopy and minimal native understorey due to the maintenance of lawns and landscaping.

6.3.18 Lands within Residential Woodlands will be subject to Site Plan Control.

6.3.19 Development proposals and site alteration for lands within a Residential Woodland will have regard for how existing tree canopy and understorey are protected, enhanced, restored and expanded. A site development plan may be required to demonstrate how the following, among other matters, have been addressed:

- a. existing topography and drainage patterns;
- b. maintenance of a high proportion of permeable ground cover to facilitate **ground water recharge**
- c. habitat for tolerant canopy birds (both in migration and for breeding);

- d. habitat for urban wildlife;
- e. connections to other elements within the Green System;

6.3.20 Character area policies may identify additional requirements to protect residential woodlands.

Linkages

6.3.21 Linkages are those areas that are necessary to maintain **biodiversity** and support ecological functions of Significant Natural Areas and Natural Green Spaces but do not fulfill the criteria of Significant Natural Areas, Natural Green Spaces, Special Management Areas or Residential Woodlands.

6.3.22 Linkages will provide connections between and among other lands within the Green System, particularly the Natural Heritage System and Urban Forest.

Protecting the Natural Heritage System

6.3.23 Mississauga will have regard for the maintenance of the long term ecological integrity of the Natural Heritage System in all decisions.

6.3.24 The Natural Heritage System will be protected, enhanced, restored and expanded through the following measures:

- a. ensuring that development in or adjacent to the Natural Heritage System protects and maintains **natural heritage features** and their ecological functions through such means as tree preservation, appropriate location of building envelopes, grading, landscaping, and parking and amenity area locations;
- b. placing those areas identified for protection, enhancement, restoration and expansion in public ownership, where feasible;
- c. using native plant materials and non-invasive species, and reducing and/or eliminating existing invasive, non-native plant species to improve

ecological value and the sustainability of indigenous vegetation, where appropriate;

- d. retaining areas in a natural condition and/or allowing them to regenerate to assume a natural state;
- e. the promotion of stewardship within privately and publicly owned lands within the Natural Heritage System;
- f. controlling activities that may be incompatible with the retention of the Natural Heritage System and associated ecological functions; and
- g. regulation of encroachment into the Natural Heritage System and other public open spaces.

6.3.25 New lots created by land division or units or parcels of tied land (POTLs) created by condominium that will have the effect of fragmenting the ownership of Significant Natural Areas, Natural Green Spaces, Residential Woodlands and buffers will generally be discouraged and will be supported by an Environmental Impact Study.

6.3.26 Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenland and zoned to ensure their long term protection. Uses will be limited to conservation, flood and/or erosion control,



Figure 6-8: Mississauga promotes and is proactive in the management of its natural heritage areas and the protection of its ecological functions.

essential infrastructure and passive recreation.

6.3.27 Development and site alteration as permitted in accordance with the Greenlands designation within or adjacent to a Significant Natural Area will not be permitted unless all reasonable alternatives have been considered and any **negative impacts** minimized. Any **negative impact** that cannot be avoided will be mitigated through restoration and enhancement to the greatest extent possible. This will be demonstrated through a study in accordance with the requirements of the *Environmental Assessment Act*. When not subject to the *Environmental Assessment Act*, an Environmental Impact Study will be required.

6.3.28 Notwithstanding the policies of this Plan, development and site alteration will not be permitted in the following areas:

- a. Provincially **significant wetlands** or Provincially **significant coastal wetlands** which are or meet the criteria of a Significant Natural Area;
- b. habitat of endangered species and threatened species, except in accordance with Provincial and Federal requirements;
- c. fish habitat, except in accordance with Provincial and Federal requirements; and
- d. Core Areas of the Greenlands System as defined in the Region of Peel Official Plan, except in accordance with Regional requirements.

6.3.29 Development and site alteration on lands adjacent to a Provincially **significant wetland**, Provincially **significant coastal wetland** and habitat of endangered species and threatened species or other Significant Natural Area will require an Environmental Impact Study, demonstrating no **negative impact** to the **natural heritage features** or on their ecological function, to the satisfaction of the City and appropriate conservation authority.

6.3.30 Conservation, education, trails and nature appreciation activities may be allowed in Provincially **significant wetlands** and Provincially **significant**

coastal wetlands subject to review and approval by the City and appropriate conservation authority.

6.3.31 Setbacks and buffers adjacent to fish habitat areas will be determined by an Environmental Impact Study, which will conform to approved fisheries management plans.

6.3.32 Development and site alteration will not be permitted within or adjacent to Natural Green Spaces, Linkages and Special Management Areas unless it has been demonstrated that there will be no **negative impact** to the **natural heritage features** and their ecological functions and opportunities for their protection, restoration, enhancement and expansion have been identified. This will be demonstrated through a study in accordance with the requirements of the *Environmental Assessment Act*. When not subject to the *Environmental Assessment Act*, an Environmental Impact Study will be required.

6.3.33 Environmental Impact Studies will delineate the area to be analysed, describe existing physical conditions, identify environmental opportunities and constraints, and evaluate the ecological sensitivity of the area in relation to a proposal. It will also outline measures to protect, enhance, restore and expand the Natural Heritage System and associated ecological functions. Environmental Impact Studies will be prepared to the satisfaction of the City and appropriate conservation authority.

6.3.34 The requirement for an Environmental Impact Study may be waived at the discretion of the City in consultation with the appropriate conservation authority, subject to the following:

- a. where the impacts of the proposed development or site alteration are expected to be limited in area or scope;
- b. it is determined through a site visit that development will not likely result in **negative impacts** on the **natural heritage feature** or its ecological functions; and
- c. where site specific studies fulfill the requirement of an Environmental Impact Study.

6.3.35 The expansion and connection of the Natural Heritage System will be encouraged. Where appropriate, Significant Natural Areas, Natural Green Spaces, Linkages, Special Management Areas and buffers will be incorporated with public parkland and will be managed in accordance with Natural Heritage System policies.

6.3.36 In Significant Natural Areas and Natural Green Spaces, recreation potential will be restricted to protect the **natural heritage feature** and its ecological function. Formalized passive recreational uses such as trails may be permitted to minimize the impacts of uncontrolled public access.

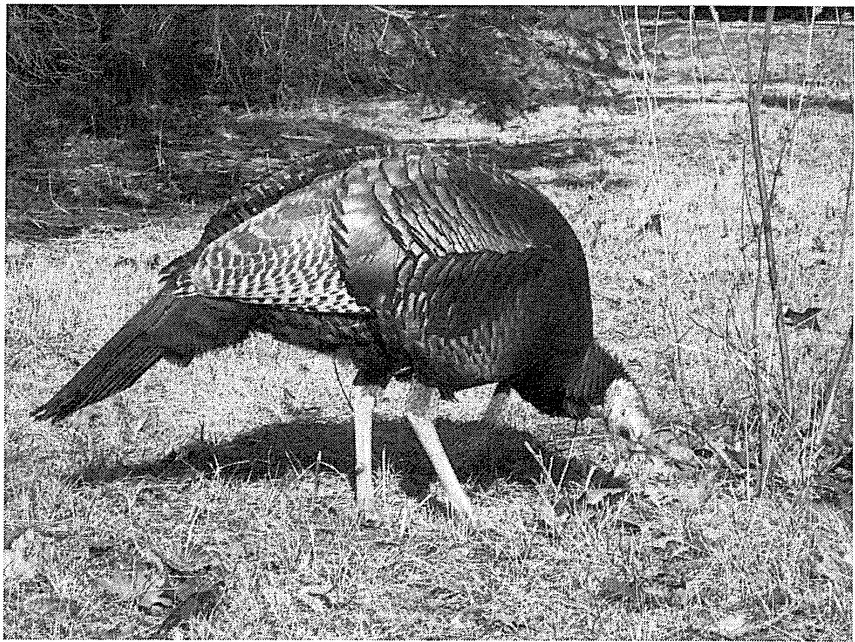


Figure 6-9: Natural areas provide habitat for many plants, birds, insects and animals which are important for maintaining biological diversity.

6.3.37 Mississauga, in consultation with the appropriate conservation authority, will continue to improve the ecological function of **watercourses** and the Lake Ontario shoreline through means such as:

- a. naturalization with native non-invasive plants;
- b. establishment of buffer areas; and
- c. **watercourse** and shoreline restoration and protection, where appropriate.

6.3.38 Privately owned lands in the Natural Heritage System are not intended to be open to the public. Consideration will be given to public acquisition of these areas through the development approval process or through the City's land securement program.

Urban Forest

The Urban Forest means all the trees in the city, including those within and outside of the Natural Heritage System, and on public and private lands, as well as the soils that sustain them.

Trees are a fundamental component of a healthy city and sustainable community. As such, trees are a valuable asset to the city and contribute to community pride and cultural heritage. The Urban Forest within Mississauga consists of 2.1 million trees on both private and public property.

Trees in the urban setting provide environmental, social and economic benefits such as:

- reducing air pollution by removing carbon, dust and airborne particles;
- improving overall air quality;
- reducing urban heat island effect;
- reducing energy needs for cooling and heating;
- assisting in mitigating climate change effects;
- intercepting rainfall to reduce runoff, increase **groundwater recharge** and prevent soil erosion;
- reducing noise pollution;
- creating **wildlife habitat**;
- enhancing flora and fauna diversity;

- assisting in improving public health; and
- contributing to the quality and character of the urban environment.

6.3.39 The Urban Forest is composed of wooded areas within the Natural Heritage System and individual trees on public and private property.

6.3.40 Natural Heritage System policies are applicable to the Urban Forest. This includes policies regarding Significant Natural Areas, Natural Green Spaces, Linkages, Special Management Areas and Residential Woodlands and all related policies.

6.3.41 The Urban Forest will be protected and managed with the goals of:

- a. maintaining and increasing the city's canopy cover;
- b. improving both species and structural diversity, as well as overall health; and
- c. being more evenly distributed across the city.

6.3.42 Mississauga will protect, enhance, restore and expand the Urban Forest. This will be achieved by the following:

- a. developing and implementing a strategic planting program, specific to distinct geographic areas within the city;
- b. developing and implementing a strategic proactive maintenance program pertaining to trees on public land;
- c. providing sustainable growing environments for trees by allocating adequate soil volumes and landscaped areas during the design of new development and infrastructure projects;
- d. developing and implementing consistent standards for tree protection and planting across the city;
- e. ensuring development and site alteration will not have **negative impacts** on the Urban Forest;
- f. increasing tree canopy coverage and diversity, by planting trees appropriate to the location and

avoiding the use of non-native tree and shrub species that are invasive;

- g. regulating the injury and destruction of trees on public and private property;
- h. promoting the management and enhancement of the Urban Forest on public and private property;
- i. providing public education and encouraging stewardship;
- j. providing strategic partnerships with regulatory agencies and others to address invasive non-native species and diseases and other management challenges; and
- k. compliance with by-laws pertaining to tree preservation and protection.

6.3.43 The preservation of trees and woodlots on public and private property that serve to connect and enhance the overall vegetative system and improve **wildlife habitat** will be encouraged.

6.3.44 Development and site alteration will demonstrate that there will be no negative impacts to Urban Forest. An arborist report and tree inventory that demonstrates tree preservation and protection both pre and post construction, and where preservation of some trees is not feasible, identifies opportunities for replacement, will be prepared to the satisfaction of the City in compliance with the City's tree permit by-law.

6.3.45 Where tree replacement cannot be accommodated on-site, the City may require cash-in-lieu for replacement trees elsewhere or replacement plantings at a location approved by the City.

6.3.46 Mississauga may require ecologically based woodland management plans of a landowner prior to municipal acquisition.



Figure 6-10: **Valley and watercourse corridors** such as the Credit River corridor are subject to naturally occurring physical and ecological processes such as flooding and erosion. This can result in conditions that are hazardous to life and property, making these lands unsuitable for development.

Natural Hazard Lands

The health of the natural environment is intricately tied with conserving the stability and quality of land, soil and water. A priority for development and site alteration is to protect life and property and restore the health and stability of soil and land where it is compromised.

Natural Hazard Lands are generally unsafe and development and site alteration will generally not be permitted due to the naturally occurring processes of erosion and flooding associated with river and stream corridors and the Lake Ontario shoreline. **Natural Hazard Lands**, shown on Schedule 3: Natural System, will be designated Greenbelt.

Proper management of the Lake Ontario shoreline, the **watercourses** and their riparian corridors is crucial to ecosystem health and diversity,

sustainable living and the protection of human health and safety.

Natural Hazard Lands and buffers will be designated Greenland and zoned to protect life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.

Valleylands

Valleylands are shaped and reshaped by natural processes such as flooding and erosion. In general, erosion hazards associated with valleylands include consideration for slope stability and **watercourse** erosion, which are also interrelated with the flood hazard. The degree and frequency with which the physical change occurs in these systems depends on many factors such as extent and type of vegetation present, soil/bedrock type, and the characteristics of the erosion and flood hazards present.

Development adjacent to valleylands and **watercourse** features must incorporate measures to ensure public health and safety; protection of life and property; as well as enhancements and restoration of the Natural Heritage System

6.3.47 Development and site alteration will not be permitted within erosion hazards associated with valleyland and **watercourse** features. In addition, development and site alteration must provide an appropriate buffer to erosion hazards, as established to the satisfaction of the City and appropriate conservation authority.

6.3.48 Development adjacent to valleyland and **watercourse** features may be required to be supported by detailed slope stability and stream erosion studies, where appropriate.

6.3.49 Development on lands containing a **watercourse** system will be subject to the recommendations of the applicable erosion rehabilitation study where one has been established for that watershed. Where no such recommendations or study are in place, it shall be demonstrated by the proponents of development that the **watercourse** is stable, either with or without the installation of erosion protection works, to the satisfaction of the City and the appropriate conservation authority.

Flood Plain

Lands subject to flooding are a danger to life and property and, as such, development is generally prohibited. However, it is recognized that some historic development has occurred within flood plains and may be subject to special flood plain policy consideration.

6.3.50 Development in flood plains will be subject to the **one-zone concept**, except where a special policy area or **two-zone floodplain management concept** has been approved.

6.3.51 Development and site alteration is generally prohibited on lands subject to flooding.

6.3.52 Where historic development has occurred in the flood plain, minor works may be permitted subject to detailed studies to the satisfaction of the City and appropriate conservation authority.

6.3.53 The construction of buildings or structures permitted in or adjacent to the flood plain will be protected to the elevation of the Regulatory Flood and will not impact upstream or downstream properties. Additional flood protection measures to be implemented relative to individual development applications will be determined by the City and the appropriate conservation authority.

6.3.54 Access for development adjacent to or within the flood plain will be subject to appropriate conservation authority policies and the policies of the City.

6.3.55 In recognition of municipal trans-boundary **watercourses** such as the Credit River and Etobicoke Creek, which are identified in the Provincial Greenbelt Plan as external connections, as well as other **watercourses**, emphasis will be placed on partnerships among municipalities and conservation authorities to improve the ecosystem health of the **watercourse** corridors. Stewardship of these systems should improve their ability to function as a greenway given their scale and relationship to Lake Ontario.

Lake Ontario Shoreline

The Lake Ontario shoreline is an integral component of the Green System and is a key Provincial linkage due to the unique ecological functions and habitats it provides. In addition, it has an important role in leisure activity and tourism.

To sustain the health of shoreline and watershed ecosystems, the local physical and ecological functions should be retained in an undisturbed state to the greatest extent possible and, where deemed appropriate, enhanced and restored. Effective natural hazards management and ecological conservation can only occur on a comprehensive shoreline or watershed/**sub-watershed** basis.

6.3.56 Where modifications to the existing Lake Ontario shoreline occur they should contribute to its restoration, the healthy functioning of coastal processes, and include opportunities for the creation and enhancement of aquatic and other **wildlife habitat**, where appropriate.

6.3.57 Development and site alterations along the Lake Ontario shoreline will be evaluated in the context of their potential impact on the overall physical and ecological functions occurring within the defined shoreline or watershed management area.

6.3.58 Mississauga will encourage the health and integrity of the Lake Ontario shoreline be protected, enhanced and, where possible, restored through development. Any mitigative measures to address natural hazards associated with the Lake Ontario shoreline will protect and enhance ecological functions.

6.3.59 Development and site alteration will not be permitted within Hazardous Lands adjacent to the Lake Ontario shoreline, which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards, unless it meets the requirements of the appropriate conservation authority and the policies of the City.

6.3.60 Development proposals may be required to incorporate and/or restore **natural heritage features** including their ecological functions, along the Lake Ontario shoreline.

6.3.61 As a condition of development approval, lands adjacent to the Lake Ontario shoreline may be placed in public ownership for their long term protection. Prior to placing lands in public ownership, the applicant will be required to determine what shoreline protection works are required, if any, and will be required to install such works to the satisfaction of the City, the appropriate conservation authority and other public agencies that have jurisdiction over the Lake Ontario shoreline.

6.3.62 Development and site alteration must comply with the City's Erosion and Sediment Control By-law

to the satisfaction of the City and appropriate conservation authority, where applicable.

6.3.63 An Erosion and Sediment Control Study may be required for development and site alteration, where appropriate.

Parks and Open Spaces

Parks and Open Spaces within the Green System include:

Public Open Space

- City parks and trails;
- public golf courses;
- public cemeteries;
- stormwater management facilities;
- conservation;
- recreation; and
- urban agriculture.

Private Open Space

- private parks;
- private golf courses;
- private cemeteries;
- conservation; and
- urban agriculture.

Parkway Belt West

Educational Facilities

- open space associated with educational facilities e.g. school yards.

Utilities

- major utility and service corridors; and
- other open space lands in public ownership e.g. water reservoirs, pumping stations.

Public parkland is a vital component in the life of residents and contributes to the environmental, social and economic health of the city. City parks contribute to environmental sustainability and strengthen communities by making them more attractive places to live, work and play.

Access to parks allows for regular physical activity, which improves health, reduces the risk of a wide range of diseases and is important to social and mental health. In addition to the benefits of exercise, contact with the natural environment and opportunities for social interaction improves psychological health.

Parks also have a role in creating a complete community and strong economy. The availability of a park system is a factor for residents and businesses concerned about quality of life.

The city has an extensive system of public parks and trails, comprised of over 2 700 hectares of public parkland. Many of these parks are in Neighbourhoods and were acquired as residential areas were developed. In the next phase of the

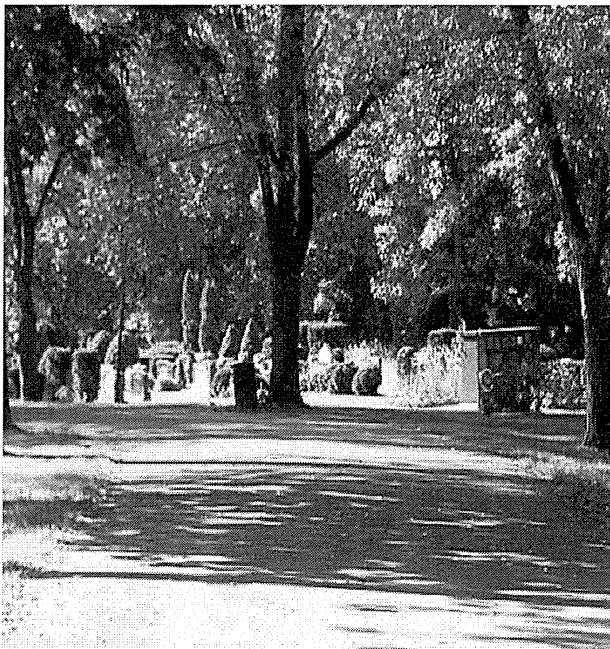


Figure 6-11: Cemeteries are permitted within Public Open Space and Private Open Space. Cemeteries are serene places for remembrance. Some cemeteries also include passive amenities such as sitting areas and trails. (Streetsville Public Cemetery)

city's development, it will be important to develop parks that are more urban in nature within the Downtown and Uptown Major Node.

Public parkland expresses two distinct parkland functions that occur at various scales and levels of accessibility: destination parks and community parks. The different park classifications are further described and their locations identified in the Future Directions for Library, Recreation, Parks and Natural Areas Master Plan.

Open space includes such uses as golf courses, cemeteries, private open space and lands associated with community centres, public schools and utility corridors.

These lands have a variety of functions. Some such as golf courses and private open space, provide a recreational function, while others provide social, educational or utility services.

While it is understood that the open space portions of these lands must be maintained in a manner that accommodates their primary function, these lands can make a significant contribution to a healthy environment by employing environmentally sensitive management techniques and practices. Allowing portions of their lands to naturalize, limiting the use of fertilizers and pesticides by utilizing integrated best management practices, planting native trees and shrubs, and maximizing land area with pervious surfaces, are some methods that provide environmental benefits.

6.3.64 Mississauga will value and wisely manage its parkland and open spaces.

6.3.65 Mississauga will own, lease, operate, maintain and administer public parkland and facilities to meet the recreational, cultural, educational and social needs of residents.

6.3.66 Public parkland will be designed to allow access for a variety of complementary activities through interconnections of pathways, a multi-use recreational trail and the public parkland network; and to provide a safe and accessible environment through development of clear sightlines, openness

and visible entrances that can be achieved by maximizing street frontages where possible.

6.3.67 Public parkland will contain unstructured or landscaped areas for sedentary uses, where possible.

6.3.68 Parks should generally be accessible for residents within 800 m of their dwelling and be located as centrally as possible within a residential area.

6.3.69 The minimum city wide parkland provision is 1.2 ha per 1 000 population.

6.3.70 A park containing major recreational and sport facilities serving an area greater than Mississauga, may be established.

6.3.71 The provision of recreational facilities within destination parks and community parks will be responsive to identifiable needs and in general conformity with the guidelines contained in the Future Directions for Library, Recreation, Parks and Natural Areas Master Plan.

6.3.72 Where possible, destination type parks should provide a higher level of accessibility to persons with disabilities.

6.3.73 In addition to the parkland identified on Schedules 4: Parks and Open Spaces and 10: Land Use Designations, additional public parkland may be acquired through the processing of development applications or through purchase.

6.3.74 Land conveyed to Mississauga for use as public parkland and/or Greenbelt will be in a condition that is acceptable to the city.

6.3.75 Mississauga will negotiate with the appropriate authorities for the use of rights-of-way to accommodate public open space uses.

6.3.76 Public parkland may incorporate components of the Natural Areas System to provide opportunities for enjoyment, appreciation and protection of nature.



Figure 6-12: Mississauga has more than 480 parks and **woodlands**, these include parks for active recreational uses, while others include naturalized areas that are to be preserved and enhanced. Open spaces are fundamental to the Green System as they provide not only a recreational use but also social, educational and utility services. (Lake Aquitaine)

6.3.77 Natural Areas acquired by Mississauga will be designated in accordance with the policies of this Plan. Recreational activities will be restricted to protect the ecological viability of these areas.

6.3.78 Where Public Open Space contains or abuts the Natural Areas System, the policies for the Natural Areas System will apply.

6.3.79 The potential for Public Open Space areas to expand or connect the Natural Areas System will be encouraged to ensure that sensitive areas, particularly **woodlands**, are maintained and enhanced.

6.3.80 Stormwater retention and stormwater quality ponds are generally not appropriate uses for public parkland. In some instances however, overland flow and stormwater facilities may be accommodated in public parkland.

6.3.81 Wherever possible, significant treed areas throughout Mississauga will be incorporated into the Public Open Space network. Where appropriate, these areas will be retained in a natural condition or be permitted to regenerate to assume a natural state. Active recreation will be restricted to lands that have been specifically acquired and developed for such purposes.

6.3.82 Mississauga recognizes the Lake Ontario waterfront as a vibrant area of lake dependent and

lake enhanced activities, with natural habitat areas protected, enhanced and restored and heritage resources incorporated. Through land acquisition, capital works and the review of proposals, Mississauga will endeavour to ensure this vision is realized.

6.3.83 Mississauga will encourage open space landowners to employ stormwater management best management practices and planting of native non-invasive species.

6.3.84 Cemeteries will be permitted in Public Open Space and Private Open Space designations and will be subject to the following:

- a. as cemeteries constitute an open space use, consideration will be given to using public cemeteries for passive open space purposes. However, cemeteries that are privately owned are not intended to be open to the public;
- b. cemeteries and related facilities will be located to minimize conflict with existing and future land use and transportation; and
- c. cemeteries will recognize, reflect and integrate all natural and cultural heritage resources within and/or adjacent to cemetery property.

6.3.85 Where lands are designated Private Open Space, it is not intended that they be free and open to the general public nor that they will be necessarily acquired by the City or any other public agency. Consideration will be given however, to public acquisition of these lands through the development approval process or through the City's land securement program.

6.3.86 The development of private parks may be permitted subject to the following conditions being met:

- a. adequate access;
- b. compatibility with adjacent uses;
- c. protection, enhancement and restoration of the Natural Areas System; and

- d. an approved site plan, where applicable.

No change in the following sections:

6.3.4 Parks and Open Spaces

6.4 Water

6.4.1 Water Conversion

6.4.2 Stormwater and Drainage

6.5 Air Quality

6.6 Soil Conservation

Soil is vulnerable to erosion by wind and water, particularly during the construction process. Erosion affects water resources by reducing water quality and the condition of aquatic habitat through siltation. Reduced water quality in rivers, creeks and Lake Ontario also affects recreational opportunities such as fishing. Erosion can also damage vegetation by exposing roots, which assist in stabilizing soils. Loss of vegetation compromises the Natural Areas System and Urban Forest. Eroded soils compromise the functionality of key infrastructure such as sewers and ditches, thereby increasing the frequency and severity of flooding. In addition, soil erosion, due to wind, causes dust and particulate matter, which affects human health.

Appropriate measures associated with development must be taken to safeguard public safety, protect property, enhance recreational opportunities and prevent damage to the environment due to erosion.

6.6.1 Proponents of development and site alteration will ensure there are no risks to life, safety, health, property and ecosystem health associated with soil erosion.

6.6.2. Proposals for development and site alteration will incorporate appropriate buffers adjacent to

watercourses, Natural Areas and parks to protect against soil erosion and sediment impacts.

6.6.3 Topsoil will be protected by regulating and controlling construction, design and maintenance activities or any activity resulting in site alteration.

6.6.4 Maintaining vegetation to protect against erosion and degradation of topsoil will be required unless authorized by the City.

No change in the following sections:

6.7 Brownfield Sites

6.8 Waste Management

6.9 Noise



Figure 6-13: Erosion can result in serious danger to property, people, water resources, vegetation and infrastructure. Adherence to development standards and policies reduces these dangers and protects life and property.

20 Glossary

All terms listed in the glossary, where used, are bolded and italicized in the Official Plan text.

ACTIVE TRANSPORTATION

means 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 also be combined with public transit.

ANCHOR HUBS

means the ***Major Transit Station Area*** associated with the regional transportation system, that has significant potential to attract and accommodate new growth and development. These hubs have the potential to be planned for major institutions, employment centres, shopping centres. ***Anchor hubs*** also have strategic importance due to their relationship with the Downtown and Airport.

BIODIVERSITY

means the variety of life in all forms, levels, and combinations. It includes ecosystem and landscape diversity, species diversity, and genetic diversity.

COGENERATION

means the generation of two or more forms of heat energy, electrical power and mechanical power from one fuel source, such as gas or renewable sources, but excluding oil, coal and nuclear.

COMMUNITY FACILITIES

means a facility operated by or on behalf of a public authority for the provision of community activities such as, but not limited to recreation, libraries, arts, crafts, museums, social and charitable activities. This includes pools, outdoor rinks and arenas. Private gyms, banquet halls/conference centres or convention centres are not considered ***community facilities***.

CONTAMINATED SITES

means property or lands that have not been rehabilitated and, for reasons of public health and safety or environmental quality, are unsafe for use as a result of human activities, particularly those activities that have left a chemical or radioactive residue. Such sites include some industrial lands, some transportation facilities, electrical facilities, and some abandoned mine hazards.

CORRIDOR

means lands adjacent to and framing a right-of-way. (Corridors are shown on Schedules 1: Urban System and 1c: Urban System - Corridors.)

CULTURAL SAVANNAHS

means a treed vegetation community originating from, or maintained by, anthropogenic influences and culturally based disturbances; often containing a large proportion of non-native species and having 25 to 35% cover of coniferous or deciduous trees.

Cultural savannahs may be second or third growth **woodlands** that occur on land where the forest was completely or partially removed at various points in time. These **woodlands** vary in composition and quality depending on the length of time that the forest has been re-establishing, the nature and duration of the land use while it was cleared, and the underlying environmental characteristics such as soil type, moisture, exposure and seed bank all of which influence natural succession processes and species composition. **Cultural Savannahs** may include **Plantations**.

CULTURAL WOODLANDS

means a treed vegetation community originating from, or maintained by, anthropogenic influences and culturally-based disturbances; often containing a large proportion of non-native species and having 35 to 60 percent cover of coniferous or deciduous trees. **Cultural woodlands** may be second or third growth **woodlands** that occur on land where the forest was completely or partially removed at various points in time. These **woodlands** vary in composition and quality depending on the length of time that the forest has been re-establishing, the nature and duration of the land use while it was cleared, and the underlying environmental

characteristics such as soil type, moisture, exposure and seed bank all of which influence natural succession processes and species composition.

Cultural Woodlands may include **Plantations**.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

means the proper design and effective use of the built environment which may lead to a reduction in the fear and incidence of crime, and an improvement of the quality of life.

dBA

means a sound pressure level indicated by a measurement system that includes an A-weighting network. The A-weighting network approximates the relative sensitivity of the normal human ear to different frequencies of sound. The resulting value is in decibels and is commonly labelled **dBA**.

ECOSYSTEM APPROACH

means an approach to planning and management which recognizes that economy, community, and environment are inextricably linked and equally important for the health of the city.

ELECTRIC POWER DISTRIBUTION AND TRANSMISSION FACILITY

means buildings, structures and infrastructure that facilitate the distribution of electric power such as hydro lines, transformers, transfer stations and switch gear but does not include a **major power**

generating facility or **minor power generating facility**.

ENVIRONMENTALLY-SENSITIVE OR SIGNIFICANT AREA

means places where ecosystem functions or features warrant special protection. These may include but are not limited to rare or unique plant or animal populations or habitats' plant or animal communities, or concentrations of ecological functions. In the city, **environmentally-sensitive or significant areas** are inventoried and designated by Conservation Authorities and the Provincial Government.

FLOODLINE

means a line as determined in accordance with criteria specified by the Provincial Government.

FLOOR SPACE INDEX (FSI)

means the ratio of the gross floor area of all buildings on a site to the net developable area of that site. The gross floor area calculated for purposes of **floor space index (FSI)** is generally measured from the exterior of outside walls, but does not generally include mechanical areas, stairwells, washrooms, elevators, storage, and parking or other items as defined in specific Zoning By-laws.

FLORISTIC CO-EFFICIENT

means a system whereby the flora of Ontario are ranked in descending order by a plants needs for the quality of habitat in which they will persist and thus are restricted to those habitats. For detailed

information regarding **floristic co-efficients**, the City of Mississauga Natural Areas Survey, should be consulted.

FLORISTIC QUALITY INDEX (FQI)

means a system that allows for an objective numerical evaluation of an area based on the quality of its flora. For detailed information regarding the methodology for calculating the **Floristic Quality Index (FQI)**, the City of Mississauga Natural Areas Survey, should be consulted.

GATEWAY HUB

means a **Major Transit Station Area** with high current or potential development capacity that makes it a significant origin and/or destination on the transit system. **Gateway hubs** may also locate at the interchange between two or more current or planned regional rapid transit lines.

GROUND WATER RECHARGE

means an area in which there is significant addition of water by natural processes to ground water.

HERITAGE EASEMENT

means a legal agreement between the property owner and the City or the property owner and the Ontario Heritage Trust whereby a set of regulations regarding the heritage conservation of the property are established in perpetuity.

HERITAGE IMPACT STATEMENT

means a statement that will identify all heritage resources of a property; describe and evaluate their heritage significance; and, evaluate their sensitivity to a proposed development, use or reuse, including, where possible, measures to mitigate deleterious consequences.

HIGHER ORDER TRANSIT

means transit that generally operates on its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed traffic transit. **Higher order transit** can include heavy rail (such as subways), light rail (such as streetcars), and buses in dedicated rights-of-way.

INTENSIFICATION CORRIDOR

means the lands within approximately 200 to 300 metres of the centre line of roads identified as having the potential for higher density mixed use development consistent with planned transit service levels.

LANDFILL

means the disposal of **waste** by deposit, under controlled conditions, on land or on land covered by water, and includes compaction of the **waste** into a cell and covering the **waste** with materials at regular intervals.

Leq

means the equivalent sound level of a fluctuating sound expressed in the same terms as the level of a steady sound carrying the same total energy within the same time interval.

MAJOR POWER GENERATING FACILITY

means a building or structure used for the generation of electrical power, where output is ten megawatts or greater and where the method of production is limited to: **renewable energy**, natural gas fired; and **cogeneration**. Natural gas fired means the generation of electrical power through the combustion of natural gas and may include single cycle, combined cycle and **cogeneration** technologies.

MAJOR RETAIL

means one or more retail establishments that provide goods or services for sale to the public that are not accessory to or associated with employment uses and have a combined gross floor area of greater than 600 m².

MAJOR TRANSIT STATION AREA

means the area including and around any existing or planned **higher order transit** station. Station areas generally are defined as the area within an approximate 500 m radius of a transit station, measured from the station building, representing about a 10 minute walk.

MINOR POWER GENERATING FACILITY

means a building or structure used for the generation of electrical power, where output is less than ten megawatts and where the method of production is limited to: **renewable energy**; the combustion of natural gas, oil and propane; and **cogeneration**.

NATURAL FEATURES, AREAS AND LINKAGES, INCLUDING THEIR ECOLOGICAL FUNCTIONS

refers to ecological features, processes, and systems within Natural Areas and as connections between Natural Areas.

NATURAL HERITAGE FEATURES

means lands within the Natural Heritage System.

NATURAL HAZARD LANDS

means property or lands that could be unsafe for development due to naturally occurring processes. Along the shoreline of Lake Ontario, this means the land between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river and stream systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.

NEGATIVE IMPACT

means degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development. In regard to fish habitat any permanent alteration or destruction to fish habitat except where in conjunction with the appropriate authorities it has been authorized under the *Fisheries Act*. In regard to other **natural heritage features**, **negative impact** means degradation that threatens the health and integrity of the natural feature or its ecological functions. In regard to the urban forest, **negative impact** means no net loss to the existing canopy cover. Replacement canopy cover will be evaluated based on the potential canopy cover into the future (e.g., 10 to 20 years) assuming normal growth of planted stock.

NET RESIDENTIAL HECTARE

means:

- for detached, semi-detached, duplex, townhouse, and other dwelling types with individual frontages, a **net residential hectare** includes the land for residential lots and
- common element roads, but excludes public and other forms of private roadways; and
- for condominium units and apartment blocks, a **net residential hectare** includes the land for residential units, private internal roads and parking, landscaped areas, private open space, and other associated amenities

NOISE EXPOSURE FORECAST (NEF)

means the value at a ground position providing an estimate of the integrated noise exposure produced by all types of aircraft at an airport, based on the actual or projected number and type of aircraft as well as the yearly runway utilization. The NEF system takes into consideration the number of flights, the duration of noise, the time of day, the frequency components of the noise and the noise potential of different types of aircraft operating under specific conditions. NEF values increase or decrease in a logarithmic manner, and the resultant scale is aimed at approximating the human response to a complex noise exposure situation.

NOISE EXPOSURE PROJECTION (NEP)

similar to the NEF with the exception that it provides authorities with long range guidance in land use planning based on a projection of aircraft traffic levels, aircraft types, and runway configurations over a specific future time period.

NOISE EXPOSURE PROJECTION (NEP)/NOISE EXPOSURE FORECAST (NEF) COMPOSITE NOISE CONTOUR

means a line linking specific locations predicted to be subject to the same noise exposure value based on the most stringent of an airport's NEF and NEP.

ONE-ZONE CONCEPT

means the approach whereby the entire floodplain, as defined by the regulatory flood, is treated as one unit, and all development is prohibited or restricted.

OTHER WETLAND

~~means any wetland that is not a provincially **significant wetland**.~~

means any wetland and coastal wetland that contributes to the Natural Heritage System that is not evaluated as a provincially **significant wetland**, as determined by the City in consultation with the appropriate conservation authority.

PLANTATION

means a treed community in which the majority of trees have been planted or the majority of the basal area is in trees that have been planted, often characterized by regularly spaced rows. With time and forest management, natural regeneration can become established and eventually convert the community to natural forest.

Plantations exclude lands that are:

- a. managed for production of fruits, nuts, Christmas trees or nursery stock;
- b. managed for tree products with an average rotation of less than 20 years (e.g. hybrid willow or poplar); or
- c. established and continuously managed for the sole purpose of complete removal at rotation, as demonstrated with documentation acceptable to the City, without a *woodland restoration* objective.

RENEWABLE ENERGY

means the generation of electrical power from an energy source that is renewed by natural processes including, but not limited to, wind, water, biomass, biogas, biofuel, solar energy or geothermal energy.

RUNOFF CONTROL

means the regulation of the rate of flow of surface runoff.

SCENIC ROUTES

means routes designed to preserve existing **woodlands** and greenbelts along roadways. **Scenic routes** are also designated to maintain or restore historic scenic nature of roadways.

SECONDARY OFFICE

means business, professional, and administrative offices, less than 10,000 m² or accommodating less than 500 jobs.

SIGNIFICANT SPECIES OR COMMUNITIES

means any G1, G2, G3, S1, S2 or S3 plant or animal species, or community as designated by the Natural Heritage Information Centre (NHIC). The rankings G1, G2, G3, S1, S2 and S3 refer to the conservation status of species assigned by the Ministry of Natural Resources' NHIC. 'G' or Global ranks (GRANKS) are assigned by a consensus of the network of Conservation Data Centres, including the NHIC,

scientific experts and The Nature Conservancy to designate a rarity rank based on the range-wide status of a species. 'S' or Sub-national ranks (SRANKS) are assigned by the NHIC for species and vegetation communities in Ontario. The rankings are as follows:

G1 – extremely rare

G2 – very rare

G3 – rare to uncommon

S1 – critically imperiled

S2 – imperiled

S3 – vulnerable

SIGNIFICANT AREAS OF NATURAL AND SCIENTIFIC INTEREST

means an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time.

SIGNIFICANT COASTAL WETLAND

means an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time.

SIGNIFICANT WETLANDS

means an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time.

SIGNIFICANT WILDLIFE HABITAT

means **wildlife habitat** that is ecologically important as defined in the Region of Peel Official Plan in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system.

SIGNIFICANT WOODLANDS

means an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. These will be identified using criteria established by the Region of Peel in consultation with the City.

SPECIAL CONCERN

means a wildlife species that may become a threatened or endangered species because of a combination of biological characteristics and identified threats.

SPECIES AT RISK

means any plant or animal threatened by, or vulnerable to, extinction and listed in regulations under the *Endangered Species Act*.

STREETSCAPE

means the character of the street, including the street right-of-way, adjacent properties between the street right-of-way and building faces. Thus, the creation of a **streetscape** is achieved by the development of both public and private lands and may include planting, furniture, paving, etc.

STORMWATER BEST MANAGEMENT PRACTICES

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

SUB-WATERSHED

means the watershed of a tributary stream, sub-unit of a major watershed.

SURFACE DRAINAGE FACILITIES

means any facility or facilities associated with drainage or control of storm drainage that is

ultimately directed to a Street or Storm Drainage System, and includes, but is not limited to:

- a grass swale;
- a concrete or asphalt walkway, gutter or swale;
- a drainage control fence or structure; or
- the sloping and contouring of land to facilitate or control storm drainage.

TALL BUILDING

means a building having a height greater than the width of the street on which they front. **Tall buildings** are defining elements in the city structure; becoming icons and landmarks in the skyline and **streetscape**. They have a greater opportunity and responsibility to contribute towards defining an area's identity and success. Further, when appropriately sited and designed, **tall buildings** can accommodate transit supportive densities and facilitate the viability of a successful, well used public transit system.

TOP-OF-SLOPE

means the point of the slope where the downward inclination of the land begins, or the upward inclination of the land levels off. This point is situated at a higher topographic elevation of land than the remainder of the slope. There may be situations where there are interruptions in the valley slope by plateau (terrace) areas.

TRANSIT ORIENTED DEVELOPMENT

refers to moderate to high density development, located within an easy walk of a **major transit**

station. It is comprised of a mix of uses and is designed with pedestrians in mind.

TWO-ZONE FLOODPLAIN MANAGEMENT CONCEPT

means the approach whereby certain areas of the floodplain are considered to be less hazardous than others such that development potentially could safely occur. The flood fringe is the outer portion of the floodplain where development may be permitted, subject to appropriate flood proofing. The floodway is the inner portion of the floodplain, wherein development is prohibited or restricted representing that area required for safe passage of the flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life or property damage.

UNIVERSAL DESIGN PRINCIPLES

means the principles by which the environment can be designed in order to accommodate the abilities of all. For detailed information regarding the principles of universal design, the Mississauga Accessibility Design Handbook should be consulted.

VALLEY AND WATERCOURSE CORRIDORS

means the natural resources associated with the river systems characterized by their landform, features, and functions. Valley corridors are distinguished from stream corridors by the presence of a distinct land form. The exact limit of **valley and watercourse corridors** will be determined, jointly with and on a site specific basis by the appropriate Conservation Authority.

WASTE

includes ashes, garbage, refuse, domestic **waste**, industrial **waste** or municipal refuse, and such other **wastes** as may be designated under the *Environmental Assessment Act*.

WASTE DISPOSAL SITE

means any land or land covered by water upon, into or through which, or building or structure in which, **waste** is deposited or processed and any machinery or equipment or operation required for the treatment or disposal of **waste**.

WASTE PROCESSING STATION

means a facility that receives, stores and/or processes **waste** materials for the purpose of creating new products or materials.

WASTE TRANSFER STATION

means a facility where **waste** materials are collected for shipment and may be sorted and/or prepared for transportation.

WATERCOURSE

means an identifiable depression in the ground in which water flows regularly or continuously.

WOODLANDS

means complex ecosystems comprising communities of trees, shrubs, ground vegetation comprised of treed areas and the immediate biotic and abiotic environmental conditions on which they depend. **Woodlands** provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, the provision of clean air and the long-term storage of carbon, the provision of **wildlife habitat**, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. **Woodlands** are treed areas that include woodlots, **cultural woodlands**, **cultural savannahs**, **plantations** and forested areas and may also contain remnants of old growth forests.

Woodlands are further defined as any area greater than 0.5 ha that has:

- a. a tree crown cover of over 60% of the ground, determinable from aerial photography, or
- b. a tree crown cover of over 25% of the ground, determinable from aerial photography, together with on-ground stem estimates of at least:
 - 1,000 trees of any size per hectare, or
 - 750 trees measuring over five centimetres in diameter at breast height (1.37m), per hectare, or-
 - 500 trees measuring over 12 centimetres in diameter at breast height (1.37m), per hectare, or
 - 250 trees measuring over 20 centimetres in diameter at breast height (1.37m), per hectare (densities based on the Forestry Act of Ontario 1998)

and, which have a minimum average width of 40 metres or more measured to crown edges.

Treed portions with less than the required stocking level will be considered part of the woodland as long as the combination of all treed units in the overall connected treed area meets the required stocking level. **Woodlands** experiencing changes such as harvesting, blowdown or other tree mortality are still considered **woodlands**. Such changes are considered temporary whereby the forest still retains its long-term ecological value.

Woodlands may exclusions treed communities which are dominated by invasive non-native tree or shrub species such as buckthorn (*Rhamnus* species) and Norway maple (*Acer plantanoides*) that threaten the ecological diversity of native communities, good forestry practices and environmental management. Such exceptions may be considered where native tree species comprise less than 10% of the tree crown cover and are represented by less than 100 stems of any size per hectare.

APPENDIX A: TERMS DEFINED IN THE PROVINCIAL POLICY STATEMENT (2005) AND THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2006)

The following definitions are extracts from the Provincial Policy Statement (2005) (PPS) and/or the Growth Plan for the Greater Golden Horseshoe (2006) (GP) as indicated in brackets after the definition.

AFFORDABLE

means

- a. in the case of ownership housing, the least expensive of:
 1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or
 2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area; and
- b. in the case of rental housing, the least expensive of:
 1. a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or
 2. a unit for which the rent is at or below the average market rent of a unit in the regional market area.

Low and moderate income households means, in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area, or in the case of rental housing, households with incomes in

the lowest 60 percent of the income distribution for renter households for the regional market area. (GP)

AREAS OF NATURAL AND SCIENTIFIC INTEREST (ANSI)

means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education. (PPS 2014)

BUILT-UP AREA

means all land within the built boundary. (GP)

BUILT BOUNDARY

means the limits of the developed urban area as defined by the Minister of Public Infrastructure Renewal in accordance with Policy 2.2.3.5. (Refers to Policy contained within *The Growth Plan* as issued by Ministry of Public Infrastructure Renewal on April 2, 2008). (GP)

COASTAL WETLAND

means

- a. any *wetland* that is located on one of the Great Lakes or their connecting channels (Lake St.

Clair, St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers); or

- b. any other wetland that is on a tributary to any of the above-specified water bodies and lies, either wholly or in part, downstream of a line located 2 kilometres upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected. (PPS 2014)

COMPLETE COMMUNITIES

means communities that meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, public services, affordable housing, and community infrastructure including affordable housing, schools, recreation, and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided. (GP)

CULTURAL HERITAGE LANDSCAPE

means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, railways, and industrial complexes of cultural heritage value. (PPS)

DESIGNATED GREENFIELD AREA

means the area within a settlement area that is not built up area. Where a settlement area does not have a built boundary, the entire settlement area is considered designated greenfield area. (GP)

DEVELOPMENT

means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the *Planning Act*; but does not include:

- a. activities that create or maintain infrastructure authorized under an environmental assessment process;
- b. works subject to the *Drainage Act*; or
- c. for the purposes of policy 2.1.3(b)4(a), underground or surface mining of minerals or advanced exploration on mining lands in significant areas of mineral potential in Ecoregion 5E, where advanced exploration has the same meaning as under the *Mining Act*. Instead, those matters shall be subject to policy 2.1.4 5(a). (PPS 2014)

DYNAMIC BEACH HAZARD

means areas of inherently unstable accumulations of shoreline sediments along the Great Lakes – St. Lawrence River System and large inland lakes, as identified by provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance. (PPS 2014)

ECOLOGICAL FUNCTION

means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems, and landscapes. These may include biological, physical, and socio-economic interactions.

(PPS 2014)

ENDANGERED SPECIES

means a species that is listed or categorized as an “Endangered Species” on the Ontario Ministry of Natural Resources’ official species at risk list, as updated and amended from time to time.

(PPS 2014)

EROSION HAZARD

means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over an one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance. (PPS 2014)

FISH HABITAT

as defined in the *Fisheries Act*, e. F14, means spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes. (PPS 2014)

FLOOD FRINGE

for river, stream and small inland lake systems, means the outer portion of the floodplain between the floodway and the flooding hazard limit. Depths and velocities of flooding are generally less severe in the flood fringe than those experienced in the floodway. (PPS 2014)

FLOOD PLAIN

for river stream and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards. (PPS 2014)

FLOODING HAZARD

means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

- a. Along the shorelines of the Great Lakes – St. Lawrence River System and large inland lakes, the flooding hazard limit is based on the one hundred year flood level plus an allowance for wave uprush and other water related hazards;
- b. Along river, stream and small inland lake systems, the flooding hazard limit is the greater of:
 1. the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954), or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;

2. the one hundred year flood; and
3. a flood which is greater than the previous two bullet points, which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources;

except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard). (PPS 2014)

FLOODPROOFING STANDARD

means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate flooding hazards, wave uprush and other water related hazards along the shorelines of the Great Lakes – St. Lawrence River System and large inland lakes, and flooding hazards along river, stream and small inland lake systems. (PPS 2014)

FLOODWAY

for river, stream and small inland lake systems, means the portion of the floodplain where development and site alteration would cause a danger to public health and safety or property damage.

Where the one-zone concept is applied, the floodway is the entire contiguous floodplain.

Where the two-zone concept is applied, the floodway is the contiguous inner portion of the floodplain, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be

such that they pose a potential threat to life and/or property damage. Where the two-zone concept applies, the outer portion of the floodplain is called the flood fringe. (PPS 2014)

GREEN INFRASTRUCTURE

means natural and human-made elements that provide ecological and hydrological functions and processes. *Green infrastructure* can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs. (PPS 2014)

GROUND WATER FEATURE

means water related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers, and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations. (PPS 2014)

HABITAT OF ENDANGERED SPECIES AND THREATENED SPECIES

means

- a. with respect to a species listed on the Species at Risk in Ontario List as an endangered or threatened species for which a regulation made under clause 55(1)(a) of the Endangered Species Act, 2007 is in force, the area prescribed by that regulation as the habitat of the species; or
- b. with respect to any other species listed on the Species at Risk in Ontario List as an endangered or threatened species, an area on which the species depends, directly or indirectly, to carry on its life processes, including life processes such as reproduction, rearing, hibernation,

migration or feeding, as approved by the Ontario Ministry of Natural Resources; and

places in the areas described in clause (a) or (b), whichever is applicable, that are used by members of the species as dens, nests, hibernacula or other residences. (PPS 2014)

HYDROLOGIC FUNCTION

means the functions of the hydrological cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things. (PPS 2014)

INTENSIFICATION

means the development of a property, site or area at a higher density than currently exists through:

- a. redevelopment, including the reuse of brownfield sites;
- b. the development of vacant and/or underutilized lots within previously developed areas;
- c. infill development; and
- d. the expansion or conversion of existing buildings. (PPS/GP)

MAJOR OFFICE

is generally defined as freestanding office buildings of 10 000 m² or greater, or with 500 jobs or more. (GP)

MODAL SHARE

means the percentage of person trips or of freight movements made by one travel mode, relative to the total number of such trips made by all modes. (GP)

MULTI-MODAL

means 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. (GP)

ONE HUNDRED YEAR FLOOD

for river, stream and small inland lake systems, means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of one hundred years on average, or having a 1% chance of occurring or being exceeded in any given year. For the shorelines of the Great Lakes, means the peak instantaneous stillwater level, resulting from combinations of mean monthly lake levels and wind setups, which has a 1% chance of being equaled or exceeded in any given year. (PPS 2014)

QUALITY AND QUANTITY OF WATER

is measured by indicators associated with hydrologic function such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime. (PPS 2014)

REDEVELOPMENT

means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites. (PPS 2014/GP)

REGIONAL MARKET AREA

means an area, generally broader than a lower-tier municipality that has a high degree of social and economic interaction. In southern Ontario, the upper- or single-tier municipality will normally serve as the regional market area. Where a regional market area extends significantly beyond upper- or single-tier boundaries, it may include a combination of upper-, single and/or lower-tier municipalities. (PPS/GP)

SENSITIVE

in regard to surface water features and ground water features, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants. (PPS 2014)

SENSITIVE LAND USES

means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences; day care centres; educational facilities and health facilities. (PPS 2014)

SIGNIFICANT AREAS OF NATURAL AND SCIENTIFIC INTEREST

means an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time. (PPS)

SIGNIFICANT COASTAL WETLANDS

means an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time. (PPS)

SIGNIFICANT HABITAT OF ENDANGERED SPECIES AND THREATENED SPECIES

means the habitat, as approved by the Ontario Ministry of Natural Resources, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle. (PPS)

SIGNIFICANT VALLEYLANDS

means valleylands that are ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system. (PPS)

SIGNIFICANT WETLAND

means a wetland identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by Province, as amended from time to time. (PPS)

SIGNIFICANT WILDLIFE HABITAT

means wildlife habitat that is ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system. (PPS)

SIGNIFICANT WOODLANDS

means an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. (PPS)

SITE ALTERATION

means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.

(PPS 2014)

SPECIAL NEEDS

means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to, housing for persons with disabilities such as physical, sensory, or mental health disabilities, and housing for the elderly. (PPS)

SPECIAL POLICY AREA

means an area within a community that has historically existed in the floodplain and where site-specific policies, approved by both the Ministers of Natural Resources and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning development. The criteria and procedures for approval are established by the Province.

A special policy area is not intended to allow for new or intensified development and site alteration, if a community has feasible opportunities for development outside the floodplain. (PPS)

THREATENED SPECIES

means a species that is listed or categorized as a "threatened species" on the Ontario Ministry of Natural Resources' official **species at risk** list, as updated and amended from time to time.

(PPS 2014)

TRANSPORTATION CORRIDOR

means a thoroughfare and its associated buffer zone for passage or conveyance of vehicles or people. A transportation corridor includes any or all of the following:

- a. Major roads, arterial roads, and highways for moving people and goods;
- b. Rail lines/railways for moving people and goods; and
- c. Transit rights-of-way/transitways including buses and light rail for moving people. (GP)

TRANSPORTATION DEMAND MANAGEMENT (TDM)

means a set of strategies that results in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost. Examples include: carpooling, vanpooling, and shuttle buses; parking management; site design and on-site facilities that support transit and walking; bicycle facilities and programs; pricing (road tolls or transit discounts); flexible working hours; telecommunicating; high occupancy vehicle lanes; park-and-ride; incentives for ride-sharing, using transit, walking and cycling; initiatives to discourage drive alone trips by residents, employees, visitors, and students. (GP)

VALLEYLANDS

means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.

(PPS 2014)

WATERSHED

means an area that is drained by a river and its tributaries. (PPS 2014)

WETLANDS

means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens.

Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.

(PPS 2014)

WILDLIFE HABITAT

means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. (PPS 2014)

WOODLANDS

~~means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention,~~

hydrological and nutrient cycling, provision of clean air and the long term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and Provincial levels. (PPS)



Corporate Report

Clerk's Files

Originator's
Files

CD.03.GAT

DATE: June 3, 2014

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

FROM: Edward R. Sajecki
Commissioner of Planning and Building

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

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

REPORT HIGHLIGHTS:

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

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

BACKGROUND:

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

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

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

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

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

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

COMMENTS:

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

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

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

1. Vision for Hurontario Corridor

The vision for the Hurontario Corridor is to create:

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

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

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

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

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

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

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

2. Additional Road Network

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

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

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

3. Office Development and Historic Office Absorption Rates

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

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

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

4. Urban Design Vision

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

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

5. On-Site Parking and Reduced Parking Standards

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

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

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

6. Existing Uses

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

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

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

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

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

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

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

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

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

7. Delineation Between Office and Business Employment

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

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

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

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

MOVE: Developing a Transit Oriented City

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

PROSPER: Cultivating Creative and Innovative Businesses

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

FINANCIAL IMPACT: Not applicable.

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

ATTACHMENTS:

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



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Karen Crouse, Policy Planner



Response to Comments Table*

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

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

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

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

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

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

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

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

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

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

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

K:\PLAN\POLICY\GROUP\2014 Hurontario LRT\Gateway\Appendix1-Response To Comments Table.docx

Compilation of Proposed Amendments to Mississauga Official Plan

(Section 5.4 Corridors and 15.3 Gateway Corporate)

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5.4 Corridors

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

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

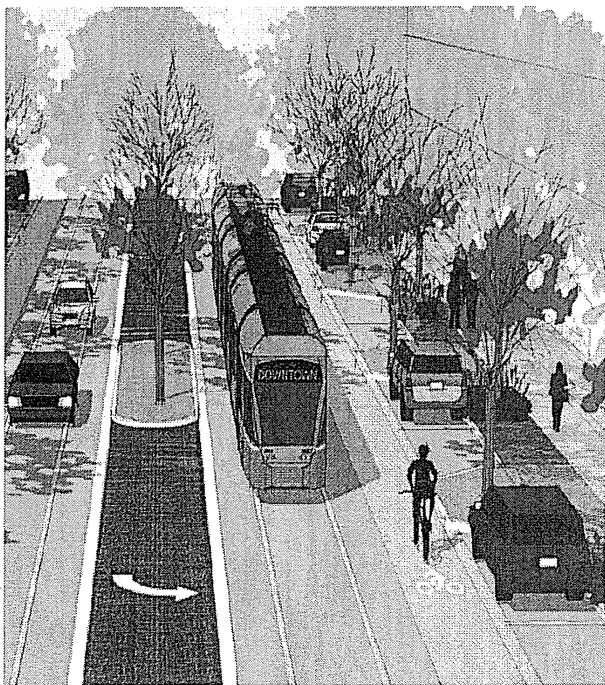


Figure 5-15: **Corridors** connect the city and link communities. They are where people experience the city on a day-to-day basis and over time will accommodate multi-modal transportation facilities. Dundas Street and Hurontario Street have been identified as areas where growth will be directed.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

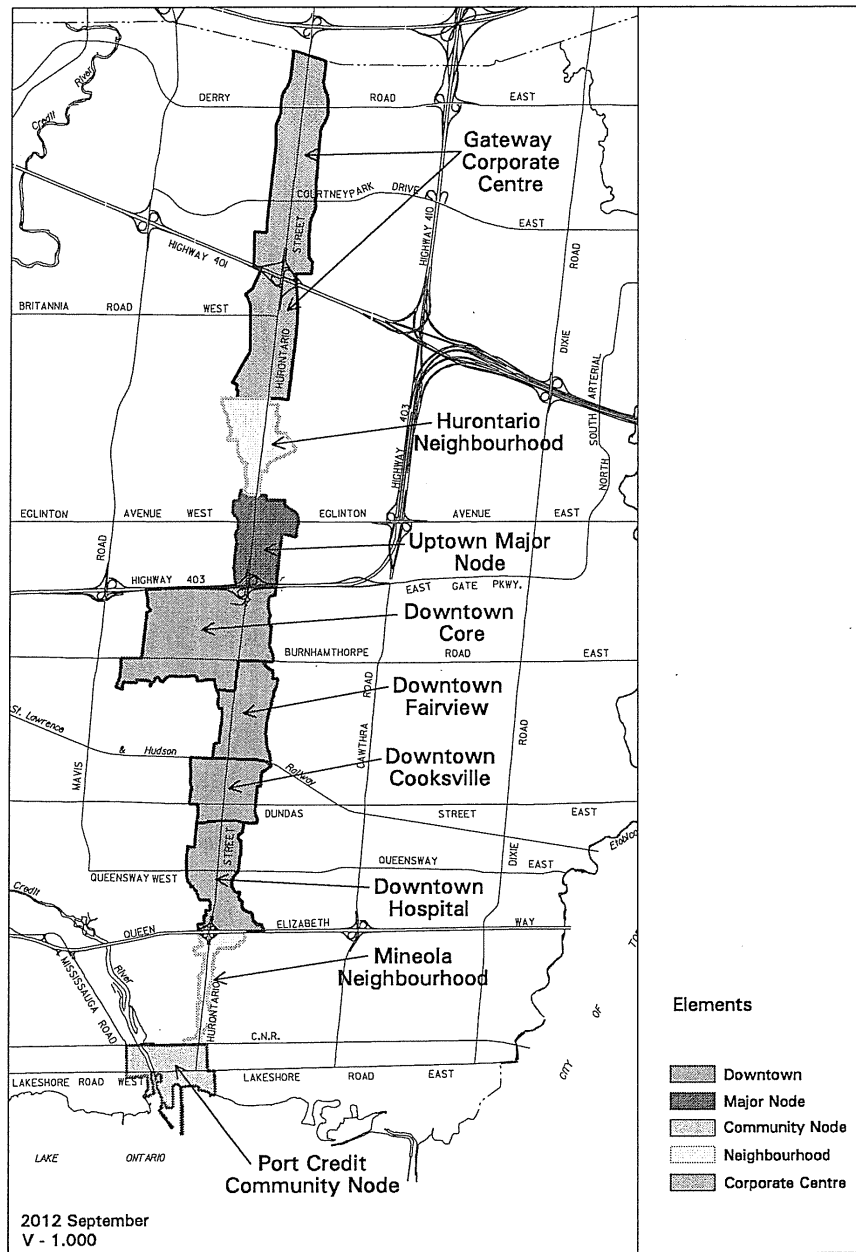
5.4.13 Low density residential development will be discouraged from locating within **Intensification Corridors**.

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

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

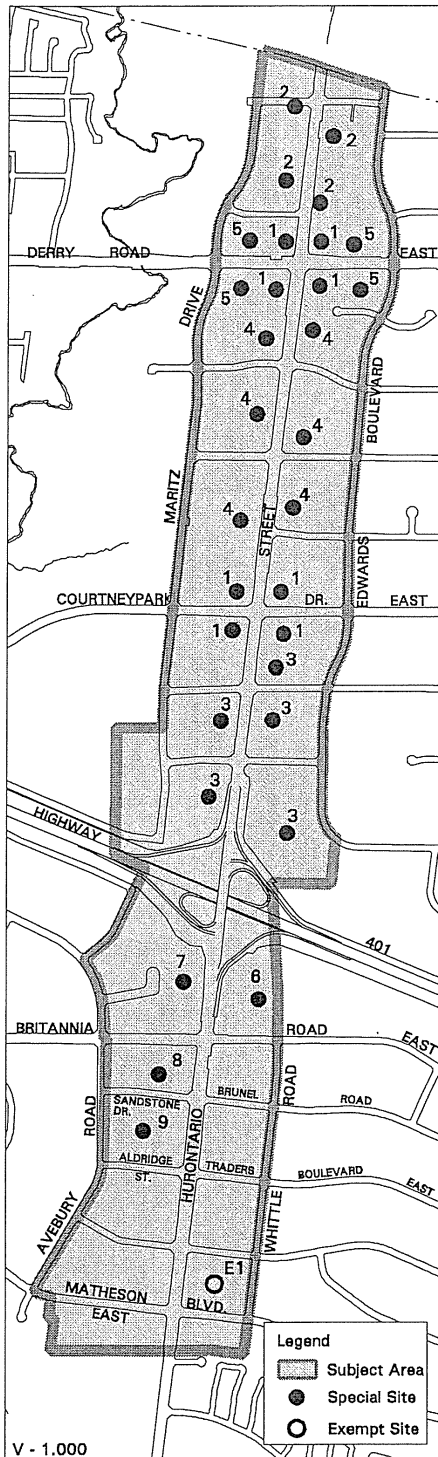
5.4.16 A network of new roads and **Active Transportation** routes within the Hurontario Street Corridor will be identified through local area reviews. This finer grained grid network will support the urban form vision along the **Corridor** and will provide pedestrians and cyclists a greater variety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

New – Map 5-1



Map 5-1 Hurontario Street Intensification Corridor

15.3 Gateway Corporate



Map 15-3: Gateway Corporate Centre Character Area

15.3.1 Urban Design Policies

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

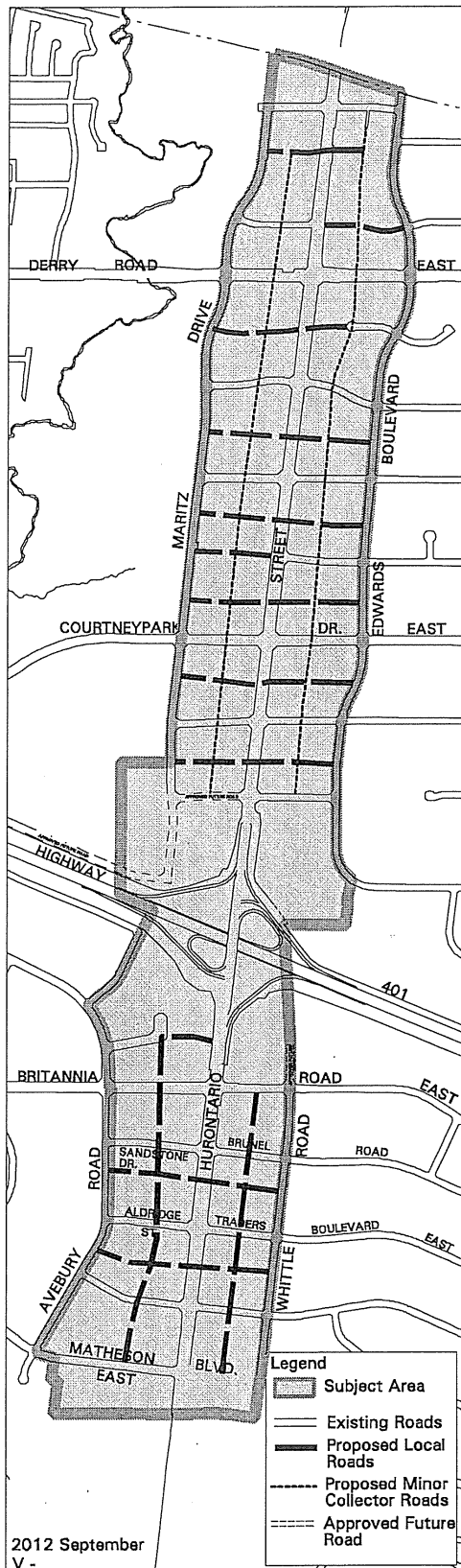
Hurontario Street Corridor Development Policies

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

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

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

New – Map 15.3-1



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

15.3.2 Land Use

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

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

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

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

15.3.2.4 Notwithstanding the Office designation, the following additional policies will apply:

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

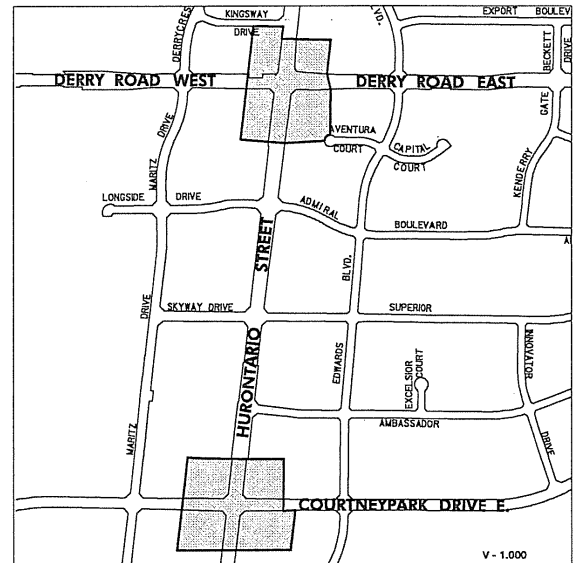
15.3.2.5 Notwithstanding the Business Employment designation, the following additional uses will not be permitted:

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

15.3.3 Special Site Policies

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

15.3.3.1 Site 1



15.3.3.1.1 The lands identified as Special Site 1 are located at the four corners of Hurontario Street and Derry Road East/Derry Road West, and Hurontario Street and Courtneypark Drive East/Courtneypark Drive West.

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

- a. existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street are recognized, but are encouraged to be redeveloped for other permitted uses;
- b. expansion of the existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street will be permitted. As part of the expansion of the

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

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

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

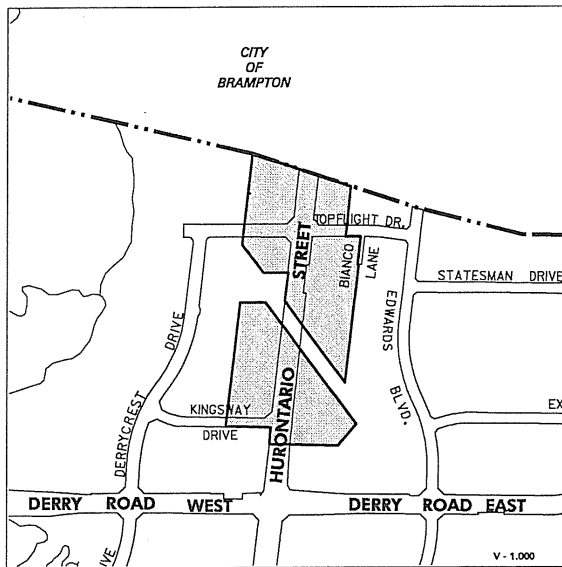
In addition to the Urban Design Policies in Section 15.3.1.2, these lands will be subject to the following:

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

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

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

15.3.3.2 Site 2



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

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

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

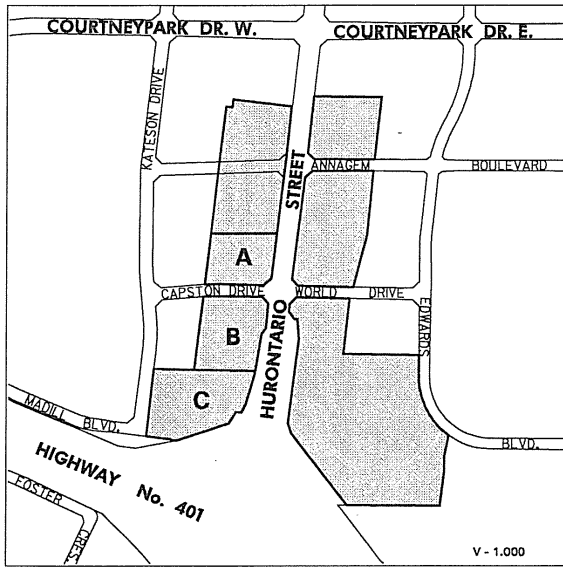
and street furniture elements as visual landmarks to identify the City centre and reinforce a quality image.

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

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

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

15.3.3.3 Site 3



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

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

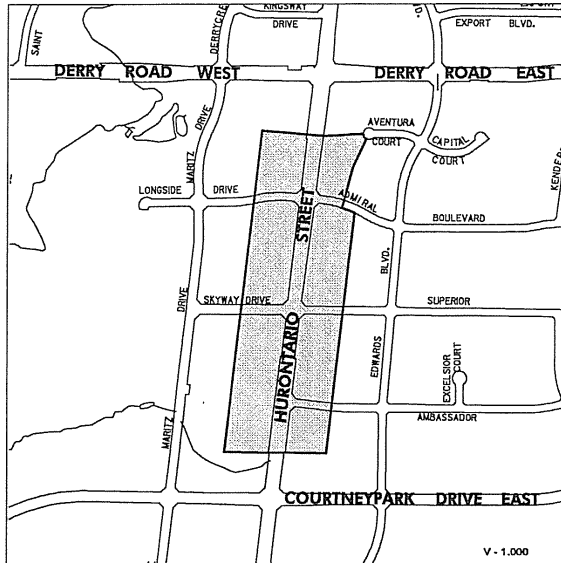
- a. the District Gateway should provide the principal entry feature into the abutting Business Employment areas from Provincial Highway 401 and areas to the south. Development in this area should promote a quality image for this business community and reinforce its upscale image as a corporate address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

mandate for excellence during the processing of development applications;

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

encourage transit usage on lands identified as 3B.

15.3.3.4 Site 4



15.3.3.4.1 The lands identified as Special Site 4, also known as the urban corridor of Hurontario Street, are located on both sides of Hurontario Street, south of Derry Road East/Derry Road West.

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

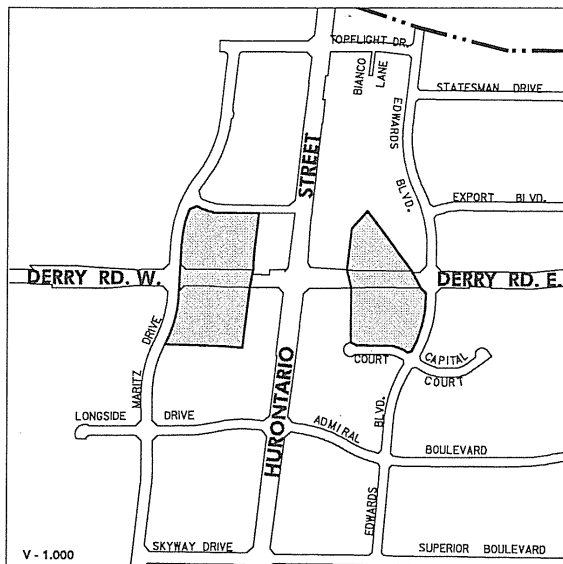
- a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

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

visual frame for the street as a foundation for a quality image; and

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

15.3.3.5 Site 5



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

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

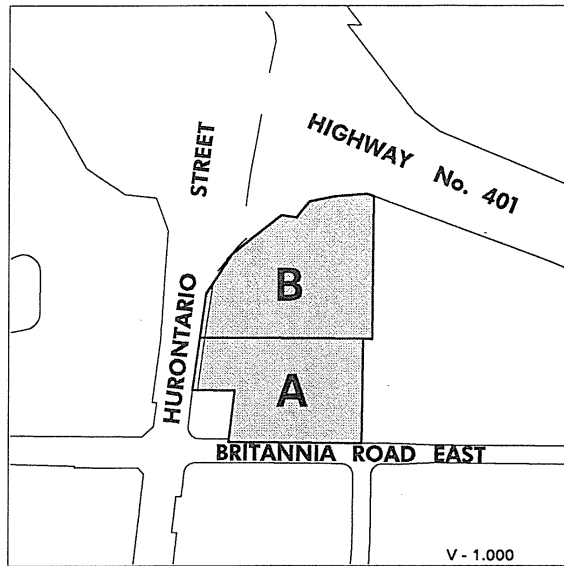
- a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

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

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

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

15.3.3.6 Site 6



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

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

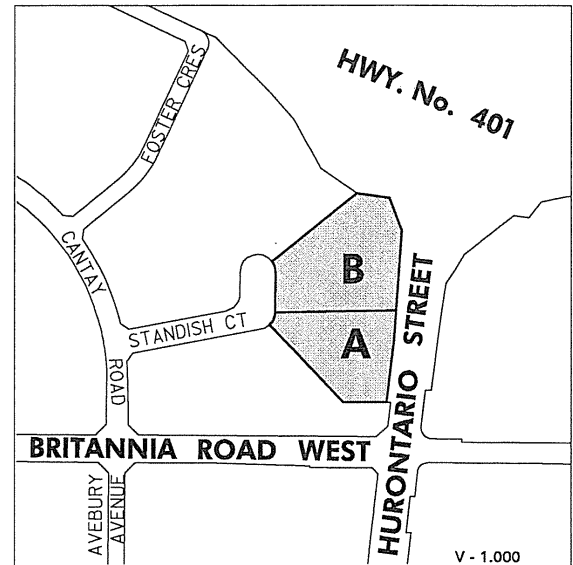
- the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
- a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and

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

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

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

15.3.3.7 Site 7



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

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

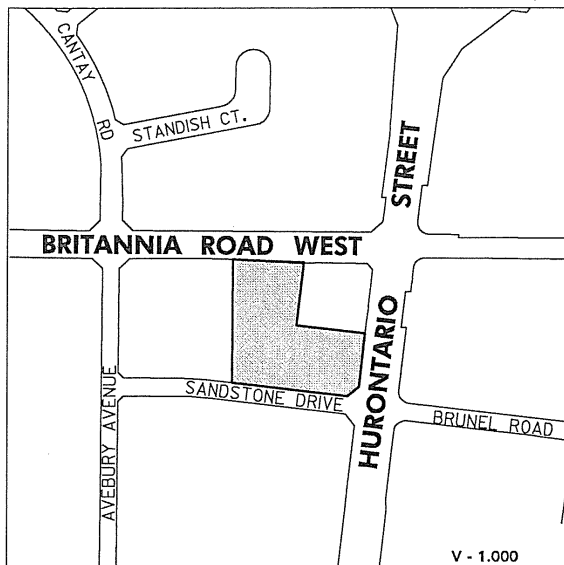
- the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
- a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and

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

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

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

15.3.3.8 Site 8



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

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

15.3.3.9 Site 9

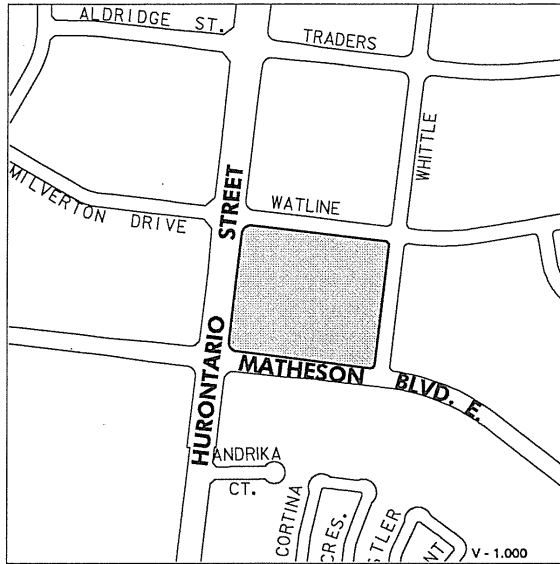


15.3.3.9.1 The lands identified as Special Site 9 are located at the southwest corner of Sandstone Drive and Hurontario Street.

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

15.3.4 Exempt Sites

15.3.4.1 Site 1



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

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

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

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

These policies are under appeal:

5.4.8

15.3.1.2 (i)

Proposed Schedule Changes:

Schedule 1: Urban System

Schedule 1c: Urban System - Corridors

Schedule 2: Intensification Areas

Schedule 5: Long Term Road Network

Schedule 6: Long Term Transit Network

Schedule 10: Land Use Designations

APPENDIX 3

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

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

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

2. PUBLIC MEETING

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

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

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

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

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

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

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

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

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

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

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

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

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

PDC-0059-2012

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

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

File: CD.03.GAT

APPROVED – (Mayor McCallion)

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

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

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

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

PDC-0060-2012

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

CARRIED – (Councillor Iannicca)

FILE: H-OZ 12/001 W4

APPENDIX 4

RECORD OF WRITTEN CORRESPONDENCE

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

Deputation Points – October 15 P&D Meeting

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

1. Staff have advised that the planning horizon contemplated by the Hurontario vision discussed in the Staff Report as being 50-100 years.

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

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

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

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

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

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

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

Discuss graphic.

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

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

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

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

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

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

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

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

These approvals were secured:

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

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

13291875.1

COMPARISON OF GATEWAY CORPORATE CENTRE (PUBLIC REALM PLAN) TO UNIVERSITY AVENUE

HURONTARIO

UNIVERSITY AVENUE





Sorensen Gravely Lowes
Planning Associates Inc.

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

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

October 11, 2012

Project: HF.MS

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

Dear Members of Council:

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

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

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

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

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

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

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



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

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

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

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

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

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



Sorensen Gravely Lowes
Planning Associates Inc.

page 3

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

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

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

Yours very truly,

SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.

Paul Lowes, MCIP, RPP
Principal

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

ATTACHMENT 1


Sorensen Gravely Lowes
Planning Associates Inc.

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

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

April 30, 2010

Project: HF.MS

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

Dear Marianne:

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

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

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

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

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

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



Sorensen Gravely Lowes
Planning Associates Inc.

page 2

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

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

Yours very truly,

SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.

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

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

ATTACHMENT 2

Response to Comments Table

Appendix 3

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

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

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

ATTACHMENT 3



Sorensen Gravely Lowes Planning Associates Inc.

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Facsimile (416) 923-6916

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

June 28, 2010

Project: HF.MS

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

Dear Chair and Members of the Planning and Development Committee:

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

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

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

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

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

Yours very truly,

SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.

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



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

ATTACHMENT 4

Planning and Development Committee

- 6 -

CD.03.MIS
September 7, 2010

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

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

Retroactive Application of Official Plan Policies

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

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

Port Credit Local Area Plan

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

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

Matters Dealt with by the Report on Comments

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

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

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

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

Matters to be Dealt with by Development Applications

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

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

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

APPENDIX 4
ITEM #3

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

October 31, 2012

VIA EMAIL

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

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

Attention: Ms. Laura Wilson

Dear Ms. Wilson:

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

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

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

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

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

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

I-3(a)
gowlings

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

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

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


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

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

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

Sincerely,

GOWLING LAFLEUR HENDERSON LLP


Brian T. Parker MCIP

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

TOR_LAW\8825057\1



APPENDIX 4
ITEM #4

Project No. 1025

October 12, 2012

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

Dear Mayor and Members of Council,

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

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

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

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

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

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



Yours very truly,

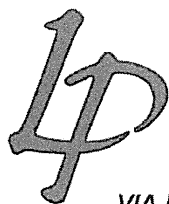
Bousfields Inc.

A handwritten signature in cursive script, appearing to read 'L. McPherson'.

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

LMP/nh

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


Labreche Patterson & Associates Inc.

Professional Planners, Development Consultants, Project Managers

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

Our File: P-375-09 Q

October 11, 2012

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

Dear Ms. Crouse:

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

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

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

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

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

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

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

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

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

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

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

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

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

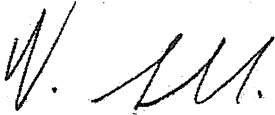
All of the above noted sections pertain to drive-through regulations within the Gateway Corporate Centre Character Area. We recognize that through the Gateway Corporate Centre Character Area as part of the New Official Plan for the City of Mississauga, DTF-specific regulations are applicable along the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

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

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

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

Yours truly,
Labreche Patterson & Associates Inc.



Victor Labreche, MCIP, RPP
Senior Principal

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

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

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

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

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

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

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

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

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

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

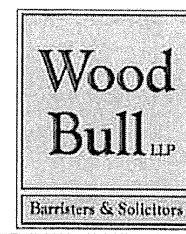
APPENDIX 4
ITEM #6**Karen Crouse**

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

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

Regards,

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

APPENDIX 4
ITEM #7

MUNICIPAL, PLANNING & DEVELOPMENT LAW

12 October 2012

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

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

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

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

Dear Sirs and Mesdames:

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

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

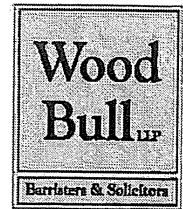
Derry-Ten is concerned with the Proposed Amendments to the Mississauga Official Plan relating to the proposed Gateway Corporate Centre Character Area (the "Draft Gateway Corporate Centre OPA") as it relates to its north parcel of approximately 26.9 acres, bounded by Hurontario Street, Derry Road West,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

Background

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

Sharmini Mahadevan Direct: (416) 203-7345 smahadevan@woodbull.ca

65 Queen Street West Suite 1400 Toronto Ontario M5H 2M5 T (416) 203-7160 F (416) 203-8324 www.woodbull.ca



12 October 2012

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

Concerns Relating to the Draft Gateway Corporate Centre OPA

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

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

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

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

Request for Notice

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

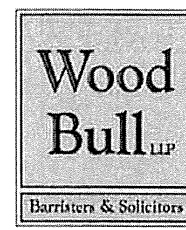
Yours very truly,

Wood Bull LLP

A handwritten signature in black ink, appearing to read "S. Mahadevan", is written over the typed name.

Sharmini Mahadevan

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

APPENDIX 4
ITEM #7

MUNICIPAL, PLANNING & DEVELOPMENT LAW

12 October 2012

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

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

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

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

Dear Sirs and Mesdames:

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

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

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

Background

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

Sharmini Mahadevan Direct: (416) 203-7345 smahadevan@woodbull.ca

65 Queen Street West Suite 1400 Toronto Ontario M5H 2M5 T (416) 203-7160 F (416) 203-8324 www.woodbull.ca



12 October 2012

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

Concerns Relating to the Draft Gateway Corporate Centre OPA

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

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

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

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

Request for Notice

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

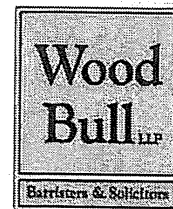
Yours very truly,

Wood Bull LLP

A handwritten signature in cursive script, appearing to read "S. Mahadevan".

Sharmini Mahadevan

12 October 2012



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



APPENDIX 4 ITEM #8

November 21, 2012

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

YOUR FILE NO: CD.03.GAT

VIA EMAIL: john.calvert@mississauga.ca

Dear Mr. Calvert:

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

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

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

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

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

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

Centralized Telephone Line
905-855-2690

Intake and
Scheduling Services
1-877-374-6625

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

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

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

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

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

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

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

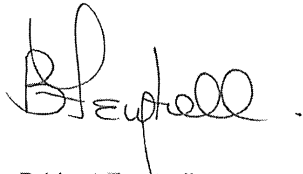
South Millway Site
2277 South Millway
Mississauga, ON L5L 2M5
FAX: 905-820-1333

ErinoakKids Letter of Objection – Draft Gateway Corporate Character Area Policies
Page 2

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

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

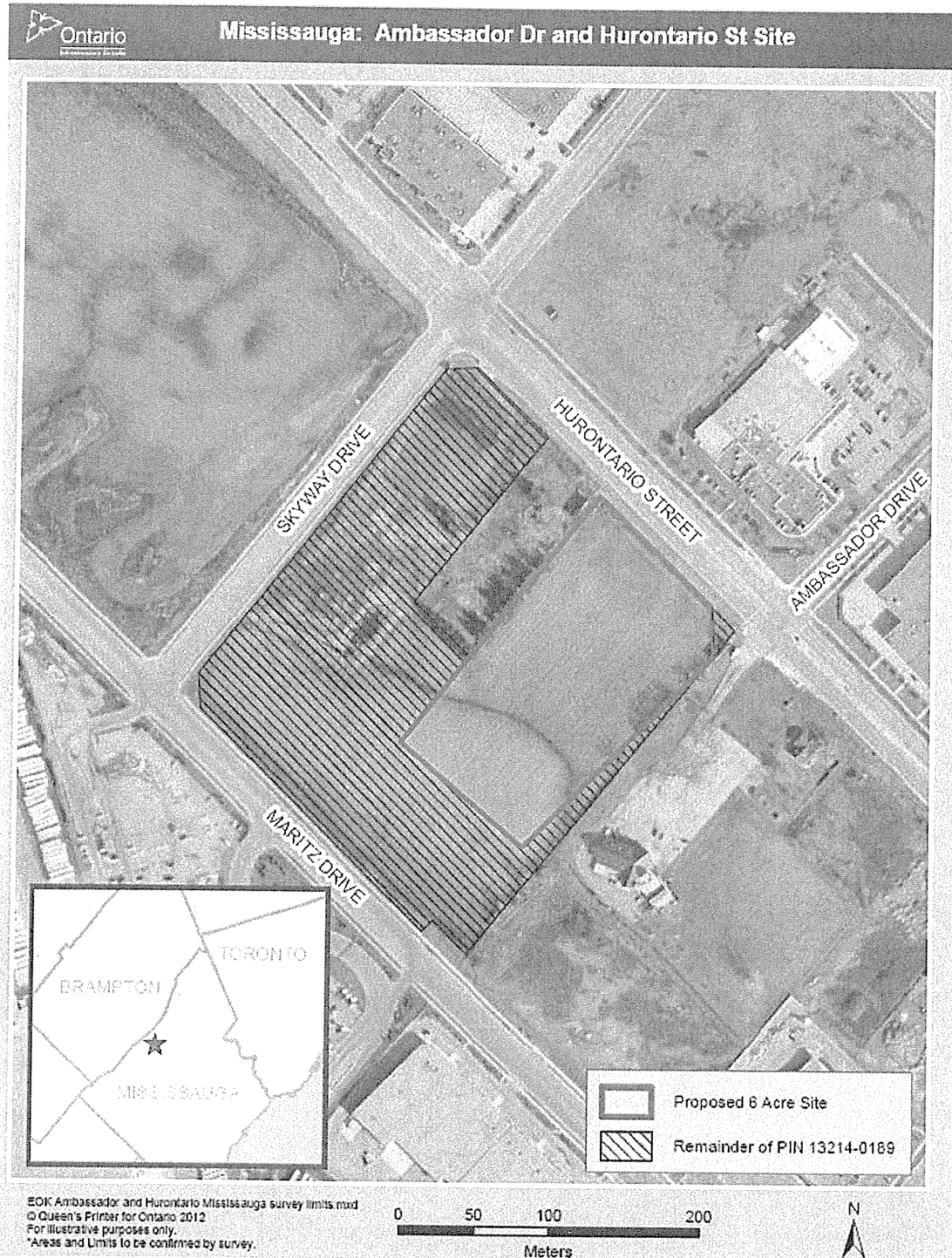
Regards,



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

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

FIGURE 1 – CONTEXT MAP





Corporate Report

Clerk's Files

Originator's
Files

BL.09.MED

DATE: June 3, 2014

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

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed Mississauga Zoning By-law Amendments and Licensing Respecting Medical Marihuana Production**

RECOMMENDATION: That a public meeting be held to consider proposed amendments to the zoning and licensing by-laws as recommended in the report titled "Proposed Mississauga Zoning By-law Amendments and Licensing Respecting Medical Marihuana Production" dated June 3, 2014, from the Commissioner of Planning and Building.

REPORT HIGHLIGHTS:

- New federal regulations, *Marihuana for Medical Purposes Regulations (MMPR)*, that came into effect June 19, 2013, shift the growing of medical marihuana out of residential dwellings and into commercial-scale production facilities;
- Benefits to municipalities resulting from the new *MMPR* include eliminated residential production hazards, notification of production site addresses and activities, and the opportunity to enact zoning and/or licensing by-laws to further regulate marihuana production facilities;

- Medical marihuana production includes the cultivation and growing of the marihuana plant, but the Zoning By-law's existing "Manufacturing Facility" definition does not allow for the production of a living thing such as a plant;
- Recommended Zoning By-law amendments include:
 - A "Medicinal Product Manufacturing Facility" definition to address medicinal product-based manufacturing that may grow and use living organisms in the production process;
 - A "Medical Marihuana" definition;
 - A general provision to require that waste destruction or composting be located wholly within a building or structure;
- With these proposed amendments, medical marihuana production will be permitted as-of-right as a manufacturing use in all Employment Zones and in Employment and Corporate Centre Character Areas in Mississauga Official Plan;
- For lands designated "Business Employment" within Neighbourhood Character Areas, it is recommended that Exception Zones be developed to prohibit medical marihuana production; and
- Licensing of medical marihuana production facilities is recommended to address matters not captured through zoning or building permit and will assist in protecting public safety and enforcing property standards, noise and other City by-laws.

BACKGROUND:Introduction

New Health Canada regulations shift the growing of medical marihuana out of residential dwellings and away from residential neighbourhoods into commercial-scale production facilities. The new regulations will result in improvements to facility security; local government, police and fire official notification; land use; and public health and safety.

Legislation

In June 2013, Health Canada updated the Marihuana Medical Access Program with the introduction of new *Marihuana for Medical Purposes Regulations (MMPR)*, replacing the *Marihuana Medical Access Regulations (MMAR)*. The new regulations aim to treat medical marihuana as much as possible like other controlled substances used for medical purposes, allowing for quality control and production under secure and sanitary conditions.

The regulation of medical marihuana production falls exclusively under federal jurisdiction. The federal government governs and prohibits the possession, production and trafficking of marihuana through the *Controlled Drugs and Substances Act*, S.C. 1996, c.19 (*CDSA*). The *MMPR* were enacted pursuant to the authority granted under section 55 (1) of the *CDSA*.

The *MMPR* do not require any action from municipalities; however using their powers to regulate or prohibit land uses, municipalities may choose to enact zoning and/or licensing by-laws to further regulate medical marihuana production. Should municipalities choose to enact by-laws, some consideration should be given to limitations that may arise that would effectively render the by-laws invalid or inapplicable. If there were a direct conflict between the federal *MMPR* and a municipal by-law, the federal regulations would be paramount.

Regulations

The new *MMPR* change the way medical marihuana is produced and accessed in Canada. Most significantly, the *MMPR* prohibit licensed medical marihuana production in dwelling places and allow only for the commercial production of medical marihuana.

The *MMPR* include regulatory requirements for indoor-only production activities and storage, physical security measures, quality control standards, record keeping of all activities including inventory of marihuana, security clearances for producer's licence applicants, and secure distribution. Appendix 1 provides more detail about the *MMPR* requirements and compares them to the previous *Marihuana Medical Access Regulations (MMAR)* requirements.

Under the *MMPR*, the only legal means to access marihuana for medical purposes is through a licensed producer. Licensed producers will sell and distribute dried marihuana directly to a client with medical documentation provided by a health care practitioner, or to the client's health care practitioner. Regarding distribution, a medical marihuana order must be securely delivered to the address of a registered client or the health care practitioner's office. There is no permission under the *MMPR* for retail sales; therefore, a client cannot pick up their medical marihuana from the producer's site or from any retail outlet (e.g. pharmacy). Appendix 1 compares the old and new processes for individuals to access marihuana.

As of April 1, 2014, the personal and designated production of medical marihuana by individuals allowed under the *MMAR* is no longer permitted and subsequently considered an illegal activity subject to law enforcement action. Following the March 31, 2014 expiration of the authorizations to possess and production licences under the *MMAR*, all marijuana (plants, seeds, dried) obtained under the *MMAR* were to be destroyed and notice provided to Health Canada to confirm destruction.

However, on March 21, 2014, a Federal Court judge issued an injunction that allows medical marihuana users licensed under the *MMAR* to continue to grow their own marihuana plants pending a future trial. On March 31, 2014, the Government of Canada issued a departmental statement that it intends to appeal the Federal Court's order and that "the persons previously authorized to grow marihuana under the *MMAR*, who meet the terms of the Court order, will be able to continue to do so on an interim basis until the Court issues a final decision."¹

Implications for Municipalities

Changes in the regulatory requirements for medical marihuana activities under the new *MMPR* provide several benefits to municipalities, including:

- The elimination of hazards associated with previously licensed residential medical marihuana production. Licensed, quality controlled and secure commercial medical marihuana facilities

¹ Government of Canada, 2014. Departmental Statement on Court Injunction and Medical Marijuana. 31 March. <http://news.gc.ca/web/article-en.do?nid=832809>

will eliminate some of the common hazards and issues associated with licensed production previously permitted in residential dwellings, including, fire, mould, odour, and security (e.g. break-ins). However, these hazards may persist for illegal marihuana production activity.

- The provision of production site addresses including a list of all activities to be conducted at the sites. Under the *MMPR*, licensed producers are required to notify their local government, police force and fire officials of their intention to apply for a license as well as upon issuance of a license, so that local authorities are aware of the proposed medical marihuana production facility location and activities. However, it is the responsibility of the municipality to keep a list of the licensed production sites, since Health Canada cannot provide such information that is protected under the *Privacy Act*.
- The opportunity to regulate the location and siting of medical marihuana production facilities. Although not specifically stated in the *MMPR*, Health Canada has confirmed that licensed producers are required to comply with municipal legislation and by-laws, including zoning by-laws. However, it is the responsibility of the municipality to ensure zoning by-law and building code compliance, since Health Canada can only inspect for compliance with the *MMPR* and any related federal legislation. Further, there are no requirements of Health Canada's producer's license to show such compliance with municipal by-law and building permit requirements.

Municipal and Industry Response

Municipalities across Canada are now evaluating ways to regulate the new medical marihuana production use, and contemplating what zones may be best suited for the use. The regulatory approaches range from interpretations that the use is as-of-right in industrial or agricultural zones, to specifically defining the use and allowing it in a particular zone or zones, to a blanket prohibition of the use with requirement for a site specific rezoning. In some cases, zoning by-laws include regulations such as a minimum separation distance from sensitive land uses (e.g. residences, schools) or permission of the use in a stand-alone building only. Appendix 2 outlines examples of regulatory approaches taken by various municipalities.

Simultaneously, proprietors are moving ahead with securing medical marihuana production sites and buildings, applying to Health Canada for their producer's licenses, and notifying municipalities of their intended site as required under the *MMPR*. However, the process to find a suitable business location, acquire a site and building and prepare an application for a producer's license is complex.

Significant capital investment is required for a site and production building(s), for security equipment to meet the *MMPR* requirements, and to outfit a building with commercial-scale facilities such as a ventilation system, storage vault, and potentially an on-site laboratory for product testing. The Health Canada producer's license application is scrutinized to ensure *MMPR* compliance and may result in a lengthy review timeline. Before a license can be issued, the site and facility must be available for pre-license inspection by Health Canada for compliance with the *MMPR*.

Status of Producer's Licenses in Ontario

As of January 2014, Health Canada had received over 400 applications for medical marijuana production and distribution facilities, with approximately 160 of those for facilities in Ontario. To date, a total of 13 licenses have been issued with four of these for Ontario-based facilities in Clearview, Markham, Smiths Falls, and Toronto. Several more license applications for Ontario-based facilities are in advanced stages of review, including the Lakeshore proposal and a greenhouse growing operation located in Leamington, Ontario that has received a pre-production license to commence growing.

With about 37,000 licensed medical marihuana users today and a projected approximately 435,000 users by 2024, interest from commercial producers for medical marihuana facilities will only increase.

Prospects for Production Facilities in Mississauga

The Life Sciences sector is one of the key sectors under the City of Mississauga's Economic Development Strategy, including companies involved in biotechnology, pharmaceuticals, and health care and laboratories. Medical marihuana production fits within this sector.

The medical marihuana business also supports economic development goals as an employment generator. The business requires skilled personnel such as horticulturalists, botanists and lab technicians, as well as a team of growers to cultivate the marihuana plants and customer support agents to respond to patient questions and process orders. Security personnel and information technology specialists are also required for site operations. Outreach and support job positions may also be created to help educate medical practitioners about medical marihuana and provide them with research updates. One licensed company, Tweed Inc., expects to employ about 100 people when operating at full capacity with 50,000 plants growing over a 1.6 hectare (4 acre) area.

The *MMPR* require distribution of medical marihuana orders directly to clients or to the individual responsible for a client, via a secure shipping method such as by courier. Given this, Mississauga may be a favourable business location for medical marihuana companies, given its proximity to major highways and the Toronto Pearson International Airport.

Methadone Clinics

Planning staff were directed to research methadone clinics along with the review of medical marihuana. Issues pertaining to methadone clinics are a separate matter to be addressed through licensing. Legal Services is preparing a report in response to methadone clinics.

PRESENT STATUS: Existing Official Plan and Zoning Provisions

Mississauga Official Plan (MOP) permits manufacturing, warehousing and distribution uses on lands designated “Business Employment” and “Industrial”. Based on Zoning By-law definitions for these uses, all of the activities associated with a medical marihuana production facility are permitted, with exception of commercial growing of marihuana plants.

Specific land use designations or uses that would permit commercial growing, such as “agriculture” or “horticulture”, do not exist in MOP, particularly since no agricultural lands remain in Mississauga.

In the Zoning By-law, the manufacturing, distribution and warehousing of medical marihuana would represent permitted uses in

all “Employment” zones, with the exception of commercial growing of marihuana plants. Growing, cultivating or related activities are not listed as activities under any of the permitted uses in “Employment” zones, and there are no defined “agriculture” or “horticulture” uses in the Zoning By-law.

Response to Inquiries and Committee of Adjustment Applications

The City of Mississauga (the “City”) has received several inquiries since the new *MMPR* were announced in June 2013 and has approved two applications made to the Committee of Adjustment for medical marihuana production facilities in E2 -Employment zones, with conditions that:

- Limit the variance to a temporary in effect period for up to five years;
- Limit the medical marihuana growing area (agricultural) to 20% of total Gross Floor Area (GFA) of the unit/building;
- The building shall only be tenanted by the proposed medical marihuana production facility;
- Require the applicant to obtain and maintain a valid Health Canada license for all uses associated with the operation;
- Require the applicant to certify that notice has been provided to the Peel Regional Police and Mississauga Fire Services; and
- No signage be permitted.

In response to the growing interest in medical marihuana, regulatory issues have been reviewed and a regulatory approach identified for Mississauga, in consultation with staff from Policy Planning, Development and Design, Zoning, Building, Compliance and Licensing, Fire and Emergency Services, Legal Services, and Economic Development. Peel Regional Police have also outlined the benefits and concerns associated with medical marihuana production facilities and distribution under the new *MMPR*.

This report highlights the issues considered in developing a proposed regulatory approach for Mississauga, and recommends an approach that recognizes all aspects of medical marihuana production as a manufacturing process.

COMMENTS:

In developing an approach to regulating medical marihuana production facilities, many zoning and planning issues were considered, with each addressed below.

The proposed approach is premised on the fact that medical marihuana production is a drug manufacturing process, not unlike a pharmaceutical drug manufacturing process that takes place in a highly controlled environment that includes laboratory testing, and results in a final product that is used for medical purposes.

Medical marihuana production involves the cultivation, growing, harvesting, and drying of the marihuana plant, followed by the testing, packaging and storage of the dried marihuana. The dried medical marihuana is distributed to authorized customers for medical use. Any plant waste is destroyed on-site or removed by a licensed disposal company.

Unique to medical marihuana production is the requirement for on-site plant growing since marihuana is a controlled substance subject to stringent security requirements. In contrast, other medicinal plants such as Echinacea, ginseng or goldenseal, are not controlled substances and therefore may be grown or wildcrafted (collected from the wild) in a non-secure, agricultural environment and then transported to a manufacturing facility.

1.0 Zoning

Mississauga's "Employment" zones would permit the manufacturing, distribution and warehousing of medical marihuana as-of-right, with the exception of commercial growing of marihuana plants. However, the growing of plants is an integral component of the medical marihuana production process and should be recognized as a manufacturing activity.

The current "Manufacturing Facility"² definition limits the ability to recognize the growing of plants as part of a manufacturing process since the definition only allows for the production of non-living things. The definition does not consider that the "items" being altered,

² Manufacturing Facility: means a **building, structure** or part thereof, used for altering, assembling, fabricating, finishing, inspecting, making, processing, producing, treating or repairing, items either by hand or through the **use** of machinery and may include the temporary on-site storage of **commercial motor vehicles** (ie. trucks, tractors and/or trailers) for freight handling including the pick-up, delivery and transitory storage of goods incidental to motor freight shipment directly related to the permitted **use(s)**. (*OMB, 2008 November 10*)

processed, produced, etc., could involve a living organism such as a plant.

This challenges Mississauga's life sciences sector companies that have manufacturing facilities, including those from the pharmaceutical and biotechnology industries, classified under the "Manufacturing Facility" definition. These companies may use living organisms such as cells in a biomanufacturing³ process to produce a biopharmaceutical⁴ product (e.g. vaccine, plasma proteins). The living organisms may be grown under controlled conditions within a manufacturing facility.

It is evident that a new Zoning By-law definition is required to address all medicinal product-based manufacturing that may use living organisms in the production process.

Recommendation: That the Zoning By-law be amended to include the following new definition:

*Medicinal Product Manufacturing Facility means a **building, structure** or part thereof, used for altering, assembling, fabricating, finishing, inspecting, making, processing or producing, medical products, including **medical marihuana**, or herbal or natural medicines, that may use living organisms or parts of living organisms, and includes the growing or cultivation of living organisms used in the manufacturing process, either by hand or through the **use** of machinery and may include the temporary on-site storage of **commercial motor vehicles** (ie. trucks, tractors and/or trailers) for freight handling including the pick-up, delivery and transitory storage of goods incidental to motor freight shipment directly related to the permitted **use(s)**.*

It is proposed that the term "medical marihuana" also be defined to relate back to the *MMPR*:

³ Biomanufacturing: means the manufacturing component of the biotechnology industry. *Source: Wiktionary*

⁴ Biopharmaceutical: means "a pharmaceutical product manufactured by biotechnology methods (involving live organisms; bioprocessing)". *Source: Radar, Ronald. "What is a Biopharmaceutical? Part 1: (Bio) Technology-Based Definitions". BioExecutive International. March 2005.*

Recommendation: That the Zoning By-law be amended to include the following new definition:

Medical Marihuana means marihuana, cannabis or its constituent or derivative forms, produced, tested, stored, distributed and/or sold pursuant to the Marihuana for Medical Purposes Regulations, SOR/2013-119, as amended from time to time.

2.0 Planning Considerations

2.1 Land Use Designations

MOP permits manufacturing uses on lands designated “Business Employment” and “Industrial”. A “Medicinal Product Manufacturing Facility”, as proposed for the Zoning By-law, would be considered a permitted use under the existing “manufacturing” use permission in “Business Employment” and “Industrial” designations.

Employment Areas contain diverse industrial and business employment operations. A medical marihuana production facility would be appropriate in an Employment Area amongst other manufacturing, warehouse and distribution operations.

There are a few scattered, remnant “Business Employment” designated parcels located within the Port Credit, Sheridan and Streetsville Neighbourhood Character Areas. These would not be appropriate locations for medical marihuana production facilities.

Corporate Centres contain a mix of high density employment uses with a focus on major office development. Many prestigious research and manufacturing business are found in Corporate Centres, often in facilities exhibiting high architectural and urban design standards. Medical marihuana production facility security requirements may conflict with the urban design policies for intensification areas that encourage prominent built form with active facades, reducing the likelihood that these facilities will locate in Corporate Centres.

2.2 Public Health and Safety

2.2.1 Environmental Compliance

There are no Ontario Ministry of the Environment (MOE) approval requirements specific to medical marihuana production facilities. However, similar for any industrial facility, there may be requirement for environmental compliance approvals (ECA) for air discharges or waste disposal and management, pursuant to the *Environmental Protection Act*, R.S.O. 1990, c. E.19. It is the responsibility of the proponent of a medical marihuana production facility to obtain any required MOE environmental approvals.

The *MMPR* require that in areas within a site where cannabis is present, those areas be equipped with an air filtration system to prevent the escape of odours and, if present, pollen. The filtration system is reviewed by Health Canada prior to the issuance of a producer's license.

The *MMPR* allow for the destruction of cannabis on the production site "in accordance with a method that (i) conforms with all federal, provincial and municipal environmental legislation applicable to the location at which it is to be destroyed, and (ii) does not result in any person being exposed to cannabis smoke." Destruction methods may include composting or incineration. The Zoning By-law would consider cannabis destruction as an accessory use to a "Medicinal Product Manufacturing Facility" use.

Given that the growing of plants is a large part of the medical marihuana production process, there is potential for more organic waste product than might usually result from a manufacturing facility. To address potential odour issues, it is proposed that waste destruction and specifically composting, be in an enclosed area. The following is proposed for inclusion in the General Provisions section of the Zoning By-law:

Recommendation:

Medical Marihuana Production

All uses shall be located wholly within a building or structure, or part thereof, inclusive of waste destruction or composting.

2.2.2 Separation Distances from Sensitive Land Uses

The City has the ability to impose separation distances between industrial uses and sensitive land uses to avoid or minimize the potential for land use conflicts that extend beyond the property limits of the industrial activity. Typical emissions that may affect the amenity of nearby sensitive land uses include gaseous and particulate emissions, noise, dust and odour. Although not always the case, it is generally assumed that impacts on the environment will generally decrease with increased distance from the source of the emission.

To separate medical marihuana production facilities from sensitive land uses (e.g. residences, schools, day nurseries, places of worship), some municipalities have included separation distances in their zoning by-laws that range from 70 metres up to 200 metres. Appendix 2 outlines examples of separation distances proposed by various municipalities.

The Ministry of the Environment's Guideline D-6, "Compatibility Between Industrial Facilities and Sensitive Land Uses", applies to industrial land uses "which have the potential to produce point source and/or fugitive air emissions such as noise, vibration, odour, dust and others, either through normal operations, procedures, maintenance or storage activities, and/or from associated traffic/transportation."

Guideline D-6 categorizes industrial facilities into three classes based on noise, odour and vibration outputs, the scale of the operation, the type of process, and operation intensity, and provides guidance on appropriate separation distances. A minimum separation distance and potential influence area are provided for each industrial class. Lower impact industrial uses may fall within the Class I category, with a recommended minimum 20 metre (65 ft.) separation distance and a 70 metre (230 ft.) potential influence area.

Medical marihuana production activities are wholly enclosed in a building and do not involve noisy, large scale industrial machinery; vehicle traffic is limited to employees and delivery vehicles; and sophisticated filtration and ventilation systems would eliminate air emissions and odours.

A medical marihuana production facility will have no more impact than any other manufacturing, warehouse and distribution use in an Employment zone and may in fact have less impact compared to other operations. Considering this, Guideline D-6 is not considered to be applicable and no separation distance from sensitive land uses is recommended specific to a medical marihuana production facility.

Mississauga's existing E2 and E3 Employment Zone setbacks from Residential Zones include a 30 metre (98 ft.) front yard setback and 15 metre (49 ft.) side and rear yard setbacks. Urban design guidelines in MOP provide further guidance on mitigating impacts from Employment Areas adjacent to residential areas and other sensitive land uses. Overall, the City's employment areas are intended to accommodate a wide variety of business operations, that may include truck traffic, noise, dust and odour.

However, there are a few scattered, remnant "Business Employment" designated parcels located within Neighbourhood Character Areas. While it is not likely that these parcels would be desirable for medical marihuana production due to their small or awkward parcel size or isolated location, it is recommended that Exception Zones be developed for these parcels to prohibit medical marihuana production.

Recommendation:

That Exception Zones be developed for lands designated "Business Employment" within Neighbourhood Character Areas to prohibit medical marihuana production.

2.2.3 Security Risk

Any facility that stores a controlled substance is subject to security risk. The *MMPR* remove this risk from residential neighbourhoods and introduces stringent requirements to deal with security in commercial facilities.

The *MMPR* requires that all marihuana production and storage activities must occur indoors under secure conditions. Required security measures to prevent unauthorized access include 24-hour surveillance, intrusion detection, and restricted access to areas where cannabis is present. There is no requirement for enclosed loading spaces related to product distribution; however, the shipping/receiving

area would be a secure area, separated from the overall facility operations.

Health Canada's *Directive on Physical Security Requirements for Controlled Substances* (Security Directive) also establishes security requirements for the storage of dried marihuana, marihuana seeds, and cannabis, including the requirement for a storage vault. Health Canada's Security Directive is also applicable to pharmaceutical companies that may be producing pain medication drugs such as codeine or morphine. These drugs have a higher illicit market price compared to marihuana, potentially placing them at a higher security level.

Peel Regional Police are supportive of the *MMPR* and commercial production facilities, but still have concerns regarding criminal activity (e.g. robbery), the safety of nearby residents and businesses and secure product distribution. One of the main benefits for police is the *MMPR* requirement to notify the local police force of the site address and proposed activities, allowing for monitoring and surveillance of the site. This is a significant improvement from the previous *MMAR* that had no notification requirement so police did not know the whereabouts of legal medical marihuana operations.

2.2.4 Building and Fire Protection

Medical marihuana production may be accommodated in a new or existing building that may be stand-alone or part of a multi-tenant building. To create the highly controlled environment required for growing and storing marihuana, the building will need to be outfitted with specialized grow lighting and sophisticated systems controlling heat, humidity and air filtration/ventilation. Security requirements will also influence building components such as wall construction and entranceway and storage vault specifications.

In the case of retrofitting an existing building for medical marihuana production, it is highly likely that building upgrades to accommodate security, mechanical and HVAC requirements will trigger the need for a building permit. However, building inspection, including a Fire Code compliance review, will be limited to the permitted works.

Of concern to Fire and Emergency Services (FES) is whether a building retrofitted for medical marihuana production complies with the Fire Code and if there are any combustion or explosion risks associated with the operation or product. FES would like for there to be a requirement for a Fire Code compliance review of an existing building prior to any work being undertaken.

Fire Code compliance reviews for building retrofits would be limited to the applicable code in effect when the building was constructed. However, an overall building Fire Code review would ensure compliance with the applicable code and provide FES with information about the building for emergency response awareness.

3.0 Licensing

To address matters not captured through zoning or building permitting, it is proposed that a business license be required for all medical marihuana production facilities.

Licensing will assist in protecting public safety by requiring conformity with Building and Fire Codes. Licensing will also track the total number of medical marihuana facilities in Mississauga and be an information source to police and fire services to allow for informed facility monitoring and emergency response. Hours of operation may also be imposed through licensing.

General licensing provisions may include:

- Copy of approved Health Canada license and notice within 30 days after renewal, amendment, suspension, reinstatement or revocation.
- Notifying the Licensing section of any changes of information related to the license such as name or address change.
- Right of entry for Enforcement staff to inspect the premise during the term of the license period.
- A floor plan of the building including dimensions and proposed use of each room and a site plan showing the location and dimensions of all parking spaces available on the property.
- A letter from the Fire Chief which states that an inspection has been conducted of the location, within 180 days of the date of the application for the license, and its compliance with all the provisions of the Fire Protection and Prevention Act, S.O. 1997.

- Documentation confirming the building complies with applicable provisions of the Ontario Building Code Act and the Ontario Building Code.
- A Certificate of Inspection report issued by the Electrical Safety Authority certifying that an inspection has been conducted on the location, within 180 days of the date of the application for the license and that there are no visible fire, shock or electrical hazards and the property is in compliance with the requirements of the Ontario Electrical Safety Code.
- Ensure that no construction, renovation, alteration or addition is carried out on the licensed premise without first obtaining the necessary building permit, as may be required.
- Ensure that the property owner/occupants comply with all City by-laws including the Property Standards By-law, Nuisance Weeds and Long Grass By-law, Nuisance Lighting By-law, Nuisance Noise and Noise Control By-laws and the Open Air Burning By-law; Zoning By-law and all other applicable law.

Policy Planning staff will work with Fire and Emergency Services, Building and Compliance and Licensing to further develop the licensing provisions.

OPTIONS:

Not applicable.

STRATEGIC PLAN:

Under the Move: Cultivating Creative and Innovative Businesses strategic pillar, the Strategic Plan identifies the need to develop knowledge-based industries including those in the life sciences sector, and the need to promote Mississauga as an international centre of health care excellence with more health care options for the community,

FINANCIAL IMPACT:

Not applicable.

CONCLUSION:

In response to the new *Marihuana for Medical Purposes Regulations*, Zoning By-law amendments are proposed to allow medical marihuana production as-of-right in Employment Zones, and licensing is proposed to address matters of facility tracking and building safety. The proposed amendments are made in light of the fact that medical marihuana production is a drug manufacturing process not unlike a

pharmaceutical drug manufacturing process and that the growing of plants is part of that process.

ATTACHMENTS:

Appendix 1: Marihuana Medical Access Program (MMAP) –
Major Program Changes under New *Medical
Marihuana for Medical Purposes Regulations
(MMPR)*

Appendix 2: Regulatory Approaches – Municipal Examples



Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Sharleen Bayovo, Policy Planner



APPENDIX 1

Marihuana Medical Access Program (MMAP) – Major Program Changes under New Medical Marihuana for Medical Purposes Regulations (MMPR)	
<i>Marihuana Medical Access Regulations (MMAR)</i> – Repealed March 31, 2014	<i>NEW Marihuana for Medical Purposes Regulations (MMPR)</i> – In force June 2013
Process to produce medical marihuana	
<ul style="list-style-type: none"> • Require “Authorization to Possess” • Authorized individuals may be licensed to produce own medical marihuana supply or designate an individual to produce on their behalf • Personal/small scale production 	<ul style="list-style-type: none"> • Require producer’s license, subject to <i>MMPR</i> provisions • Commercial production
Process for authorized individuals to obtain dried medical marihuana	
<ul style="list-style-type: none"> • Individual submits an application to Health Canada for “Authorization to Possess” dried marihuana for a medical purpose, accompanied by a medical declaration made by the medical practitioner treating the patient. • Authorized individuals have three options to obtain dried medical marihuana supply: <ul style="list-style-type: none"> ○ Personal-Use Production License (PUPL) – Authorized individuals producing own supply. ○ Designated-Person Production License (DPPL) – Authorized individuals designating an individual to produce on their behalf. ○ Authorized individuals can purchase a single strain of dried marihuana available through Health Canada, which contracts a private company to produce and distribute marihuana for the MMAP.ⁱ 	<ul style="list-style-type: none"> • Individual obtains a medical document completed by a health care practitioner, similar to a prescription. • Individual registers with a licensed producer (licensed under the <i>MMPR</i>). Individuals will have a variety of licensed producers to choose from that will offer a variety of medical marihuana strains - licensed producers are not limited in the type or number of strains they may offer. • Licensed producer fills the order and ships via secure shipping method, the dried marihuana order directly to the individual, or to the health care practitioner, as specified. Must ship only one shipment per order. • No permission for personal pick-up (e.g. from a pharmacy).

Production Site	
<ul style="list-style-type: none"> No production site location restrictions; allow for in-home production. Allow for indoor and/or outdoor production, provided outdoor production site is not adjacent to a school, public playground, day care facility or other public place frequented mainly by persons under 18 years of age. Dried marihuana must be kept indoors.ⁱⁱ 	<ul style="list-style-type: none"> Production site limited to a building or a place in a building. All activities permitted under the <i>MMPR</i> are prohibited in a dwelling place. Production, distribution and call-centre sites can be separate, but each require separate licensing. Storefronts or retail outlets are not permitted. Indoor production and storage only and at the producer's site.
Security Requirements	
<ul style="list-style-type: none"> No security clearance for initial PUPL application (but if revoked due to a designated marihuana offence under the license, no license issued for 10 years after the revocation); Historical (10 years preceding the application, as an adult) designated drug offence check for DPPL. Non-specific building security measures, requiring only a "description of the security measures that will be implemented at the proposed production site" 	<ul style="list-style-type: none"> Security clearance for producer's license applicant. If a producer's license is sought by a corporation, each officer and director of the corporation requires a security clearance. Building security measures to prevent unauthorized access, including: physical barriers, intrusion detection system, visual monitoring and recording devices, monitoring by personnel, and secure storage of cannabis in accordance with Health Canada's Security Directive (e.g. vault).
Notify Local Authorities	
<ul style="list-style-type: none"> No requirement. 	<ul style="list-style-type: none"> Written notice required to local government, fire authority and police force officials, advising of proposed site address.
Marihuana Plants and Dried Marihuana Limits	
<ul style="list-style-type: none"> Formula used to calculate the maximum number of plants that may be under production at the production site at any time that factors in the prescribed daily 	<ul style="list-style-type: none"> No limit to number of marihuana plants or marihuana strains that can be offered by commercial producers.

amount of dried marihuana. <ul style="list-style-type: none"> Formula used to calculate the maximum quantity of dried marihuana that may be stored on site. 	
Air Filtration	
<ul style="list-style-type: none"> No requirements 	<ul style="list-style-type: none"> Areas within a site where cannabis is present must be equipped with an air filtration system to prevent escape of odours, pollen.
Production Practices	
<ul style="list-style-type: none"> No requirements 	<ul style="list-style-type: none"> Requirements for dried marihuana to undergo analytical testing, quality assurance approval, and be produced, packaged, labelled and stored under sanitary conditions and in accordance with a sanitation program.

ⁱ Marihuana for Medical Purposes Regulations – Regulatory Impact Analysis Statement. Canada Gazette. Vol. 146, No. 50. December 15, 2012. <http://gazette.gc.ca/rp-pr/p1/2012/2012-12-15/html/reg4-eng.html>

ⁱⁱ Consolidation Marihuana Medical Access Regulations. SOR/2001-227. Current to September 16, 2013. Minister of Justice.

Regulatory Approaches – Municipal Examples

Municipality	Where Permitted	Distance Separation	Other Comments
Clearview Township, ON	Permitted as-of-right as a “greenhouse” primary use in agricultural and rural zones	No	
Markham, ON	Permitted as-of-right in Employment Zones as an industrial use that allows for the manufacturing of goods, with plant growing considered incidental to the principal use	No	
Smith Falls, ON	Permitted as-of-right in industrial zones (Processing plant use)	No	
City of Windsor, ON	Permitted in industrial zones	No	
Fort Erie, ON	Permitted in agricultural, industrial, rural and existing open space zones	70 m setback from residential zones and sensitive uses	Defined Medical Marihuana Grow and Production Facilities
Town of Milton, ON	Permitted in general industrial zone	70 m setback from various zones and sensitive uses	Defined Medical Marijuana Production Facility Appealed to OMB
City of Toronto, ON	Permitted in industrial zones	70 m separation distance from sensitive land uses, including residential, public/private schools, place of worship, day nursery	Defined Medical Marihuana Production Facility
City of Ottawa, ON	Permitted in industrial zones	150 m separation distance from residential and institutional zones	Defined Medical Marihuana Production Facility

Municipality	Where Permitted	Distance Separation	Other Comments
District of Maple Ridge, BC	Permitted in agricultural zones only	200 m separation distance from elementary/secondary schools	Defined Medical Marihuana, Commercial Production
City of Kamloops, BC	Permitted in industrial zones	150 m separation from sensitive land uses	Defined Medical Marihuana Grow Operation (MMGO) Permitted subject to regulations including: description of all discharges; ventilation plan; stand-alone buildings only; no ancillary uses; require Business Licence
City of Surrey, BC	Permitted only in Community Commercial B Zone, requiring site-specific rezoning for permissions outside of this zone	No	Defined medical marihuana
City of Delta, BC	Prohibited in all zones and require site-specific rezoning	No	Defined medical marihuana

NOTE: No municipalities surveyed have size restrictions

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Corporate Report

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DATE: June 2, 2014

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

FROM: Edward R. Sajecki
Commissioner, Planning and Building

SUBJECT: **Inspiration Lakeview Master Plan (Ward 1)**

- RECOMMENDATION:**
1. That the report dated June 2, 2014 from the Commissioner of Planning and Building, titled "Inspiration Lakeview Master Plan", and the accompanying Inspiration Lakeview Master Plan document, prepared by Urban Strategies Inc., and provided under separate cover, be received.
 2. That the Inspiration Lakeview Master Plan be circulated to stakeholders, agencies, authorities, and City departments for review and comment.

REPORT HIGHLIGHTS:

- In accordance with a Memorandum of Understanding between the City of Mississauga, Ontario Power Generation (OPG), and the Province of Ontario, a Master Plan to articulate a Shared Vision for the future of the OPG lands has been developed.
- Urban Strategies Inc. was retained to assist the partners, stakeholders, and the community in developing a Master Plan for the OPG site and the adjacent business employment lands.
- Based on input from the public, the Plan focuses on Six Big Moves:

- A Continuous Waterfront;
 - A Blue and Green Network;
 - A Fine Grained Street Pattern;
 - Bring Transit to the Site;
 - A Cultural Hub at the Head of the Pier; and
 - Employment and Innovation Corridor.
- The Master Plan proposes long term, phased in development of six sustainable neighbourhoods that offer a variety of mixed uses and residential housing stock along with a vibrant public realm including generous open spaces, cultural and recreational amenities and employment opportunities.
 - The next steps will require a continued partnership and concerted effort among the community, land owners, the City, the Province and OPG in order to advance the project through the regulatory planning process.

BACKGROUND:

On February 27, 2008, City Council unanimously approved Resolution 0048-2008 directing staff to commence planning for the redevelopment of the Ontario Power Generation (OPG) lands located in Lakeview. This was in response to strong community support for the creation of an exciting, vibrant and visionary urban living centre on the site.

Funding for this project was approved in 2010. Urban Strategies Inc. was retained to support the initiative, which was coined Inspiration Lakeview. At that time, the scope of the lands to be included in the project was extended to the business employment lands between the OPG site and Lakeshore Road. The intent was to build on the existing public sentiment through a collaborative process that engaged Council, the community, land owners, other stakeholders and staff. In December 2010, The Honourable Charles Sousa, MPP, Mississauga South, announced the Province of Ontario (Province) would work with the City of Mississauga and OPG to develop a Shared Vision and action plan for the redevelopment of the lands. This was formalized with a Memorandum of Understanding (MOU) approved by Council Resolution 0166-2011.

The MOU stated the goal of the project was to develop a Shared Vision for a long term plan to be implemented in a financially prudent manner, to benefit the citizens of both Mississauga and the rest of Ontario and increase the financial, social, environmental and economic value of the site area in general and the OPG lands specifically. The MOU included a timeline of June 30, 2014 for completion. This was recently extended to August 30, 2014 to reflect the scheduled meeting dates of the OPG Board of Directors who are required to receive the Master Plan for review and consideration.

Over the past few years, community consultations and visioning sessions were conducted, attracting hundreds of residents and other stakeholders. In April, 2011, the vision for Lakeview was received by Council and staff were directed to use it as the foundation for the preparation of a Master Plan.

Staff then entered into lengthy and detailed discussions with OPG on the method for achieving the Shared Vision including a site access agreement, scope and costs, and a work plan and logistics. To assist OPG, Infrastructure Ontario was retained in the summer of 2013. On September 30, 2013, OPG provided official permission for site access which allowed for the start of the Master Plan process.

Subsequently, staff from OPG, Infrastructure Ontario and a cross-departmental team from the City worked together with Urban Strategies Inc. to develop the Plan. Work on the Master Plan included consultation with various stakeholders, and land owners immediately north of the OPG lands. In addition, input was solicited through public meetings and workshops as well as a web site that provided access to all materials and links to give feedback directly to the staff team. The Master Plan Executive Summary is attached as Appendix 1.

COMMENTS:Inspiration Lakeview Master Plan

The Inspiration Lakeview Master Plan provides the structural framework and design concepts to guide future development of the subject lands.

On March 18, 2014, the Inspiration Lakeview team hosted a community meeting to present the emerging themes of the Master Plan. Attendees had an opportunity to participate in group workshops based around the themes of Open Spaces and Connections, Movement and Transportation, Land Use, Culture and Programming, and Built Form and Urban Design. Approximately 250 people attended the event for the presentation and over 100 participated in the workshop. Their feedback is summarized in Appendix 2. The outcomes of this workshop informed the development of the Master Plan presented to the community on May 15, 2014. Over 150 people attended the May presentation which was well received.

As outlined at the May meeting, the following Six Big Moves represent the key structural components of the Master Plan:

1. **A Continuous Waterfront:** The true ‘inspiration’ for the site is its waterfront location. Inspiration Lakeview will reconnect all Mississauga residents to Lake Ontario and its shores.
2. **A Blue and Green Network:** Generous green and blue spaces are the organizing strategy for the Master Plan.
3. **A Fine Grained Street Pattern:** A new urban street and block pattern connects neighbourhoods both within and surrounding the site.
4. **Bring Transit to the Site:** To service the increased density in this new community, opportunities to bring transit to the site are proposed.
5. **A Cultural Hub at the Head of the Pier:** The Cultural Hub at the water’s edge is a place where arts, culture, and community spaces (including community centre/library if required) serve as both destination and neighbourhood infrastructure.
6. **Employment and Innovation Corridor:** A green technology district located between the G.E. Booth Wastewater Treatment

Facility and the new community will attract research and development jobs and build on synergies with adjacent institutional uses.

These Six Big Moves work together to deliver the richness and complexity of an urban waterfront community. With cultural and economic variety, beautiful interconnected landscapes and high quality living spaces the site will become a destination and model for waterfront revitalization. The following provides a summary of how each of the Big Moves is developed in the Master Plan.

Open Spaces and Connections

Public parkland, hazard lands (shoreline and creek area), private open space and green streetscapes ensure the public realm is a key component to the structure of Inspiration Lakeview. A hierarchy of open spaces are thoughtfully distributed throughout the site, accommodating opportunities for flexible programming, heritage interpretation, landscapes and destinations.

Large open spaces are considered the ‘bones’ of the site. This includes a 1.2 km linear green space connecting Lakeshore Road to the waterfront and aligns with the Hydro Corridor to the north. This provides excellent opportunities for a naturalized Serson Creek.

The waterfront provides an important shoreline experience on the Lakeview site, but is also an important connection between Lakefront Promenade Park and the Lakeview Waterfront Connection lakefill initiative through to Marie Curtis Park. As well, the Western Pier provides opportunities for future access deep into Lake Ontario.

Mid-size open spaces contribute to creating a cohesive park system, including a series of east-west connectors consisting of neighbourhood parks and cycling and walking trails. In the south end of the site, there is a great opportunity for celebrating water with splash pad facilities, fountains, and winter use such as skating. The Waterway series of open spaces begins the transition from residential neighbourhoods to the waterfront.

A series of smaller green areas complete the network. Located within inner-blocks and some privately owned parcels, these spaces are integrated with the public realm. These transition spaces provide residents day-to-day neighbourhood parks, courtyards, play-sites, community and individual private gardens.

Movement and Transportation

It is key to the future success of Inspiration Lakeview that it be developed as a transit-supportive community. A new street network created to support transit, walking and cycling options are all proposed. Acknowledging the need for further detailed and technical studies and the uncertainties related to transit investment, the conceptual transit alignment is developed as a flexible strategy. To meet the needs of both the new and existing Lakeview communities, the preferred concept loops transit into the site. This provides for the Ministry of Transportation recommended 400m or 5 minute walking radius to a transit station for all residents. This alignment supports the density distribution strategy, as well as forming part of the open space network, assuming both on-street and greenway route configurations.

The cycling network includes year-round, safe cycle paths for both commuter and recreational uses. A series of on-street cycling lanes designed into the road network and off-street cycle options linked through the parks and trail system are included in the Plan.

Land Use

As a vibrant mixed use community, Inspiration Lakeview envisions a variety of options for people to live, work, learn and play. Along with residential opportunities, the objective is to attract a diversity of complementary employment, commercial, institutional, and recreational uses.

A Cultural Hub is a key piece of public infrastructure in the heart of the waterfront. Artist galleries, museums, festival spaces, community meeting places, and studios highlight this area as a prime waterfront address. Along with this is an Incubator mixed use area. It provides flexible space to attract start-up uses that invite collaboration among developers, the City and the community.

A small commercial anchor at the south side of the intersection of Ogden Avenue and Lakeshore Road creates an intimate commercial gateway into the new community. By extending Ogden Avenue south into the heart of the site, a central hub invites small-scale retail and commercial activities at grade, with residential uses above.

The Plan proposes relocating the employment area currently along the northern portion of the site to the eastern boundary. This forms an Employment and Innovation Corridor. The Corridor capitalizes on the mandatory buffer zone adjacent to the G.E. Booth Wastewater Treatment Facility. The proximity to this Treatment Facility and surrounding uses create many opportunities for research, economic development and education services.

A post-secondary institution nestled in a prime waterfront location provides an incredible opportunity for investment. Its proposed location close to the Employment and Innovation Corridor and the Cultural Hub creates excellent opportunities for co-location ventures.

The Master Plan was developed with a sustainability lens. It provides the opportunity for a new wave of green-community building by embedding innovative and technologically advanced design solutions. This includes an area within the Employment and Innovation Corridor dedicated to District Energy, wastewater, and utility service. A list of sustainable elements for consideration in future development is attached as Appendix 3.

The residential areas are organized by neighbourhoods and are comprised by a mix of townhouse, mid-rise and taller buildings. The majority of the site assumes mid-rise development, with some taller building elements and townhouse districts dispersed throughout.

Built Form & Neighbourhoods

The 2041 population target for Inspiration Lakeview is projected at approximately 8,000 units or 15,000-20,000 people. This is in line with the City's most recent Population Growth Forecast, Mississauga Official Plan (MOP) Character Area policies, the Ministry of Transportation Transit-Supportive Guidelines, as well as expert

recommendations on the marketable residential building types and unit sizes in the Lakeview area.

The distribution of building density takes the following factors into consideration:

- A gradual transition to the established, adjacent residential neighbourhoods;
- A community scale at Lakeshore Road;
- Increasing the density and height towards the centre of the site, along higher order transit and major open spaces;
- Gradual transition to mid-rise towards the waterfront parcels;
- Maximizing daylight hours (6-8 hours) along key open spaces and streets;
- Ensuring key locations for landmark buildings are considered; and
- Promoting built form that creates a varied skyline and provides views of the water.

The Master Plan recommends a mix of housing forms appropriate to both the area and the foreseeable regional market. The residential building types allow for affordability, a variety of unit sizes and demographic mix and includes:

- 20% Townhouse;
- 55% Mid-Rise (5 – 8 storeys);
- 25% Taller Building Elements (up to 15 storeys); and
- Signature Buildings (up to 20 storeys) which are architecturally significant landmarks subject to design studies, additional review and must ‘earn the sky’.

Parking is planned in a sensitive manner, minimizing negative impacts to the public realm. Four methods are proposed to deliver the necessary parking on the site:

- On-street parking integrated into the streetscape design;
- Surface parking for lower density development and for the employment area;

- Underground parking for all higher-density parcels; and
- Multi-storey parking for areas with significant density that is integrated with development to reduce the negative impact on the public realm.

Taken together, all of the components of the Master Plan create six distinct neighbourhoods (Appendix 4). Within these, the Lakeview Community Node is identified as the Ogden Village Neighbourhood.

Phasing

Due to its scale and complexity, the full implementation of the Inspiration Lakeview Master Plan could take up to 30 years to complete. Staff anticipate development will be phased in starting in the north-west and moving to the south-east over a period of years. As well, the City is proposing to undertake a Lakeshore Road Transportation Master Plan. This may impact the type of transit options and how they are phased in to align with the development of the site.

In the meantime, some early initiatives are proposed in order to provide public access to the waterfront and to begin building Lakeview's new community. To this end, staff are currently studying the feasibility of providing public access to the Western Pier.

Implementation and Next Steps

The Inspiration Lakeview Master Plan will be presented by OPG staff to their Board of Directors in August. City staff will be advised of the meeting outcomes once the Government of Ontario is updated by OPG.

Concurrently, staff recommend the Master Plan be circulated to stakeholders, agencies, authorities and City departments for comment and identification of any additional studies that may be required. This information must be received before the next steps in the process are determined.

In addition, a clear understanding of the roles and responsibilities of the Province, OPG and other local land owners must be established in order to move forward. The City, Province, OPG, and private land

owners each hold unique, yet interconnected interests. It is essential that all parties work together to develop an investment strategy that will secure the significant public amenities and infrastructure associated with the site's redevelopment. However, this strategy must be underpinned by the key principle that all land owners in the study area are receiving a benefit from the proposed change in land uses. Therefore, all land owners should fairly and equitably pay a share of the planning studies and public infrastructure required to support the proposed redevelopment. This includes a series of Environmental Assessments (EAs) to confirm and approve various public infrastructure projects such as the public street network, transit technology and servicing infrastructure.

In addition to required EAs and completion of any other additional studies, an Official Plan Amendment will be undertaken to incorporate the Master Plan into the Mississauga Official Plan and the Lakeview Local Area Plan.

A detailed strategy to implement the Master Plan will be developed once the commenting bodies have provided their feedback. An effective strategy to capture early market interest, minimize disruption to existing land owners, maximize cost effectiveness for all parties involved, and be sequential and flexible in nature will be required. Staff will return to Council once this is better understood.

STRATEGIC PLAN:

The Strategic Pillar for Change, 'Prosper', identifies the visionary action "We will create a model sustainable community on the waterfront". The revitalization of the Lakeview lands provides an opportunity to embrace this strategic goal and the related actions in each Strategic Pillar for Change with initiatives that are aligned with creating a mixed-use, vibrant, integrated, sustainable community.

FINANCIAL IMPACT:

No additional funding is required at this time.

Existing staff resources will continue working with OPG and the Province to develop next steps, and clarify roles and responsibilities for moving forward.

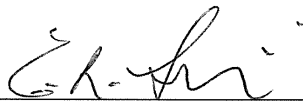
CONCLUSION:

The Inspiration Lakeview Master Plan for the OPG and adjacent business employment lands has the potential to become a regional, national and international model of sustainable redevelopment. Urban Strategies Inc. was retained to assist the partners, community and stakeholders to develop a Master Plan that articulates the Shared Vision for the site. The Master Plan is the result of collaborative ideas generated through community input, on-line engagement, debate and dialogue. It provides for a mixed use community with a vibrant public realm, including generous open spaces, cultural and recreational amenities and employment opportunities.

The community is passionate about the future of Lakeview, and the Inspiration Lakeview Master Plan charts an exciting course for the subject site. However, more work is required to make this Plan a reality. Continued partnerships with OPG, the Province and the private sector will be the key to success.

ATTACHMENTS:

- Appendix 1: Inspiration Lakeview Master Plan Executive Summary
- Appendix 2: Inspiration Lakeview Master Plan - Community Workshop Summary and Notes
- Appendix 3: Inspiration Lakeview Master Plan - Sustainable Elements
- Appendix 4: Inspiration Lakeview Master Plan - Six Distinct Neighbourhoods



Edward R. Sajecki
Commissioner, Planning and Building



Prepared By: Lorenzo Ruffini, Strategic Leader, Planning and Building

Executive Summary

The Inspiration Lakeview Master Plan represents an important step in the process of achieving Mississauga's vision for revitalizing its waterfront. In receiving the (2011) Inspiration Lakeview: A Vision, Mississauga City Council outlined a Master Plan level of study as a next step in the redevelopment of the Ontario Power Generation (OPG) and Lakeview business employment lands, known as Inspiration Lakeview.

This effort presents a once in a lifetime opportunity to build on the City of Mississauga's policy direction, strategic initiatives and regional development interests, to create a sustainable new community along Mississauga's eastern waterfront.

Since the 2011 Vision study, the City and a team of consultants led by Urban Strategies Inc. have continued to engage stakeholders and the general public through a series of consultation events, small group discussions, participatory workshops and an active online platform. The core principles that emerged from the Vision have remained at the forefront in the development of the Master Plan - with an overarching goal of reconnecting the city to the water.

The Master Plan ensures a great diversity of uses, from residential, to commercial, institutional, employment, to opportunities for cultural expression and provisions for District Energy. The Plan's fine grain network of streets and blocks feeds into the existing road



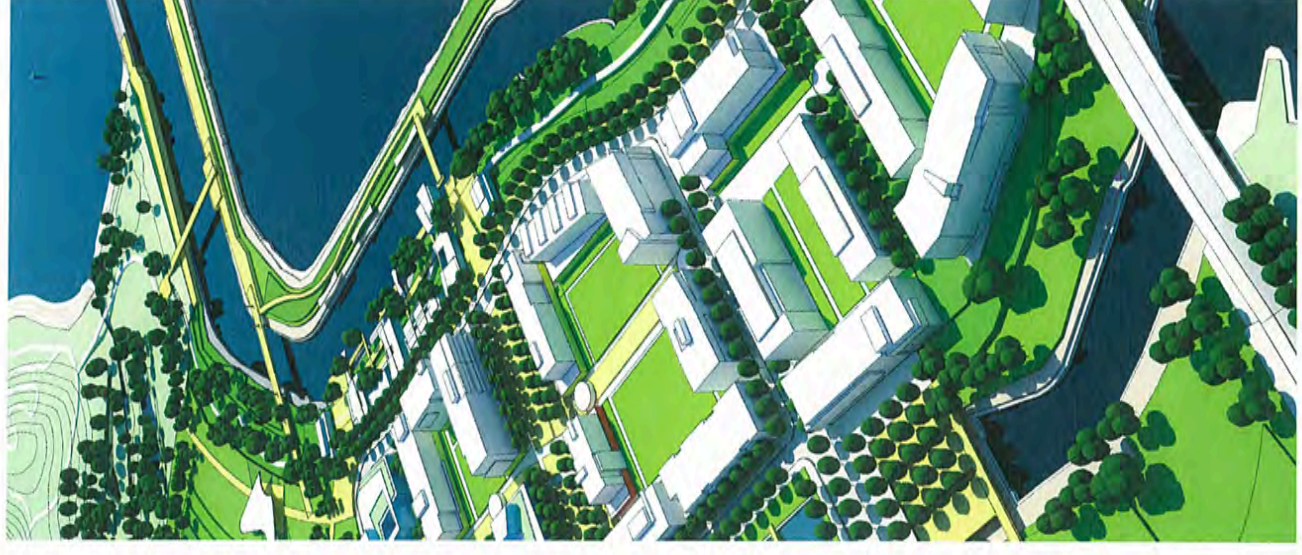
network and provides space for transit-riders, cars, cyclists and pedestrians. Higher order transit extends into the site, ensuring that Inspiration Lakeview will be a transit-supportive development.

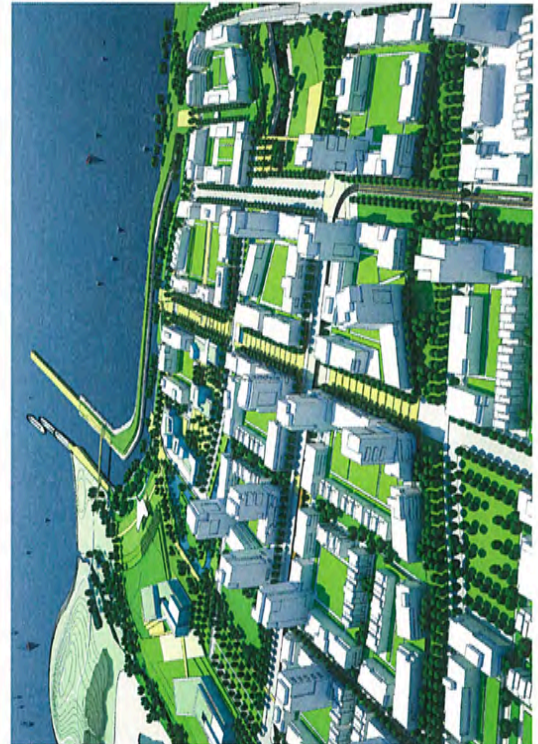
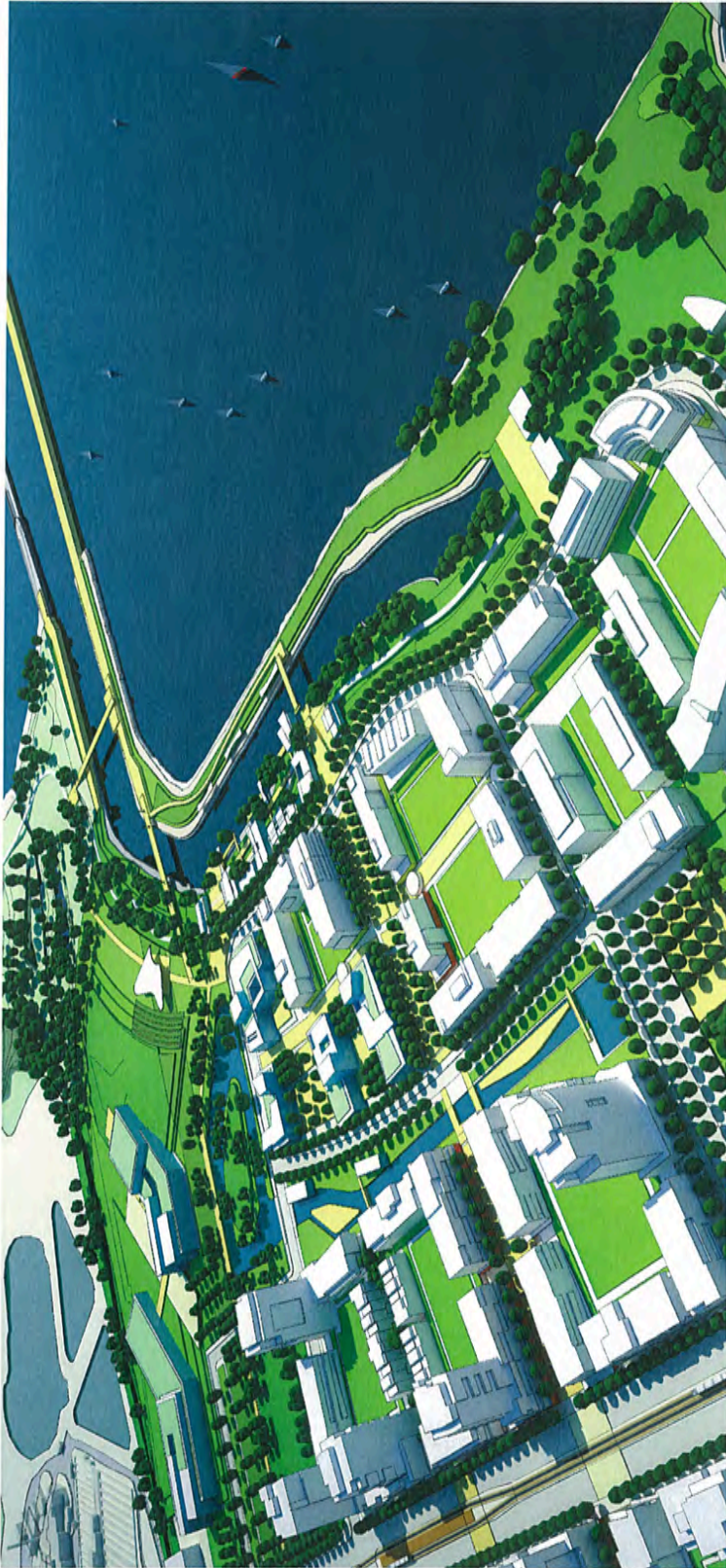
A generous open space network provides opportunity for recreation and respite, while connecting the community to the waterfront and the broader City framework of public parks and natural areas.

Active community and destination places are envisioned, from ground floor incubator studio spaces in residential areas, to an institutional campus and cultural opportunities at the waterfront. Important people-centred amenity spaces are provided at the water's edge.

To deliver the development and create a new sustainable community, a diversity of residential building types are provided, including low-rise townhouse, mid-rise and some taller buildings - together supporting six new sustainable neighbourhoods.

This Master Plan forms a key 'bridge' in moving from Vision to implementation which enables the City to move from a conceptual Vision of "Big Ideas" to the next statutory approval phases.





A Visionary Plan for Redevelopment.
The path forward for Inspiration Lakeview considers the site's industrial past, the abutting neighbourhoods and existing conditions, its strategic waterfront location and the extraordinary potential to create a new sustainable community at the water's edge.



Key features of the Master Plan

- Six new neighbourhoods
- Sustainable elements integrated throughout
- Over 36% of the total site area comprised of a green and open space network
- Significant opportunity for institutional and cultural infrastructure and investment at the water's edge
- A new publicly accessible waterfront and connected trail system
- Inspiration Lakeview will:
 - Accommodate approximately 15,000 - 20,000 people
 - Provide approximately 8,000 new units
 - Accommodate approximately 7,000 - 9,000 jobs



Inspiration Lakeview Master Plan

Community Workshop
Summary and Notes

March 2014



This report summarizes the outcomes of the Community Workshop for the Inspiration Lakeview Master Plan Framework, held on March 18, 2014 at the Mississauga Seniors' Centre.

The evening's agenda included:

- a) Drop-in Open House
- b) Introductory remarks and overview presentation of the emerging Master Plan
- c) 1-hour Community Workshop
- d) Summary of the what was heard and closing remarks.

The event was well-attended, attracting approximately 250 people (100 of whom participated in the workshop component). The workshop was organized as a self-facilitated small group exercise. Workbooks, reference materials and the emerging Master Plan were provided on each table, allowing participants to work together through the different themes of the Plan: Open Spaces & Connections; Movement & Transportation; Land Use, Culture & Programming; and Built Form & Urban Design.

The Inspiration Lakeview Team received excellent feedback and many detailed comments, questions and ideas during this important phase of the Master Planning process. This brief provides both a summary of the general themes as well as a full recap of the comments that were provided in the completed workbooks.

The feedback from this workshop will be incorporated into the next iteration of the Master Plan and presented back to the community at the next round of public consultations in May 2014.



Common Themes and General Summary

General support for:

- Proposed mix of land uses
- Open space network and protected green areas for public access, including the water's edge
- Preferred "U" shape transit alignment option
- Museum, gallery and multi-use outdoor event space opportunities at the Cultural Hub
- Relocation of the existing employment area to the Innovation Corridor
- Additional cultural and recreational use ideas, including: hockey arenas, skating rinks, outdoor gyms, splash pads, community gardens, gathering spaces, farmers' markets, sculpture parks, arts and culture exhibit spaces, amongst others

Areas of Concern:

- Change name of "Performance Hill" back to "Coal Hill"
- More green space between Serson Creek and the Innovation Corridor
- Incorporate safe bike paths throughout
- Add additional "Gateway" park on Lakeshore at Lakefront Promenade
- Better connect green spaces at the eastern and western edges of the site
- Show parking strategy
- Do not place tall buildings at the waterfront
- The proposed tallest building heights are too high

Note: The * indicates the number of times participants referred to a particular item. Comments are summarized.

01 OPEN SPACES & CONNECTIONS

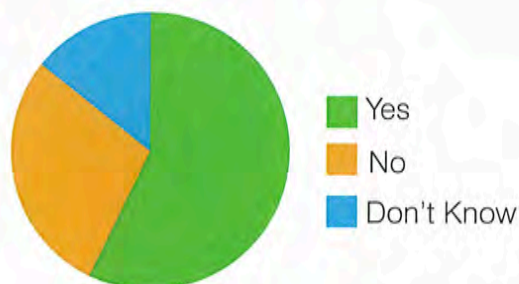
Best things:

- Connection to waterspace through trails (*****)
- Waterfront access (****)
- Transit in green spaces/ greenway (***)
- Plenty of green space and open space towards the lake (***)
- Green common areas for both the local residents and visitors. Brings a sense of community to the area (**)
- Access to the Western Pier (**)
- Commercial space along the east side is great
- Lake views from Lakeshore Road
- Coal Hill/Performance Hill
- Linkage between the north and south
- Incorporation of storm water overflow into the greenspace
- Amount of green areas throughout the site
- Open views to lake and Toronto skyline

Concerns:

- Rename Performance Hill to Coal Hill (*****)
- Wider green spaces between Serson Creek and Innovation Corridor (*****)
- No bike path or walking trail connection to the east (*****)
- More open green space (*****)
- Public access to green spaces while maintaining resident privacy (***)
- Incorporate year-round use of waterways (from canoeing to ice skating in the winter)
- Add additional gateway area to the western entrance to the site
- Better connect to the Hydro corridor
- Too much development, leave the site for a regional park
- Consider the removal of the piers to improve the water flow and quality
- Possibility of loop - to encourage water movement

Has an appropriate amount of green space been protected along the water's edge?



Select the image(s) that best captures your vision for The Lakefront:



Other Ideas:

- Outdoor ice rink (*****)
- Splash pad/water park (*****)
- Beach with access to water (*****)
- Outdoor cultural venues (****)
- Concert facilities (***)
- Restaurants and cafés by the water (***)
- Cycling and pedestrian pathways (***)
- Parking for campus and cultural events, outdoor recreation activities (**)
- Outdoor gym facility (**)
- Communal gathering space (**)
- Skateboard park
- Space designation for community gardens
- Consideration for lake views from different levels and streets
- Green elevated spaces
- Significant landmarks
- Gym/recreation centre
- Picnic areas
- Higher density of trees
- Open air food/beverage vendors
- Lakefront trails

Select the image(s) that best captures your vision for The Greenway:



Active Programmed Spaces



Green Linear Park & Path System



Gardens

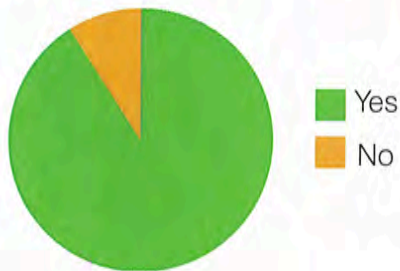


Passive & Natural

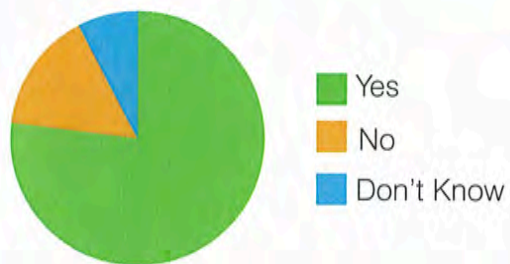
“What is being proposed is quite high density residential, so quality open spaces are important.”

02 MOVEMENT & TRANSPORTATION

The preferred transit option benefits both the existing and new Lakeview communities?



Do you support the new conceptual transportation network?



Comments/Concerns:

- Encourage more public transportation and reduce parking spaces (**)
- Where and how to park?
- Access bike routes from rest of city
- LRT will be contingent on an LRT line running along Lakeshore
- How would routes arrive?
- 5-7 minute electric shuttle bus to go back and forth along "U" shape route
- Simple bus system every 10 min, rail too expensive for area
- Trail connection to GO station
- Existing public transit serves area now, no additional benefits at this point

How should bike lanes be provided at Inspiration Lakeview?



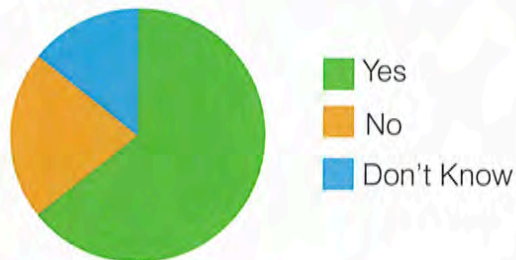
“All bike lanes options are great as long as they are properly defined and movement/rules are obeyed and enforced”

03 LAND USE, CULTURE & PROGRAMMING

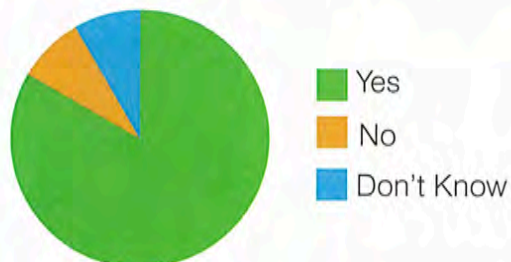
Does the Plan provide an appropriate mix of residential, commercial, employment and cultural/recreational uses?



Do you support the relocation of the existing employment uses at Lakeview to the "Employment and Innovation Corridor"?



Do you support the conversion of the current employment area to residential mixed-use?



Other Cultural Feature Ideas:

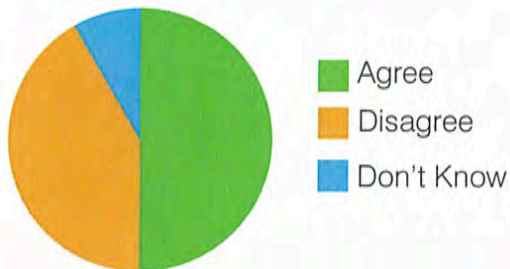
- Multi-use indoor/outdoor entertainment venue/ square (*****)
- Art gallery/exhibits (*****)
- History of aviation museum (*****)
- Outdoor ice rink (****)
- Swimming pool/ Water park (**)
- Marion Orr memorial (**)
- Farmers' Markets (**)
- First Nations History museum (**)
- Artist studios (**)
- Local area contribution to war effort museum
- History of power plant museum
- Community recreational facilities
- Art and sculpture throughout neighbourhood
- Aquarium
- Memorial park

Concerns:

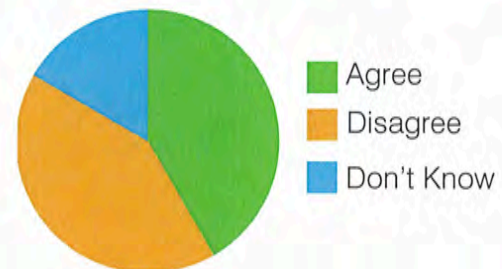
- Do not incorporate big box stores into area (**)
- Innovation Corridor is too close to open spaces for employment uses
- Concern with not enough employment coming in to replace existing
- What employment would be attracted to this community?
- Where are EMS services?
- There is too much residential proposed
- Is there enough space for waste water management to expand?

04 BUILT FORM & URBAN DESIGN

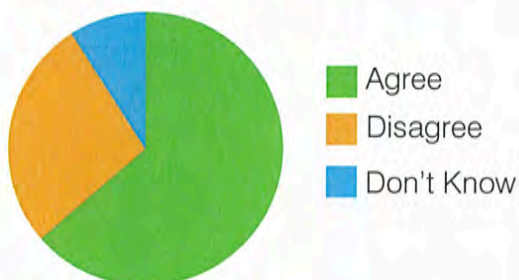
The Plan distributes the density appropriately to meet Inspiration Lakeview's density target?



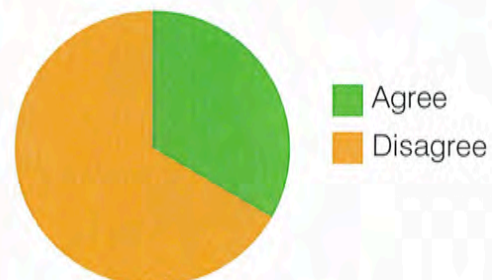
The Plan provides an appropriate mix of housing types to meet the density target?



The increased heights and densities along the BRT/LRT transit alignment are appropriate?



For these select buildings, a height range of 15-22 storeys is appropriate?



“Less taller buildings, with a few taller landmarks to conform to density issues - strategically placed throughout site (not at waterfront)”

General Comments:

- Keep large buildings away from the Lakefront (*****)
- More percentage of townhomes and mid-rise to avoid high-rise (****)
- We don't want too many shadows from high-rise buildings (***)
- No tall buildings as a nod to the 4 sisters (***)
- 22 storey buildings must "earn the sky" (***)
- 22 storeys is too high -15 to 18 is acceptable as a replacement (**)
- Keep high buildings away from blocking the lake and open spaces, no high-rises below Lakeshore (**)
- 7,500 units is too dense to benefit the existing surroundings neighbourhood (**)
- Limit the height to no more than 20 storeys
- Less houses near the waterfront - we want to emphasize parkland
- Prefer low-rise buildings/less people, but still acknowledge needs
- Please don't spoil the feeling of "open space park and beautiful experience of seeing the lake, city of Toronto view, etc."
- We do not want high-rise anywhere on the waterfront. Low-rise and mid-rise moving north, tallest to the north. Please do not butch it like Queens Quay
- Consider elements of accessibility and age
- Traffic density is already substantial - unless transit increases significantly (20,000 people will cause major problems)
- Move school north of Lakeshore Road
- Move taller buildings closer to Lakeshore
- Place a "local-first" caveat on any new builds, favouring the existing Lakeview residents

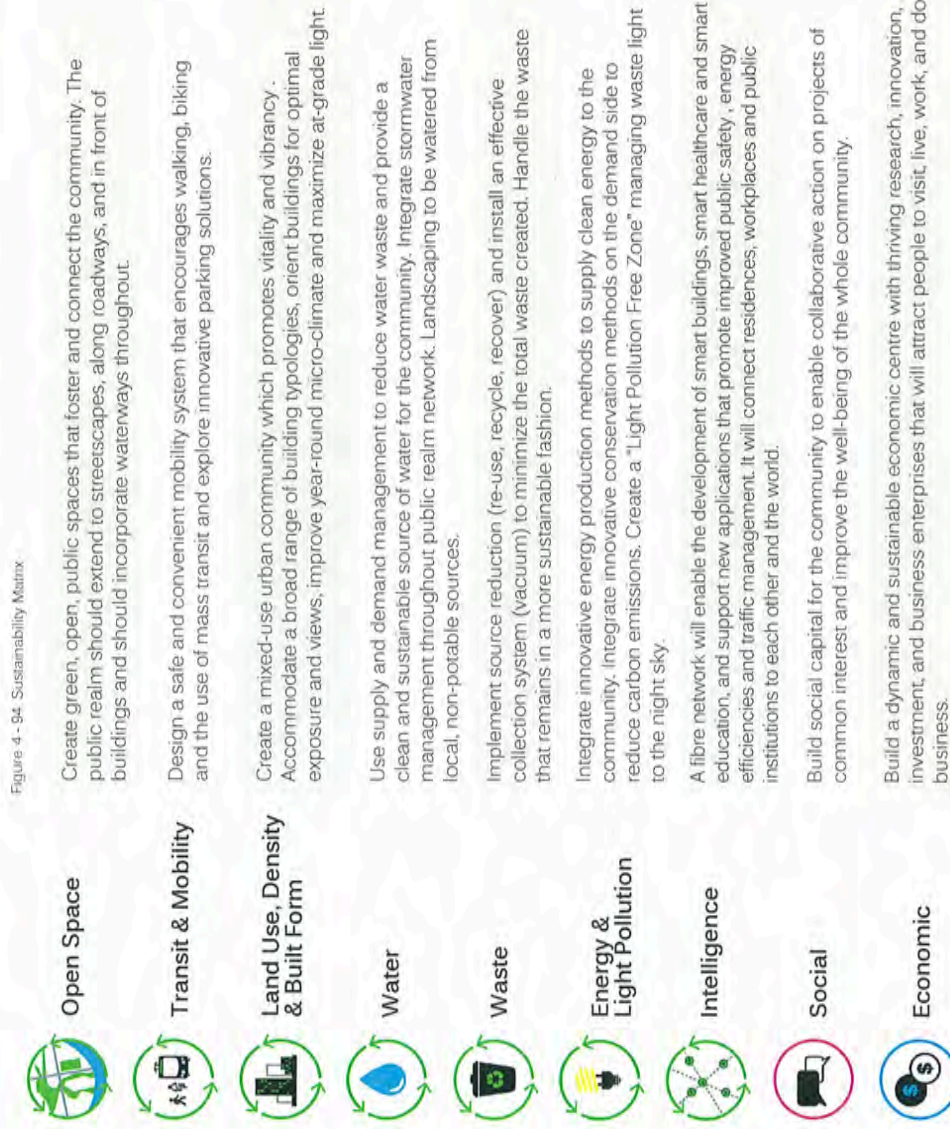
Ideas on how to commemorate the Four Sisters:

- Public art display (****)
- Incorporate public access and art/education space (**)
- Power generating structures (**)
- Four structures in a cone shape
- Four wooden piers for fishing
- Large sails
- Memorial should reflect historical value
- Light house or other point of reference for sailors
- Walking path with pictorial descriptions of the four sisters and their roles
- Small museum dedicated to their use
- Rock climbing walls
- Interactive form/experience
- Clear tower that lights up internally
- 4 unique high rises that are accessible all around so it does not block off any paths or waterfront access

Sustainable Neighbourhoods

Inspiration Lakeview will become a model, sustainable community. It has the rare opportunity to demonstrate the next wave of green-community building by embedding innovative and technologically advanced design solutions. Opportunities to use less energy, rely less on the automobile, re-use storm and wastewater, ensure cleaner air, generate less waste and darken the night sky. Mississauga could have its first Leadership in Energy and Environmental Design (LEED) Platinum Neighbourhood and be a global contender for best practice.

Key elements that require further study to deliver the highest caliber of global sustainability are listed in the adjacent matrix.



Lakeview-wide



Land remediation • Biodiversity corridors • Land and aquatic habitat • Urban tree canopy • Eco-corridors • Community Market

Higher order transit • Cycling and walking paths that connect into the larger regional systems

Improve micro-climate via arrangement of streets and blocks

Restore aquatic habitats

Centralized waste vacuum management

District energy • Renewable energy consumption • Mitigate heat island effect

Environmental Information Centre • Open, high-speed broadband Internet access

Community services • Affordable and accessible public transportation

New job opportunities • Local and regional tourism

Neighbourhood



Reuse Biomass • Integrate indigenous trees and native species • Allotment Gardens • Solar Envelope considerations

Interconnected open spaces weave throughout neighbourhoods to encourage active transportation.

Create comfortable environments via building orientation and massing

Clean and efficient Ultraviolet electromagnetic treatment

Reuse organic waste on site

Maximize micro-climate and comfort via building orientation

Manage energy based on peak hour usage

Mix of housing types and tenures including family-friendly (larger and ground-related) units • Active streets that promote social interaction

Regeneration offers positive benefits to surrounding neighborhoods and communities

Block



Use green roofs to create habitat corridors • Use green roofs and courtyards for urban agriculture • Bird friendly development

Integrate green building technologies

Integrate technologies to reduce runoff • Harvest rainwater • Reuse grey water • Recycle water in commercial and retail buildings

Separate waste into three streams • Separate areas for hazardous waste

Smart metering • Photovoltaics

Integrate intelligent systems

Foster health and well-being via access to open spaces

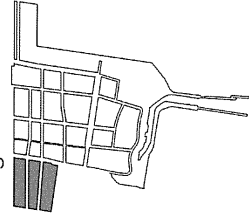
6 Neighbourhoods

The core structural components of the Six Big Moves, combined with the land use, open space and density distribution strategies has created six distinct neighbourhoods.

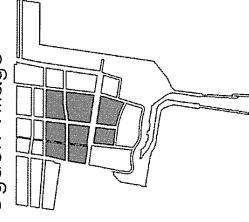
Each neighbourhood has a special character, emerging from a respect for the area's existing communities and neighbourhoods, the bounty of natural land and lake assets, a distinct industrial heritage, desire for higher order transit and the creation of a destination for cultural and commercial ventures.

The emerging neighbourhoods are:

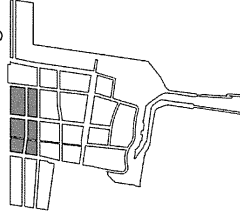
Rangeview Estates



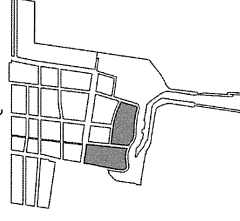
Ogden Village



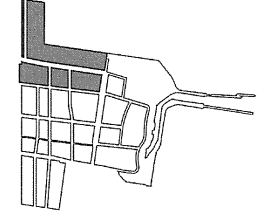
Lakeshore Neighbourhood



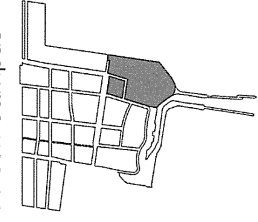
Cultural Quarter



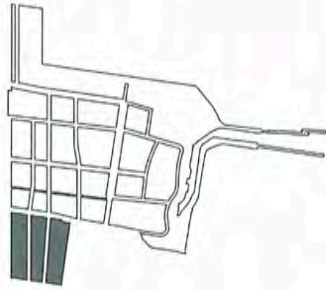
Serson Place Innovation Corridor



Serson Campus







Rangeview Estates

Rangeview Estates is located between Lakeshore Road East and the Lakeview Water Treatment Facility (LWTF). This residential neighbourhood is characterized by its predominantly low-rise housing. Rangeview Square, a generous public park forms the heart of the community, which is further interconnected by a series of storm water management (SWM) spines and private courtyards.

The street and blocks of the neighbourhood are fine grain, providing a connection through the Byngmount site to the west. An accessible landscape buffer is provided between the LWTF and the community and a connection to Lakefront Promenade Park is made.

Figure 4 - 72 Berkeley Square in London, England



Figure 4 - 71 Rain Garden, Portland Oregon

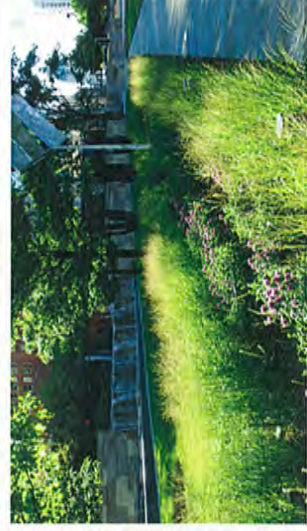
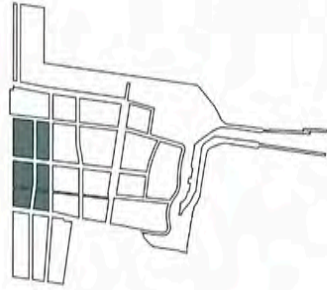


Figure 4 - 70 Habitat Collection Townhomes, Dockside Green, Victoria





Lakeshore Neighbourhood

Lakeshore Neighbourhood is Inspiration Lakeview's primary address along Lakeshore Road, east of Rangeview Estates. While predominately residential, a small retail node, Ogden Corners is provided where Ogden Avenue meets Lakeshore Road and extends towards the lake, forming a special, active gateway, with integrated at-grade retail uses.

A series of SWM spines are interwoven into the fabric of the community, linking the higher-density Ogden Village and the neighbourhood-scaled Central Park. The Arbourway provides a green space configuration of the preferred higher order transit line.

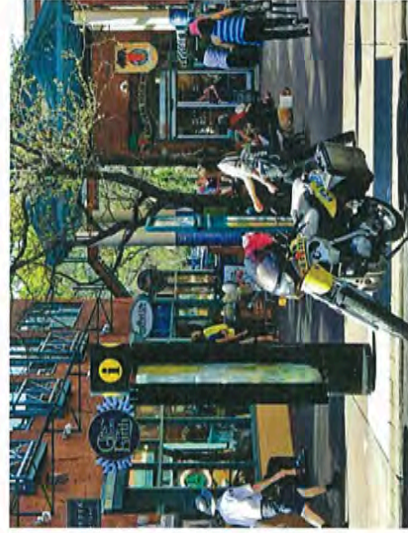


Figure 4 - 74 Danforth courtyard, Toronto

Figure 4 - 76 Carrot Commons, Toronto



Figure 4 - 75 Local greens and gardens, Vancouver



Serson Place Innovation Corridor

The lands immediately adjacent to the WWTF at the eastern extent of the site are capitalized on as a transitional employment area. Serson Place Innovation Corridor is envisioned as a high-tech green campus, providing over 100,000 square metres of office and light industrial use floor area that will attract state-of-the-art employers. The strategic location of the Corridor allows for collaborative research and development opportunities with the adjoining District Energy facility and institutional uses to the south. Smaller floor plates and shared work spaces are envisioned.

The employment campus strategy acts as a buffer between the WWTF and the wider community, of which the linear Greenway is at the heart. Serson Creek will be integrated into the campus strategy and is a key component to the Lakeview Gateway at Lakeshore Road.



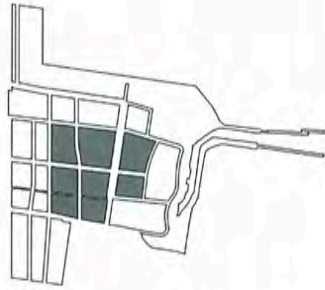
Figure 4 - 80 Chiswick Park, London



Figure 4 - 78 Regional Council of Alsace, France



Figure 4 - 79 New Community College, Nova Scotia



Ogden Village

At the heart of Inspiration Lakeview is Ogden Village. At-grade retail and commercial uses along this segment of New Ogden Avenue introduce a vibrant and active street frontage for this mixed-use neighbourhood. The diversity of building heights and increased densities support the preferred higher order transit line that runs through this central neighbourhood. The Park Connector, comprised of Aviator Park and Central Park, defines the character of the public realm and links directly to Lakeview Promenade Park. The Ogden Village main street leads into the waterfront Cultural Quarter.

Ogden Village may be considered the Community Node for Lakeview. As per the MOP, Community Nodes are amenable to growth and provide access to a multitude of uses that are required for daily living – from local shops and restaurants, to community and institutional facilities, cultural, heritage and entertainment uses, parks, open space and a diverse housing stock. Ogden Village is planned as a mixed-use development, providing opportunities for walkable streets, a strong sense of place and community identity as well as employment opportunities. While the formal determination of the policies, boundaries, specific heights and densities of the Lakeview Community Node will be determined following future study and as part of the formal amendment process to the Lakeview LAP, Ogden Village provides some of the key characteristics of a Community Node.



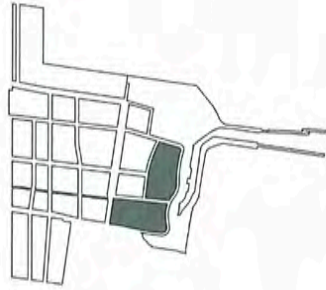
Figure 4 - 84 Mid-rise neighbourhood, Vancouver



Figure 4 - 82 Baldwin Village, Toronto



Figure 4 - 83 Vibrant night life, New York



Cultural Quarter

The Cultural Quarter is the prime waterfront neighbourhood. A mix of residential, commercial and cultural uses that engage with a great variety of waterscapes define this neighbourhood.

Two “waterfronts” - the Lakeview Shoreline and The Waterway, provide this variety of natural, industrial legacy and urban waterscapes with opportunity for pedestrian streets, outdoor cafés and programmable spaces.

A 4-acre parcel within the Quarter has been designated for the Cultural Hub, a Harbourfront Centre-like ensemble of buildings that will provide flexible floor plates amenable to a variety of cultural ventures such as a museum, art galleries and studios. Within the residential development, at-grade incubator space further promotes cultural entrepreneurship.



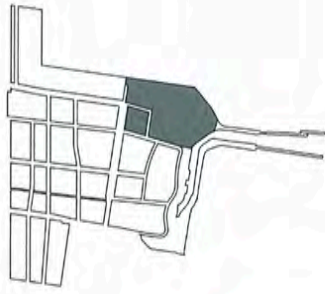
Figure 4 - 88 Outdoor ice skating, Harbourfront Centre



Figure 4 - 87 Sitting areas at Harbourfront Centre, Toronto



Figure 4 - 86 Bird's eye view of Harbourfront Centre



Serson Campus

Serson Campus is located where the Cultural Quarter intersects with the Serson Place Innovation Corridor, the District Energy facility and the Greenway at the head of the piers. A post-secondary institutional campus anchors the community. The primary institutional buildings are nestled in a landmark earthwork - "Coal Hill" provides for a strong buffer along the WWTF and serves as an outdoor performance space with great views. Serson Creek and the Campus' open spaces naturally transition to the Lakeview Waterfront Connection's (LWC) new lakefill landforms and wetlands to the east.



Figure 4 - 92 Bill and Melinda Gates Foundation Building, Seattle



Figure 4 - 90 Delft University of Technology, Netherlands



Figure 4 - 91 Skating trail at Sam Smith Park, Etobicoke



Corporate Report

Clerk's Files

Originator's
Files

CD.03.MIS

DATE: June 3, 2014

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

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **PUBLIC MEETING**
Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan

RECOMMENDATION: That the submissions made at the public meeting to consider the report titled "Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan" dated June 3, 2014, from the Commissioner of Planning and Building, be received.

COMMENTS: On May 14, 2014 Council adopted Resolution 0081-2014 which stated,

That a public meeting be held to consider proposed official plan amendments as recommended in the report titled "Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan" dated April 15, 2014, from the Commissioner of Planning and Building.

The purpose of these amendments is to bring Mississauga Official Plan into conformity with the Region of Peel Official Plan through:

- an amendment to the Designated Greenfield Area policy;
- an update of Map 16-4.1 Designated Greenfield Area;
- a reference to the Greenfield Density Target; and
- the addition of Human-Made Hazards policies.

The purpose of the public meeting is to receive comments on the proposed amendments to Mississauga Official Plan, as outlined in the report attached as Appendix 1.

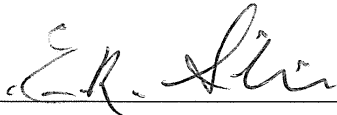
Subsequent to the public meeting, a report will be prepared for consideration by Planning and Development Committee that will address comments received from the public and other stakeholders and, where appropriate, recommend changes to the proposed amendments.


STRATEGIC PLAN: Not applicable.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: The amendments to Mississauga Official Plan are proposed to bring it into conformity with the Region of Peel Official Plan. Following the statutory public meeting, a report will be prepared for consideration by the Planning and Development Committee that will address the comments received.

ATTACHMENTS: Appendix 1: Corporate Report titled “Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan” dated April 15, 2014 from the Commissioner of Planning and Building



 Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Emily Irvine, Policy Planner



Corporate Report

Clerk's Files

Originator's Files CD.03.MIS

DATE: April 15, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: May 5, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan**

RECOMMENDATION: That a public meeting be held to consider proposed official plan amendments as recommended in the report titled "Mississauga Official Plan Conformity Amendment to the Region of Peel Official Plan" dated April 15, 2014, from the Commissioner of Planning and Building.

**REPORT
HIGHLIGHTS:**

- The purpose of this report is to propose modifications to Mississauga Official Plan that are required to conform with amendments resulting from the Peel Region Official Plan Review (PROPR).
- Amendments required to bring Mississauga Official Plan into conformity with the Region of Peel Official Plan are:
 - an amendment to the Designated Greenfield Area policy;
 - an update to the Designated Greenfield Area map;
 - a reference to Greenfield Density Target; and
 - adding policies relating to Human-Made Hazards.

BACKGROUND:

The Peel Region Official Plan Review (PROPR) conducted from 2008 to 2011 resulted in seven amendments to the Region of Peel Official Plan (ROPAs 20-26). City Council has supported all the amendments to the Region of Peel Official Plan.¹

The purpose of this report is to propose amendments to Mississauga Official Plan that are required to achieve conformity to the Regional Official Plan based on the PROPR review.

Selected policies in the PROPR amendments are still under appeal. These appeals relate primarily to the GTA West Corridor and natural heritage policies. Resolutions of the appeals are in process and will be addressed in Mississauga Official Plan policies through amendments to natural heritage policies or in a future general amendment to Mississauga Official Plan.

COMMENTS:

In consultation with Regional Staff, the following amendments to Mississauga Official Plan are proposed to bring Mississauga Official plan into conformity with the Region of Peel Official Plan:

- amendment to the Designated Greenfield Area policy;
- an update of Map 16.4-1 Designated Greenfield Area;
- a reference to the Greenfield Density Target; and
- addition of Human-Made Hazards policies.

Designated Greenfield Area

The Growth Plan requires that the designated greenfield areas of each upper or single tier municipality achieve a minimum density target of 50 residents and jobs combined per hectare (20 residents and jobs combined per acre). In the Region of Peel, a Land Budget was prepared to illustrate that Peel meets the Growth Plan targets and a density target for each of the area municipalities was developed.

¹ The Region of Peel has commenced another official plan review referred to as "Peel 2041" and is proposing two amendments. On April 14, 2014, Planning and Development Committee considered the first amendment through a report titled "Regional Official Plan Amendment (ROPA) 27 – Peel 2041" from the Commissioner of Planning and Building. The second amendment is anticipated in 2015.

Mississauga's density target reflects current development patterns and supports the achievement of the Regional density target. To conform with the greenfield density target for Mississauga in the Region of Peel Official Plan, Policy 16.4.1.1 in Mississauga Official Plan is proposed to be revised as follows:

16.4.1.1 The designated greenfield area will be planned to achieve a minimum density of ~~75~~ 77 residents and jobs combined per hectare, excluding permitted environmental take-outs.

Designated Greenfield Area Map

Minor adjustments are required to Map 16.4-1 Designated Greenfield Area in Mississauga Official Plan to reflect the depiction of the designated greenfield area in the Region of Peel Official Plan. Appendix 1 illustrates the existing and revised Map 16.4-1.

Greenfield Density Target

Reference to the greenfield density target is required to be included in Mississauga Official Plan. Policy 5.6.1 is proposed to be revised by adding the following highlighted text:

5.6.1 Character area policies may specify alternative density requirements, provided the total designated greenfield area in the Region will achieve a minimum density target of 50 residents and jobs combined per hectare, excluding environmental take outs.

Human-Made Hazards

In order to be consistent with the direction in the Provincial Policy Statement, the Region of Peel included policies relating to human-made hazards such as oil, gas and salt hazards. These direct the area municipalities to include corresponding policies regarding development on or near these hazards. To address this issue the following is proposed to be included immediately after Section 6.7 Brownfield Sites (identified 6.X as a placeholder):

6.X Human-Made Hazards

Human-made hazards may have potential adverse impacts on public safety and property and occur when sites have not been properly rehabilitated. They are generally associated with oil, gas and salt hazards and former mineral aggregate and petroleum resource operations.

6.X.X Development will be directed away from human-made hazards. Development may be permitted only if rehabilitation or mitigation of known or suspected hazards has been completed.

In addition, Section 1.1.4.mm is proposed to be amended to identify the following terms that are referenced in these policies:

- Oil, gas and salt hazards;
- Mineral aggregate operations;
- Petroleum resource operations;

The definitions of these terms from the Provincial Policy Statement are found in Appendix 2 and should be added to Mississauga Official Plan Appendix A: Terms Defined in the Provincial Policy Statement (2005) and the Growth Plan for the Greater Golden Horseshoe (2006).

STRATEGIC PLAN: Not applicable.

FINANCIAL IMPACT: Not applicable.

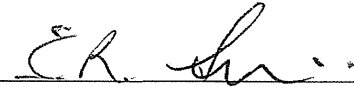
CONCLUSION: Mississauga Official Plan is required to conform with amendments to the Region of Peel Official Plan associated with the Peel Region Official Plan Review (2008-2011). Amendments required to bring Mississauga Official Plan into conformity are:

- an amendment to the Designated Greenfield Area policy;
- an update of the Designated Greenfield Area map;
- a reference to Greenfield Density Target; and
- adding policies relating to Human-Made Hazards.

ATTACHMENTS:

Appendix 1: Map 16.4-1 Designated Greenfield Area

Appendix 2: Definitions from the Provincial Policy Statement



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Emily Irvine, Policy Planner



*K:\PLAN\POLICY\GROUP\2014 Peel Region\Regional Conformity\Corporate Report PDC Regional Conformity Amendment.doc

DRAFT



Map 16-4.1

Designated Greenfield Area
of Mississauga Official Plan

City of Mississauga

Designated Greenfield Area

Designated Greenfield Area

Built-up Area

Special Study Area

City Limits

AREA OF AMENDMENT NO. 27?

AMENDED GREENFIELD AREA DESIGNATION

EXISTING GREENFIELD AREA DESIGNATION

Wolfgang Völz

http://kaddyproject.org/Mapa1123245-03_MIS_RPTV%20Designated%20Greenfield%20Area%202014%20GreenfieldStudy.pdf

A.S.,

Appendix 2

Definitions from the Provincial Policy Statement

Oil, gas and salt hazards: means any feature of a well or work as defined under the *Oil, Gas and Salt Resources Act*, or any related disturbance of the ground that has not been rehabilitated.

Mineral aggregate operation: means

- a) lands under license or permit, other than for *wayside pits and quarries*, issued in accordance with the *Aggregate Resources Act*;
- b) for lands not designated under the *Aggregate Resources Act*, established pits and quarries that are not in contravention of municipal zoning by-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and
- c) associated facilities used in extraction, transport, beneficiation, processing or recycling of *mineral aggregate resources* and derived products such as asphalt and concrete, or the production of secondary related products.

Petroleum resource operations: means oil, gas and salt wells and associated facilities and other drilling operations, oil field fluid disposal wells and associated facilities, and wells and facilities for the underground storage of natural gas and other hydrocarbons.



Corporate Report

Clerk's Files

Originator's
Files OZ 13/018 W5

DATE: June 3, 2014

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

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit a 33 storey apartment building which may include
ground floor retail commercial uses
Southeast corner of Nahani Way and Hurontario Street
Owner: Alfonso Gallucci General Construction Limited
Applicant: Goldberg Group
Bill 51

Public Meeting **Ward 5**

RECOMMENDATION: That the Report dated June 3, 2014, from the Commissioner of Planning and Building regarding the application to amend the Mississauga Official Plan policies for the Uptown Major Node Character Area from "Residential High Density" to "Residential High Density – Special Site" and to change the Zoning from "RA5-23" (Apartment Dwellings - Exception) to "H-RA5-Exception" (Apartment Dwellings – Exception with a Holding Provision) and "B" (Buffer) to permit a 33 storey apartment building which may include ground floor retail commercial uses, under File OZ 13/018 W5, Alfonso Gallucci General Construction Limited, southeast corner of Nahani Way and Hurontario Street, be received for information.

**REPORT
HIGHLIGHTS:**

- The applicant is proposing two options for the ground floor of the proposed 33 storey apartment building along Hurontario Street: retail or residential in order to maintain flexibility at the time of construction;
- Prior to the Supplementary Report, matters to be addressed include: appropriateness of the proposed options given the future Light Rail Transit (LRT) on Hurontario Street; cumulative impact of this development on the Node, adjacent land uses and streetscape; and the receipt of additional technical information.

BACKGROUND:

The above-noted applications have been circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

The subject property is a vacant parcel of land at the southeast corner of Hurontario Street and Nahani Way, which has been zoned for high density development since 1999. During the processing of the development applications for the lands to the south, owned by Summit-Eglinton Inc., an informal agreement was reached between the owner of the subject property and Summit-Eglinton to resolve issues around access and the orderly development of the properties. The concept plan that was developed as part of the agreement included: a new north-south public road through the Summit-Eglinton lands and the subject property connecting to Nahani Way; a private east-west road between the two properties; conceptual building massing; and various high rise apartments, including a 33 storey apartment building on the subject property. The concept plan was included in the Addendum Report dated April 13, 2012 for the Summit-Eglinton development applications (see Appendix I-1).

Despite the agreement, the Summit-Eglinton zoning by-law and draft plan of subdivision was subsequently appealed to the Ontario Municipal Board (OMB) by Alfonso Gallucci. A settlement was reached and the OMB approved an implementing by-law that substantially implemented the concept plan on the Summit-Eglinton lands with the exception of the location of the proposed

east-west private road, which was relocated to the middle of the Summit-Eglinton lands fronting on Hurontario Street.

COMMENTS:

The applicant is proposing a 33 storey apartment building on a 3 storey podium and a future public road extension (Belbin Street) from the lands to the south up to Nahani Way, based on two options, one of which will be mixed use and the other solely residential:

Option 1: 313 apartment dwelling units, nine of which are two storey units within portions of the first and second floors, and a 2 074 m² (22,319 sq. ft.) grocery store on the first floor along Hurontario Street.

Option 2: 328 apartment dwelling units, 24 of which are two storey units within portions of the first and second floors.

The owner is proposing two options for the site to maintain the flexibility to respond to market conditions at the time of construction. There is also a small remnant strip of land located east of the future Belbin Street, beside an existing semi-detached dwelling, that is proposed to be conveyed to the municipality.

Further details of the proposal are as follows:

Development Proposal	
Applications submitted:	November 18, 2013 December 20, 2013 (deemed complete)
Supporting Documents:	Planning Justification Report Survey Site Plan and Statistics Elevations, Sections and Floor Plans 3D Perspective Views Shadow Study Report Functional Servicing Report Restrictions on Title Utility Plan Transportation Impact Study Noise Control Feasibility Study

Development Proposal	
	Phase I Environmental Site Assessment Draft Official Plan Amendment Draft Zoning By-law
Revised Documents:	Revised Site Plan and Statistics Revised Shadow Study Report Revised Draft Official Plan Amendment Revised Draft By-law

Option 1 – Residential and Commercial	
Height	33 storeys
GFA	Retail 2 074 m ² (22,319 sq. ft.) Residential 26 589 m ² (286,202 sq. ft.) Total 28 662 m ² (308,521 sq. ft.)
Floor Space Index (FSI):	4.02 – based on total lot area 4.97 – based on net lot area
Landscaped Area:	20%
Net Density:	542.2 units/ha 219.4 units/ac
Number of Units:	177 – one bedroom units 83 – two bedroom units 53 – three bedroom units Total of 313 total units
Anticipated Population:	783 people* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.
Parking Required:	439 spaces
Parking Provided:	349 residents 97 visitor/retail Total of 446 spaces

Option 2 – Residential Only	
Height:	33 storeys
GFA	29 334 m ² (315,749 sq. ft.)

Floor Space Index (FSI):	4.12 – based on total lot area 5.08 – based on net lot area
Landscaped Area:	20%
Net Density:	568.2 units/ha 229.9 units/ac
Number of Units:	177 – one bedroom units 98 – two bedroom units 53 – three bedroom units Total of 328 total units
Anticipated Population:	820 people* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.
Parking Required:	416 spaces
Parking Provided:	416 spaces

Site Characteristics	
Frontage:	±53.4 m (175.2 ft.) on Hurontario Street ±92.0 m (301.8 ft.) on Nahani Way
Net Lot Area	0.58 ha (1.43 ac)
Existing Use:	Vacant site

Additional information is provided in Appendices I-1 to I-13.

Green Development Initiatives

The applicant proposes several green development initiatives including: rainwater harvesting; permeable paving; green roofs; new trees and native vegetation; secure and weather protected bicycle parking; and bird friendly window glazing. The ability to implement some of these measures is under review as the current proposal shows underground parking extending to the property lines along portions of the site, which may impact landscaping and negate proposed initiatives.

Neighbourhood Context

The subject property is located north of the Hurontario Street and Eglinton Avenue intersection, an area now known as Uptown Mississauga. The surrounding housing stock is varied and includes high rise apartment buildings, townhouses, semi-detached and detached houses.

Information regarding the history of the site is found in Appendix I-2.

The surrounding land uses are described as follows (see Appendix I-3):

- North: Across Nahani Way, townhouse dwellings that front onto Breton Avenue and back onto Nahani Way;
- East: Semi-detached dwellings fronting onto Nahani Way;
- South: Vacant land zoned to permit 3 apartment buildings ranging in height from 21 to 30 storeys with ground floor commercial and office uses, townhouses and semi-detached dwellings. A commercial plaza further south serves the node; and
- West: Across Hurontario Street, 10 storey apartment building on south side of Ceremonial Drive, and condo townhouse complex on north side of Ceremonial Drive. Southwest of the site is an approved five-phase development which, upon completion, will consist of 10 apartment buildings ranging in height from 10 to 34 storeys with ground floor commercial and office uses, and townhouse dwellings.

Mississauga Official Plan Designation and Policies for the Uptown Major Node Character Area (November 14, 2012)

The subject property is located in the Uptown Major Node Character Area and designated "**Residential High Density**" (see Appendix I-4).

The Major Node policies permit a maximum building height of 25 storeys and the Uptown Major Node policies permit a Floor

Space Index (FSI) range of 1.9-2.9 times the lot area for this site (see Appendix I-5).

Major Node Policies

Policy 5.3.2 of the plan indicates that Major Nodes are intensification areas that will develop as prominent centres and be served by higher order transit. The Uptown Major Node is centred on the Hurontario Street Corridor and Light Rail Transit is planned to be constructed on Hurontario Street in the future, pending funding. A future Light Rail Transit (LRT) station stop is proposed at the intersection of Hurontario Street and Eglinton Avenue, south of the subject property.

Major Nodes are a primary location for mixed use development, such as residential, employment and commercial uses, that support higher order transit. Mixed uses are to be oriented towards the Hurontario Street corridor, as shown in Option 1. Major Nodes will achieve a gross density of between 200 and 300 residents and jobs combined per hectare (81 and 121 residents and jobs combined per acre). It is also anticipated that Major Nodes will provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups.

As per policy 13.1.1.3, proposals for heights less than two storeys and more than 25 storeys will only be considered in Major Nodes where it can be demonstrated to the City's satisfaction, that:

- a. An appropriate transition in heights that respects the surrounding context will be achieved;
- b. The development proposal enhances the existing or planned development;
- c. The City Structure hierarchy is maintained; and
- d. The development proposal is consistent with the policies of this plan.

Urban Design Policies

The urban design policies of Mississauga Official Plan (MOP) require that site design, landscaping and buildings are compatible with the surrounding context and will create appropriate transition, and visual and functional relationships between the public realm and the existing and proposed developments.

Other relevant policies in MOP that are applicable in the review of these applications are found in Appendix I-11.

Criteria for Site Specific Official Plan Amendments

Policy 19.5.1 of MOP contains criteria which require an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

- the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;
- the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;
- there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; and
- a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Hurontario/Main Street Corridor Master Plan

The Hurontario/Main Street Corridor Master Plan (2010) identifies the subject property and lands south to Provincial Highway 403 as

being suitable for high rise apartment buildings, up to 25 storeys and an FSI of 4.0 before bonus zoning.

Proposed Official Plan Designation and Site Specific Policies

To amend the existing "**Residential High Density**" policies to permit an apartment building with maximum height of 33 storeys, a maximum FSI of 5.08, and a maximum of 2 074 m² (22,319 sq. ft.) of retail commercial space within the first two floors of the proposed apartment building.

Existing Zoning

"RA5-23" (Apartment Dwellings - Exception), which permits a maximum gross floor area (GFA) – apartment dwelling zone of 21 000 m² (226,042 sq. ft.) and minimum landscaped area and building setback requirements. The base "RA5" zone permits a maximum height of the lesser of 25 storeys or 77 m (252.6 ft.), among other regulations (see Appendix I-6).

Proposed Zoning By-law Amendment

"H-RA5-Exception" (Apartment Dwellings – Exception with a Holding Provision) to permit, in addition to the permitted uses, the following:

- apartment building containing a maximum of 328 units;
- maximum height of 33 storeys;
- increased residential GFA;
- maximum FSI of 5.08;
- maximum of 2 074 m² (22,319 sq. ft.) for commercial uses within the first two floors of the apartment building, which may include a retail store, financial institution and personal service establishment;
- reduced building and landscape setbacks, and a reduced landscaped area.

A complete list of proposed zoning standards are identified in Appendix I-12 attached to this report.

The proposed zoning by-law would allow either option to be constructed.

"B" (Buffer) for the remnant strip of land east of the future public road extension (Belbin Street) through the subject property. The applicant proposes that the remnant land be conveyed to the municipality and landscaped.

Bonus Zoning

On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. In accordance with Section 37 of the *Planning Act* and policies contained in Mississauga Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Should these applications be approved in principle by Council, the City will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

COMMUNITY ISSUES

No community meeting has been held for the subject applications and no comments from the community have been received by the Planning and Building Department to date.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-9 and school accommodation information is contained in Appendix I-10. Based on the comments received and the applicable MOP policies, the following matters will have to be addressed prior to the Supplementary Report:

- review of the two development options to ensure that the proposed development is transit supportive, supports the Node and meets the intent of MOP policies;

- a review of the scale, density, massing, transition and compatibility of the proposal, relative to the existing surrounding community, the developing community to the south and the west, and to the Downtown;
- building and street relationships, including: tower location and entrances; podium height for the retail commercial space; building and underground parking setbacks; landscaped buffers; public walkway through the site connecting the future Belbin Street to Hurontario Street; corner entry feature at Hurontario Street and Nahani Way, and encroachments where applicable;
- sun and wind comfort impacts of development on neighbouring residential lands, street frontages and amenity areas;
- detailed elevations for building entrances and the interior court, and details on vehicular access, loading, garbage, general movement and operations of grocery store;
- location and design of amenity areas and acoustic features;
- analysis of proposed Official Plan and Zoning By-law amendments, including the remnant strip of land east of the future Belbin Street extension proposed as "B" (Buffer) zone;
- review of preliminary building elevations including height of mechanical penthouse;
- traffic impacts from the proposal on surrounding roads and intersection;
- streetscape design, including pavement and boulevard details and associated cross sections (Streetscape Master Plan);
- additional technical information is required to address outstanding engineering and environmental concerns, such as a revised functional servicing report, site grading and servicing plans, composite utility plan, and an updated Phase 1 Environmental Site Assessment.

OTHER INFORMATION

Development Requirements

A wind study and a revised traffic impact study are forthcoming for review and comment. Additional technical information is

required for engineering and environmental matters. The applicant will be required to enter into appropriate agreements with the City.

The Transit Project Assessment Process (TPAP) for the Hurontario-Main Street Light Rail Transit Project (HMLRT) commenced in February 2014 and is expected to be completed in August 2014. TPAP has identified the need for lands to accommodate a Traction Powered Substation in this vicinity and suitable lands would need to be protected and ultimately acquired in order to proceed with the implementation of the LRT system. The applicant has been contacted about the possibility of incorporating the substation within their development.

FINANCIAL IMPACT: Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City, as well as financial requirements of any other official agency concerned with the development of the lands.

CONCLUSION: Most agency and City department comments have been received and after the public meeting has been held and all issues have been resolved, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

ATTACHMENTS:

- Appendix I-1: Development Concept Plan
- Appendix I-2: Site History
- Appendix I-3: Aerial Photograph
- Appendix I-4: Excerpt of Existing Land Use Map
- Appendix I-5: Uptown Major Node Character Area Map
- Appendix I-6: Excerpt of Zoning Map
- Appendix I-7a: Concept Plan – Option 1
- Appendix I-7b: Elevations – Option 1
- Appendix I-8a: Concept Plan – Option 2
- Appendix I-8b: Elevations – Option 2
- Appendix I-9: Agency Comments
- Appendix I-10: School Accommodation
- Appendix I-11: Relevant MOP Policies

Appendix I-12: Proposed Zoning Standards
Appendix I-13: General Context Map



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Stephanie Segreti, Development Planner



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Corporate Report

Clerk's Files

Originator's

Files OZ 09/011 W5

T-M09004 W5

PDC APR 16 2012

DATE: April 13, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: April 16, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Addendum Report
Official Plan Amendment, Rezoning and Draft Plan of
Subdivision Applications
To permit apartments with ground related commercial and
office uses, and townhouses under standard and common
element condominium tenure
5081 Hurontario Street
East side of Hurontario Street, north of Eglinton Avenue East
Owner: Summit Eglinton Inc.
Applicant: Jim Lethbridge, Lethbridge & Lawson Inc.
Bill 51

Public Meeting Ward 5

COMMENTS: The report from the Commissioner of Planning and Building dated March 27, 2012, regarding the Department's recommendations on the Summit Eglinton Inc. development applications, is scheduled for the April 16, 2012 Planning and Development Committee meeting. Subsequent to the public release of this report, staff have been involved in discussions with representatives of the applicant and the adjoining land owner to the north (Alfonso Gallucci General Construction Limited), to resolve outstanding matters of concern amongst the parties. An agreement was reached over a

Files: OZ 09/011 W5
T-M09004 W5
April 13, 2012

Planning and Development Committee - 2 -

revised development concept for the high density apartment lands abutting Hurontario Street. This concept plan, attached as Appendix SA-1, replaces the high density component of Appendix S-5 of the original Supplementary Report (Block 1). Changes from the original plan include the following:

- Conceptual building massing for all lands, incorporating both the Gallucci and Summit Eglinton properties;
- A shifting of the east-west midblock private condominium road on the Summit Eglinton lands from the centre of the block to the northern boundary. It is proposed that this road remain private with a public easement that will be secured as a condition of subdivision approval;
- Identification of access points to both the public and private roads, although the exact location will be determined through the site plan review process;
- Building tower heights, ranging from 21 storeys to 33 storeys for the development;
- Revised orientation of the north-south road alignment and its connection with Nahani Way.

The concept plan will provide the basis for the drafting of the implementing zoning by-law for the Summit Eglinton lands, including applicable exception schedules. As well, the plan confirms the approximate location of the north-south road alignment to Nahani Way to the satisfaction of all parties. Satisfactory arrangements regarding the particulars involved in the extension will be resolved through the subdivision process.

Matters regarding distance between towers and the proximity of residential uses on the ground floor to Hurontario Street will be reviewed in the context of the plan through the continued processing of the applications. Staff also confirm that the applicable date identified with the proposed Holding Symbol associated with the development of Light Rapid Transit along Hurontario Street has been amended to June 30, 2015.

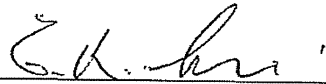
Files: OZ 09/011 W5
T-M09004 W5
April 13, 2012

Planning and Development Committee - 3 -

To implement the proposal for the Gallucci lands, amendments may be required to both the Official Plan (floor space index), and the Zoning By-law. The subject concept plan will serve as a guide for future development on these lands, recognizing that elements of the plan including tower location may change subject to a detailed review.

COMMENTS:

Appendix SA-1: Revised Concept Plan - High Density Lands
(Block 1)



Edward R. Sajecki
Commissioner of Planning and Building

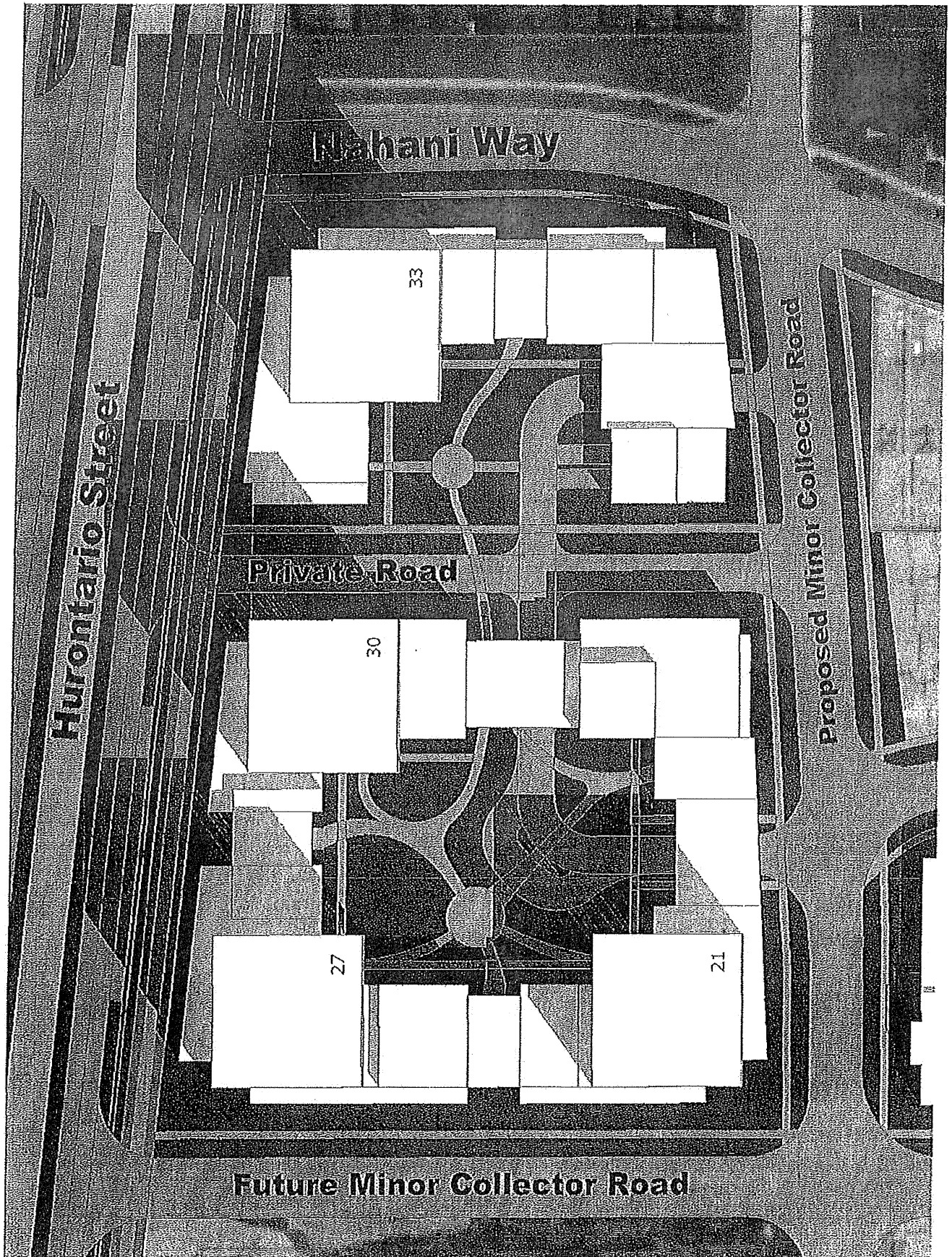
Prepared By: Rob Hughes, Development Planner

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Revised Concept Plan –
High Density Lands (Block 1)

(PREVIOUS) APPENDIX SA-1



Alfonso Gallucci General Construction Ltd.

File: OZ-13/018 W5

Site History

- January 19, 1989 – Rezoning and Draft Plan of Subdivision applications submitted by Alfonso Gallucci Construction Limited (Alfonso Gallucci) and subsequently cancelled.
- November 16, 1998 – Official Plan Amendment/Rezoning (OZ 98/046 W5) and Draft Plan of Subdivision (T-M98010 W5) applications were submitted by Alfonso Gallucci to permit detached and semi-detached dwellings, street row dwellings, apartments and greenbelt lands. The alignment for Nahani Way to Hurontario Street created an undevelopable strip of land on the north side of Nahani Way, which was too small for residential development. The strip of land was dedicated to the City and the density of the strip was transferred to the apartment block (subject property) to allow for additional units. On December 13, 1999, the OMB approved an amendment to City Plan and Zoning By-law 5500, as amended, which zoned the subject property "RM7D5 – Section 2422" and permitted only an apartment building having a maximum gross floor area of 21,000 m², minimum open space of 45% of the lot area, minimum front and rear yard setbacks of 20.0 m, an exterior side yard of 5.0 m and an interior side yard of 4.0 m.
- May 5, 2003 – The Region of Peel approved the Mississauga Plan Policies for the Hurontario District which designated the subject property "Residential High Density II", which permits apartment dwellings with an FSI range of 1.9-2.9. The subject property is located within the Hurontario Node which permits a maximum building height of 25 storeys.
- June 20, 2007 – Zoning By-law 0225-2007 came into force, zoning the subject property "RA5-23" (Apartment Dwellings - Exception). The same GFA, landscaped area and building setbacks were carried forward from By-law 5500, as amended. A maximum building height of 25 storeys was also imposed in the site specific zone.
- June 18, 2008 – Site Plan (SP 08/134) submitted by Alfonso Gallucci for a 29 storey apartment building. The application was subsequently cancelled.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed for the subject property, the policies of the new Mississauga Official Plan apply. The subject property is designated "Residential High Density" in the Uptown Major Node Character Area. The same FSI range was carried forward from Mississauga Plan.



LEGEND:

SUBJECT LANDS



NOTE: DATE OF AERIAL PHOTO 4 / 2013.



SUBJECT: ALFONSO GALLUCCI
GENERAL CONSTRUCTION LTD.

FILE NO:	OZ 13018 W5
DWG. NO:	13018A
SCALE:	1:2500
DATE:	2014 06 23
DRAWN BY:	B. KRUGER

APPENDIX I-3

Produced by
T&W, Geomatics

MISSISSAUGA
Planning and Building

PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

	Residential Low Density I		Business Employment
	Residential Low Density II		Industrial
	Residential Medium Density		Airport
	Residential High Density		Institutional
	Downtown Mixed Use		Public Open Space
	Downtown Core Commercial		Private Open Space
	Mixed Use		Greenbelt
	Convenience Commercial		Parkway Belt West
	Motor Vehicle Commercial		Utility
	Office		To Be Determined

LAND USE LEGEND

	Heritage Conservation District		Civic Centre (City Hall)
	1986 NEP/2000 NEF		City Centre/Transit Terminal
	Composite Noise Contours		GO Rail Transit Station
	LBPIA Operating Area Boundary		Public School
	See Aircraft Noise Policies		Catholic School
	Area Exempt from LBPIA Operating Area		Hospital
	Natural Hazards		Community Facilities

CITY STRUCTURE

	Downtown		Corporate Centre
	Major Node		Employment Area
	Community Node		Special Purpose Area
	Neighbourhood		

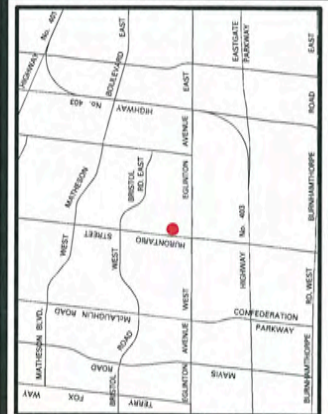
ND2 Region of Peel Non-Decision

SUBJECT LANDS

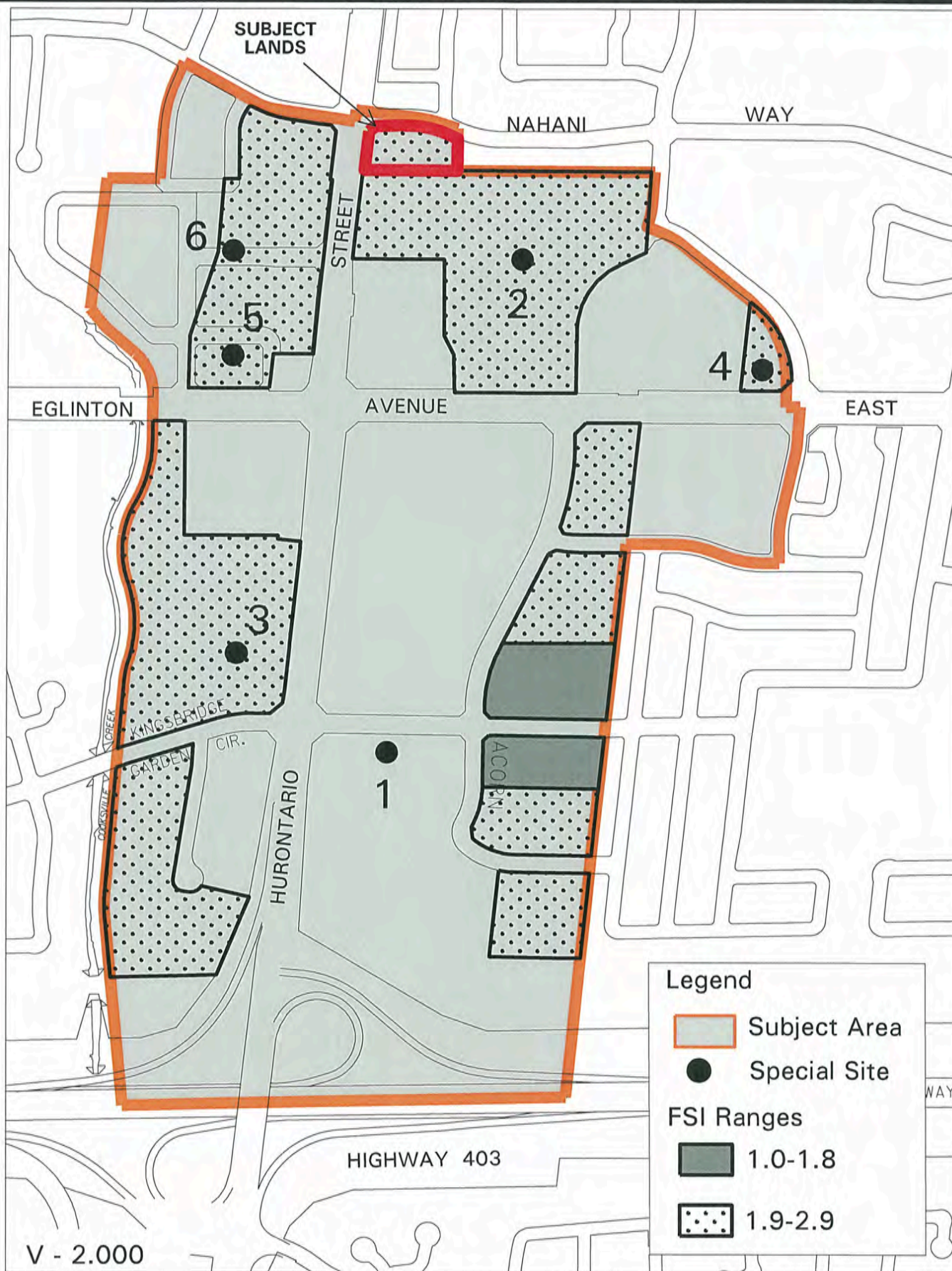
SUBJECT: ALFONSO GALLUCCI
GENERAL CONSTRUCTION LTD.

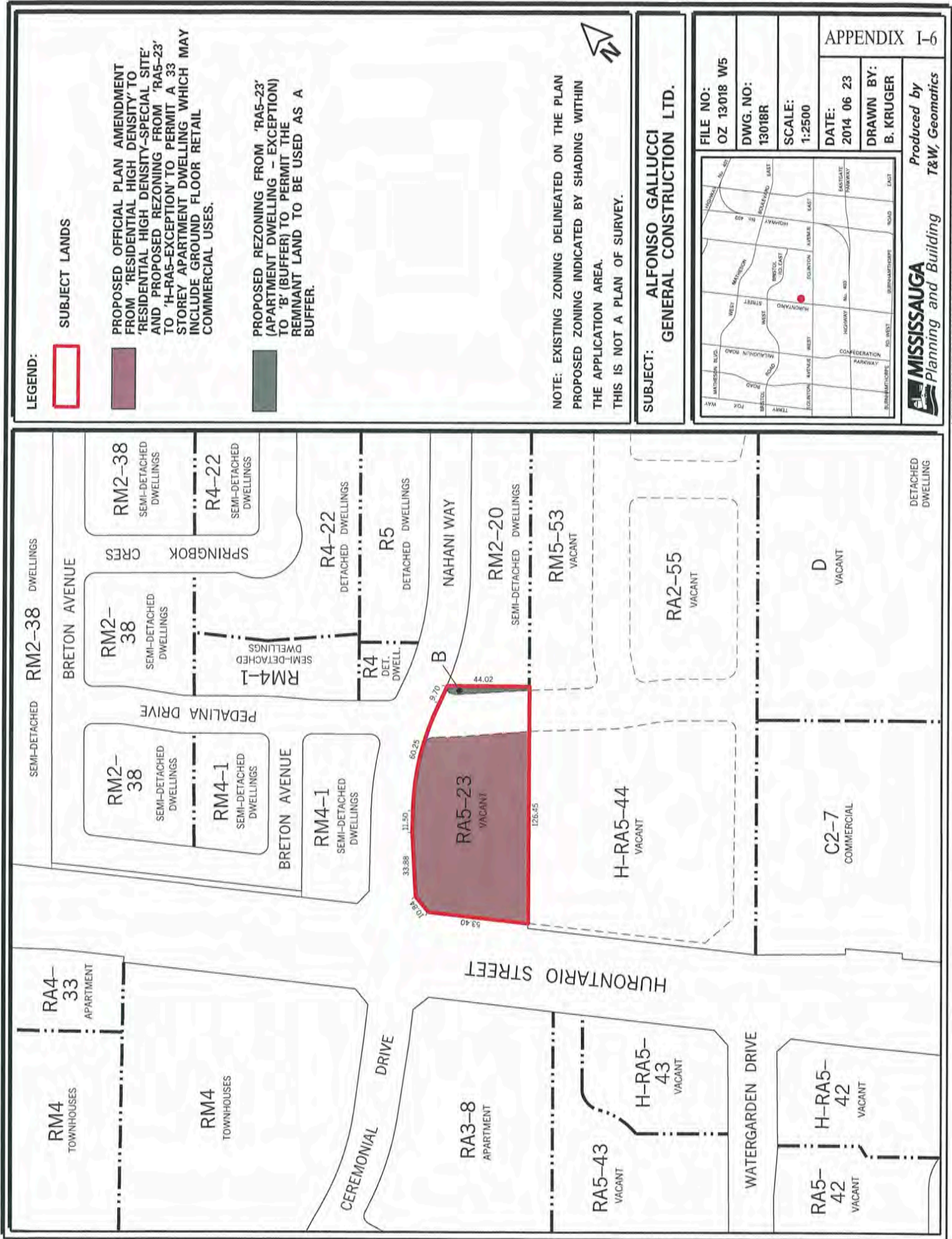
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DWG. NO:	13018L
SCALE:	1:2500

APPENDIX I-4	
DATE:	2014 06 23
DRAWN BY:	B. KRUGER
Produced by T&W, Geomatics	

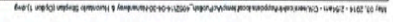


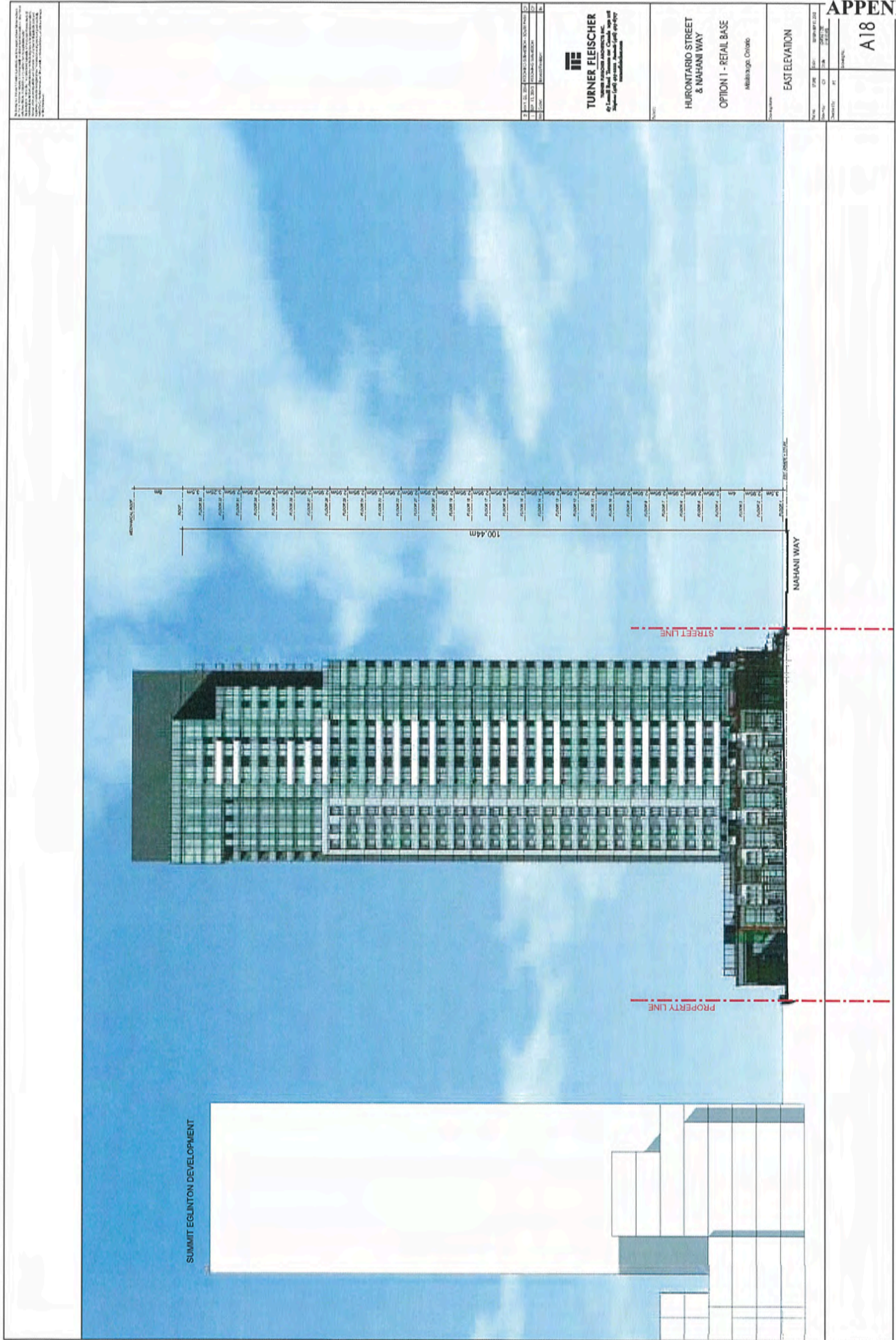
MISSISSAUGA
Planning and Building

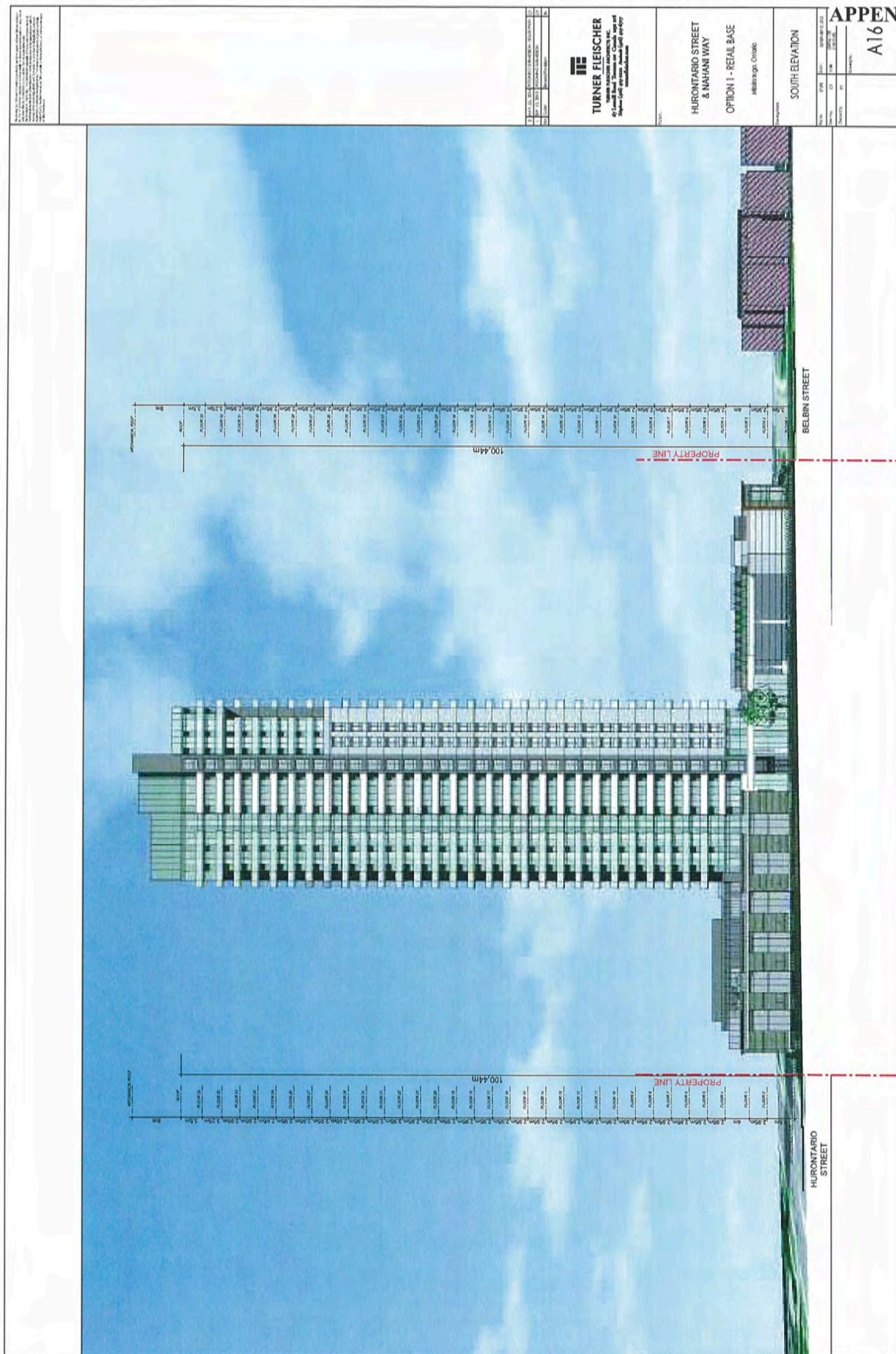


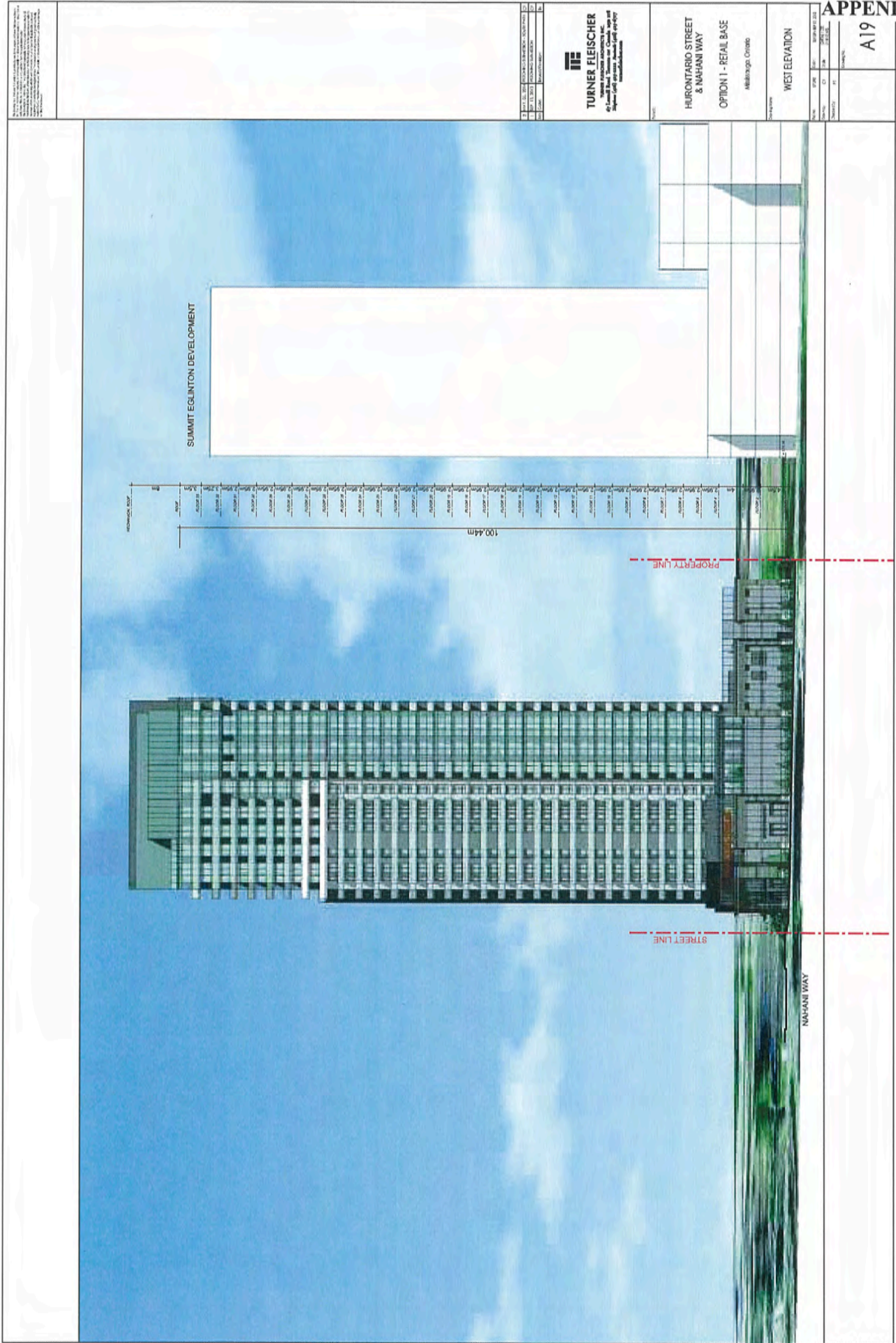


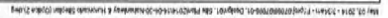


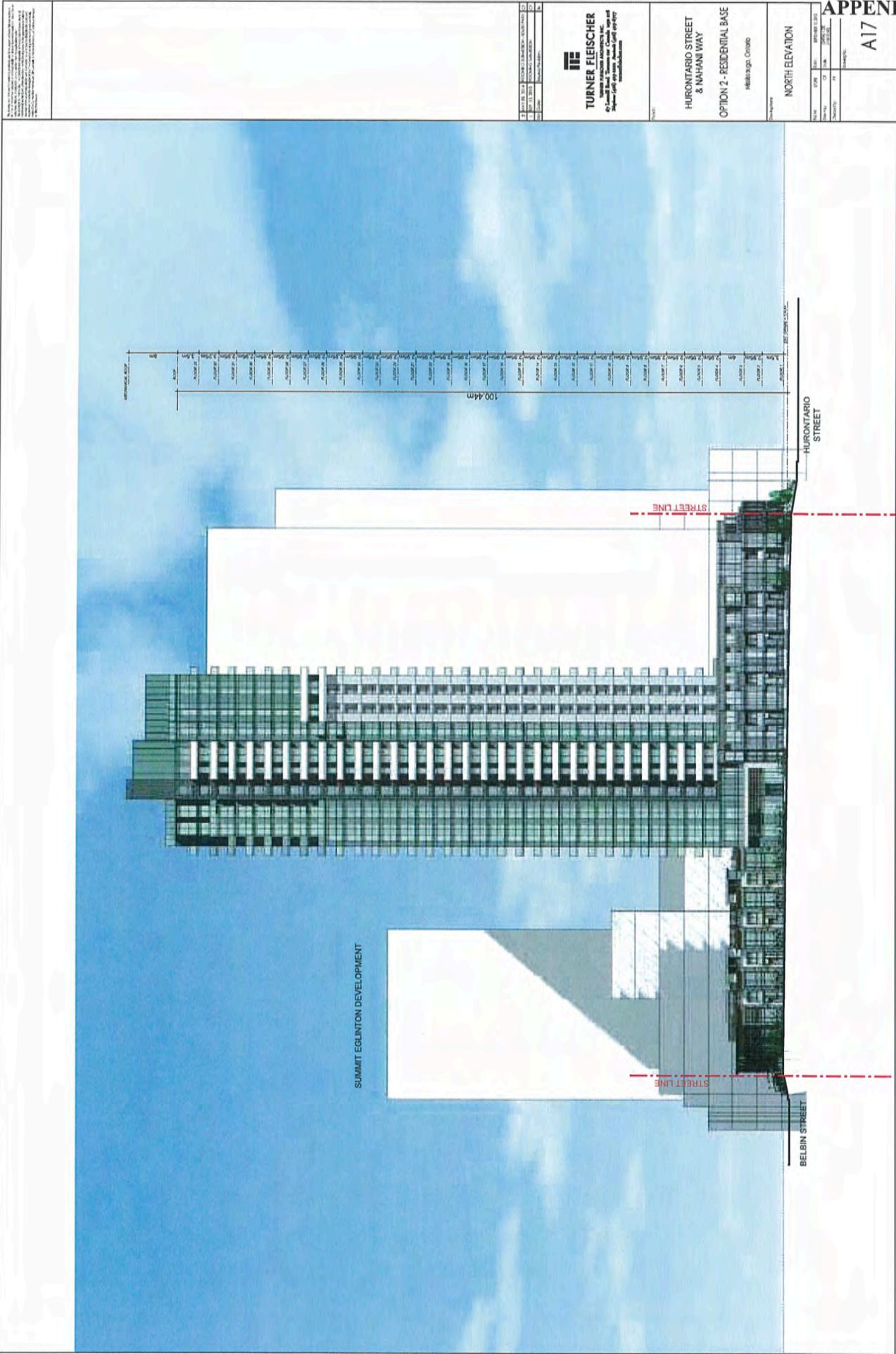




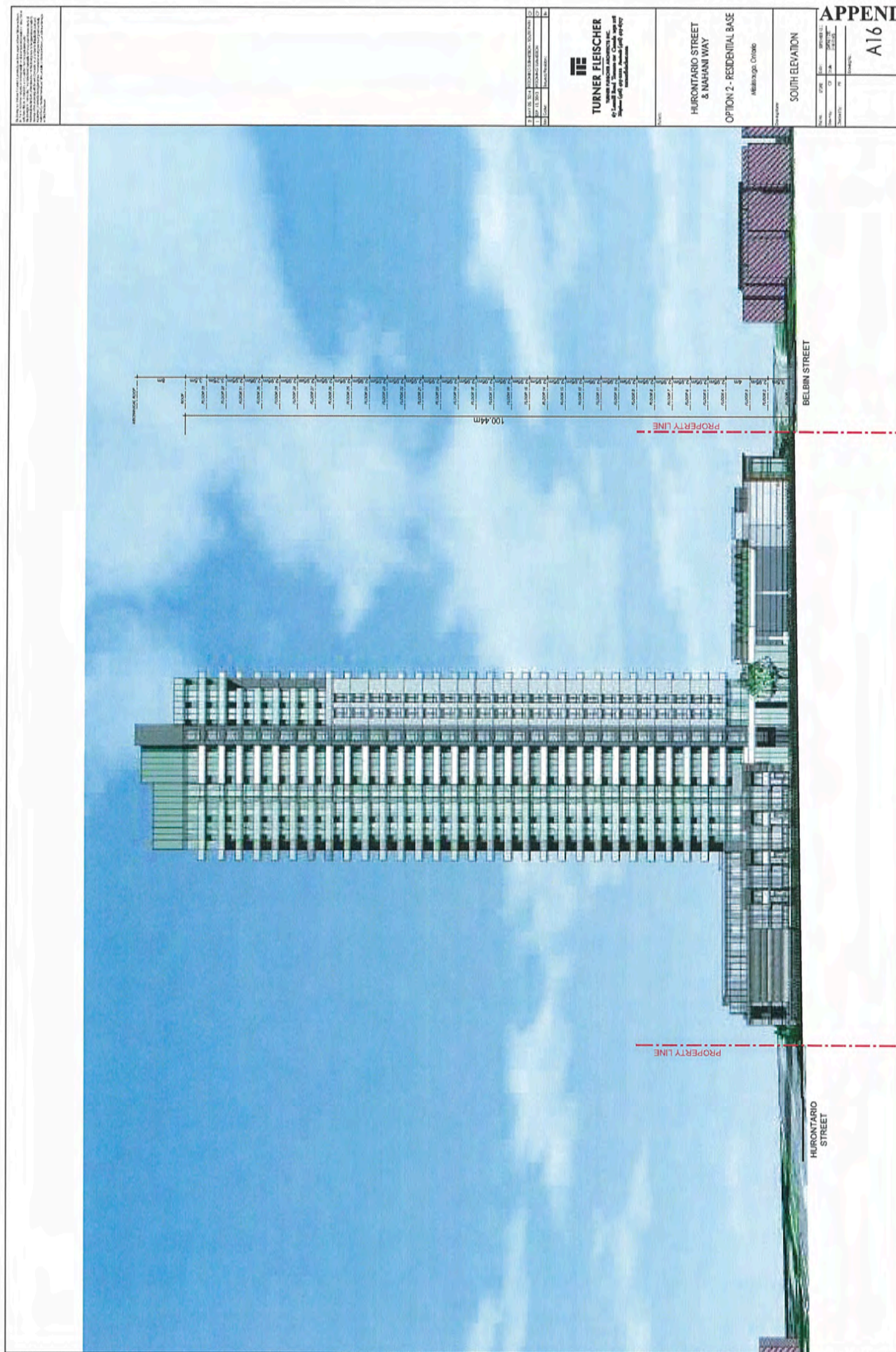


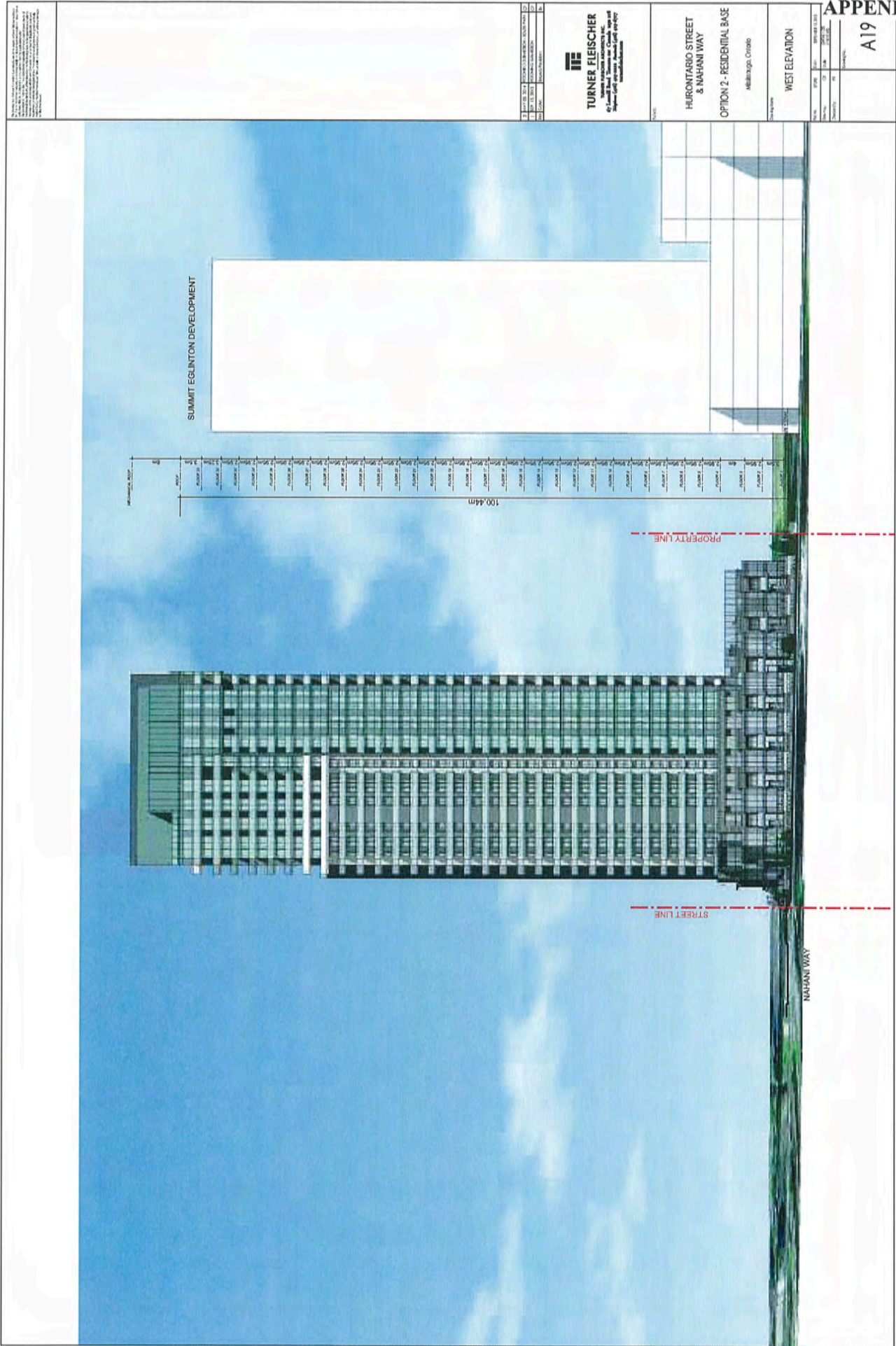












Alfonso Gallucci General Construction Ltd.

File: OZ-13/018 W5

Agency Comments

The following is a summary of comments from agencies and departments regarding the applications.

Agency / Comment Date	Comment
Region of Peel (May 12, 2014)	A revised Functional Servicing Report is required to show all fire flow calculations. The Region of Peel will be party to the development agreement to ensure that the road extension of Pedalina Drive and the 300 m (11.8 in.) watermain is constructed by the developer.
Dufferin-Peel Catholic District School Board and the Peel District School Board (February 6, 2014) (February 4, 2014)	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District and Dufferin-Peel Catholic District School Boards also require certain conditions to be added to applicable Servicing and Development Agreements and to any purchase and sale agreements.</p>
Greater Toronto Airports Authority and NAV CANADA (February 10, 2014) (April 4, 2014)	<p>According to the GTAA, development elevations on the property are not affected by any airport restrictions related to obstacle zoning.</p> <p>The subject property lies within the 25-28 NEF/NEP of the composite contour map for Toronto Pearson International Airport and outside of the Pearson Airport Operating Area (AOA). Noise contours depicting the Noise Exposure Forecast (NEF) and Noise Exposure Projection (NEP) are produced to encourage compatible land use planning in the vicinity of airports. Acoustic design features should be incorporated in the building components to the satisfaction of the City of</p>

Alfonso Gallucci General Construction Ltd.

File: OZ-13/018 W5

Agency / Comment Date	Comment
	<p>Mississauga.</p> <p>According to NAV CANADA, the proposed building will technically impact line of sight RADAR signals at Toronto/Pearson (CYYZ), but should not significantly affect operations.</p>
<p>Community Services - Parks Planning (February 27, 2014)</p>	<p>Sandalwood Park (P-309), zoned OS1, is located approximately 480 m (1,575 ft.) from the site and contains a soccer field and play site. Frank McKechnie Community Centre and the surrounding lands identified as McKechnie Woods, zoned OS2, are located approximately 720 m (2,362 ft.) from the site and offers a wide range of recreational activities and facilities including: tennis courts; basketball hoops; a spray pad; and a play site. It should also be noted that the lands southeast of the subject site, which front onto Eglinton Avenue East, may provide for a centrally located community park once a development application is submitted for these lands.</p> <p>A Streetscape Master Plan shall be prepared to the satisfaction of all City Departments. Associated securities for these works will be secured for through the Servicing Agreement. Should this application be approved, a cash contribution for street tree planting on all public roads will be required.</p> <p>Further, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42(6) of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
<p>City Transportation and Works Department (May 5, 2014)</p>	<p>Clarification and/or additional information with respect to a number of functional details of the proposal are required, including:</p> <ul style="list-style-type: none"> • technical details associated with the Transportation Impact Analysis, Transportation Demand Measures and delivery truck

Alfonso Gallucci General Construction Ltd.

File: OZ-13/018 W5

Agency / Comment Date	Comment
	turning movements; • clarification of certain particulars provided on the Composite Utility Plan and inclusion of streetscape proposals for the three municipal boulevards fronting the site; • noise report queries and the inclusion of a quantifiable analysis of the food store stationary noise impacts on the internal and adjacent sensitive residential land uses; • further details of the planned Belbin Street extension from the southern boundary up to Nahani Way; • an updated Phase One Environmental Assessment re-evaluated in comparison to the more recently updated 2011 Ministry of the Environment standards.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: Bell Canada Canada Post Fire Prevention
	The following external agency was circulated the applications but provided no comments: Rogers Cable

Alfonso Gallucci General Construction Ltd.

File: OZ-13/018 W5

School Accommodation
(Based on 328 apartment dwelling units)

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> • Student Yield: <ul style="list-style-type: none"> 36 Kindergarten to Grade 5 16 Grade 6 to Grade 8 14 Grade 9 to Grade 12 • School Accommodation: <ul style="list-style-type: none"> Nahani Way Public School <ul style="list-style-type: none"> Enrolment: 511 Capacity: 614 Portables: 0 Bristol Road Middle School <ul style="list-style-type: none"> Enrolment: 484 Capacity: 629 Portables: 0 Applewood Heights Secondary School <ul style="list-style-type: none"> Enrolment: 929 Capacity: 1284 Portables: 0 	<ul style="list-style-type: none"> • Student Yield: <ul style="list-style-type: none"> 7 Junior Kindergarten to Grade 8 3 Grade 9 to Grade 12 • School Accommodation: <ul style="list-style-type: none"> St. Jude <ul style="list-style-type: none"> Enrolment: 292 Capacity: 262 Portables: 0 St. Francis Xavier Secondary School <ul style="list-style-type: none"> Enrolment: 1959 Capacity: 1500 Portables: 17 <p>*Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>

Alfonso Gallucci General Construction Ltd.

File No.: OZ-13/018 W5

Mississauga Official Plan Policies

There are numerous policies that would apply in reviewing this application to increase the height, FSI, density and commercial uses on the site. An overview of some of these policies are found below:

	Specific Policies	General Intent
Chapter 5 – Direct Growth	Policy 5.1.4 Policy 5.1.6 Policy 5.1.7 Policy 5.1.9 Policy 5.1.10 Policy 5.3.2.1 Policy 5.3.2.3 Policy 5.3.2.4 Policy 5.3.2.6 Policy 5.3.2.8 Policy 5.3.2.10 Policy 5.3.2.11 Policy 5.3.2.12 Policy 5.3.2.13 Policy 5.4.1 Policy 5.4.3 Policy 5.4.7 Policy 5.4.11 Policy 5.5.7 Policy 5.5.8 Policy 5.5.9 Policy 5.5.14	Mississauga Official Plan (MOP) will ensure that development in Major Nodes will be in a form and density that supports frequent transit service, including higher order transit facilities. Major Nodes will develop as prominent centres with a regional and city focus that provides a mix of uses including residential, commercial, employment, educational and open space and will be the focus for intensification. Hurontario Street is identified as an intensification corridor and area where mixed use development is to be directed and oriented towards.
Chapter 7 – Complete Communities	Policy 7.2.2 Policy 7.2.5 Policy 7.2.9	MOP will ensure housing choices in terms of tenure, type, quality and quantity.
Chapter 9 – Build a Desirable Urban	Policy 9.1.2 Policy 9.1.5	MOP will direct growth to Intensification Areas while protecting existing neighbourhoods.

Alfonso Gallucci General Construction Ltd.

File No.: OZ-13/018 W5

	Specific Policies	General Intent
Section 9.2.1 – Intensification Areas	Policy 9.2.1.3 Policy 9.2.1.9 Policy 9.2.1.3 Policy 9.2.1.11 Policy 9.2.1.14 Policy 9.2.1.16 Policy 9.2.1.17 Policy 9.2.1.18 Policy 9.2.1.19 Policy 9.2.1.20 Policy 9.2.1.22 Policy 9.2.1.23 Policy 9.2.1.24 Policy 9.2.1.25 Policy 9.2.1.26 Policy 9.2.1.27 Policy 9.2.1.28 Policy 9.2.1.29 Policy 9.2.1.32 Policy 9.2.1.33 Policy 9.2.1.38	Tall buildings will provide built form transitions to surrounding sites, be appropriately spaced to provide privacy and permit light and sky views, minimize adverse microclimatic impacts on the public realm and private amenity areas, and incorporate podiums to mitigate pedestrian wind conditions. The public realm and development interface will be held to the highest design standards and will be designed to support and incorporate pedestrian and cycling connections.
Other Policies within Chapter 9 - Build a Desirable Urban Form	Sections 9.3 to 9.5	Built form policies with respect to the Public Realm, Movement, Site Development and Building design provide direction on ensuring compatibility with existing built form and creating an attractive and pedestrian oriented environment. The relationship between buildings and the spaces around them are critical to establishing quality urban form.

Alfonso Gallucci General Construction Ltd.

File No.: OZ-13/018 W5

	Specific Policies	General Intent
Chapter 10 - Foster a Strong Economy	Policy 10.4.1 Policy 10.6.7 Policy 10.7.6	Retail uses are encouraged to locate primarily within the Downtown, Major Nodes and Community Nodes. The MOP encourages the use of innovative strategies within building and site design to achieve energy efficiencies and the planting of new trees will be given priority within the public boulevard.
Chapter 11 – General Land Use	Section 11.2.1 Section 11.2.5	MOP outlines uses permitted in all land use designations and the applicable Residential High Density designation.
Chapter 13 – Major Nodes	Policy 13.1.1.1 Policy 13.1.1.2 Policy 13.1.1.3 Section 13.3	Proponents of development applications may need to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio. Proposed heights greater than 25 storeys must demonstrate appropriate transition, enhance the existing or planned development, ensure that the City structure is maintained, and demonstrate that the proposal is consistent with the policies of this Plan. The subject property is located within the Uptown Major Node and subject to an FSI range of 1.9-2.9 and additional urban design policies.
Other related sections	Section 19.4 Section 19.7 Section 19.8	These sections refer to implementation, holding zone provision and bonus zoning.

Alfonso Gallucci General Construction Ltd.

File No.: OZ-13/018 W5

Proposed Zoning Standards

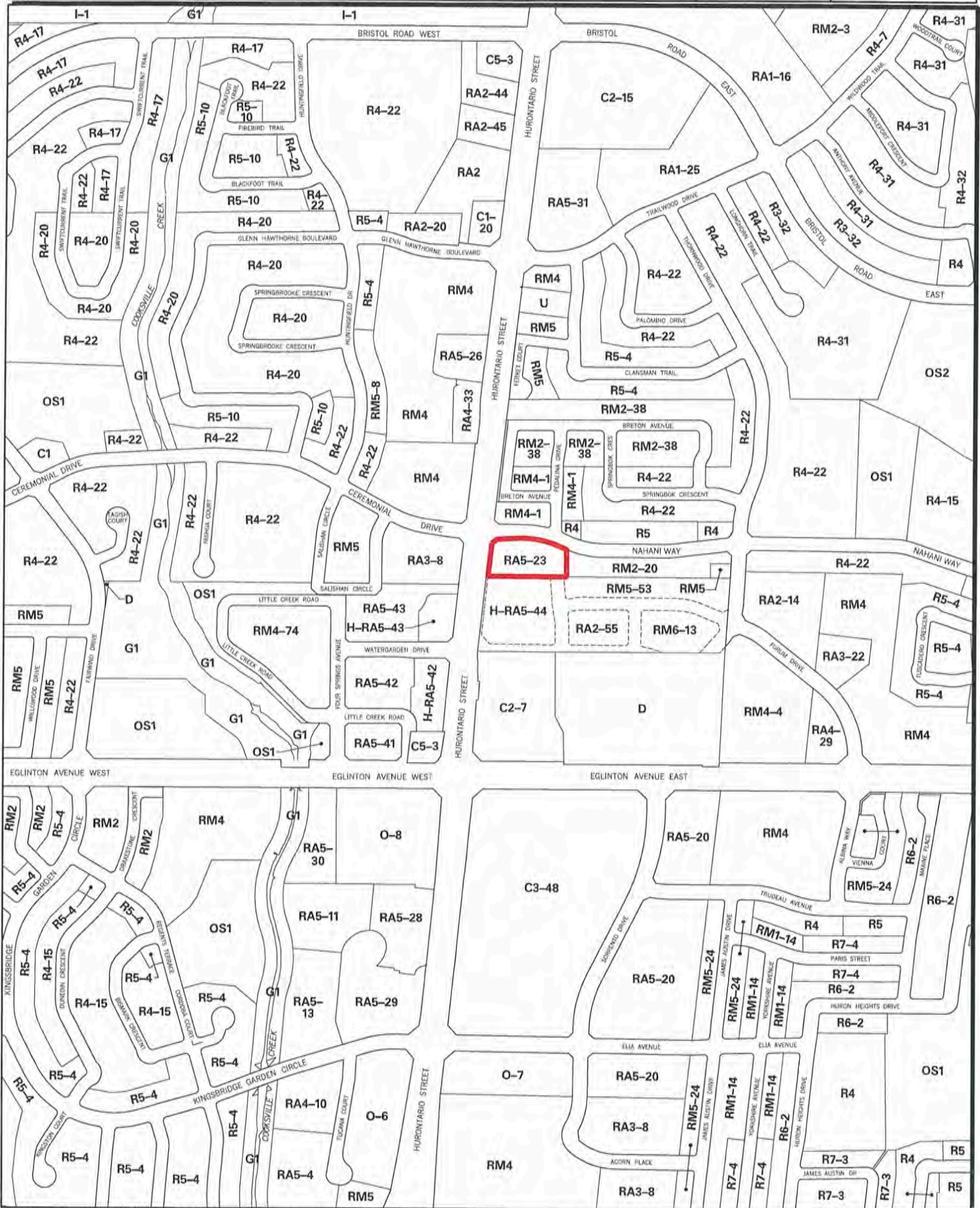
	"RA5-23"	Proposed "H-RA5-Exception"
Maximum FSI (apartment dwelling)	–	2.9-5.08
Maximum GFA – non-residential uses	–	2 074 m ² (22,319 sq. ft.)
Maximum Height	25 storeys and 77 m (252.6 ft.) Excluding maximum height of mechanical penthouse 6 m (19.7 ft.)	33 storeys and 109 m (357 ft.) Including height of mechanical penthouse 8m (26.2 ft.)
Minimum front and rear yards	20.0 m (65.6 ft.)	3.0 m (9.8 ft.)
Minimum exterior side yard	5.0 m (16.4 ft.)	3.0 m (9.8 ft.)
Minimum interior side yard	4.0 m (13.1 ft.)	3.0 m (9.8 ft.)
Minimum rear yard for portion of apartment building with a height less than 12.0 m	–	3.0 m (9.8 ft.)
Minimum Parking Spaces – Residential Uses	1.00 resident space per bachelor unit 1.25 resident spaces per one-bedroom unit 1.40 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 0.20 visitor spaces per unit	1.1 spaces per one-bedroom and two-bedroom unit 1.2 resident spaces per three bedroom unit 0.15 visitor spaces per unit
Minimum Parking Spaces – Non-residential uses	Rate dependent on type of use	The greater of 0.15 visitor spaces per unit or 4.3 spaces per 100 m ² GFA – non-residential Note: visitor parking and non-residential parking will be shared and based on the higher figure
Minimum Landscaped Area	45% of the lot area	20% of the lot area
Landscaped Buffer Streetline	4.5 m (14.8 ft.)	3.0 m (9.8 ft.) includes walkways
Minimum setback from underground parking to any lot line	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)

* This table is subject to a detailed Zoning review

GENERAL CONTEXT MAP

OZ 13018 W5

APPENDIX I-13





Corporate Report

Clerk's Files

 Originator's
Files OZ 13/017 W7

DATE: June 3, 2014

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

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit a 28 storey, 260 unit apartment building
45 Agnes Street
Northeast corner of Cook Street and Agnes Street,
west of Hurontario Street
Owner: Eminence Living Inc.
Applicant: Ruth Victor Associates
Bill 51

Public Meeting **Ward 7**

RECOMMENDATION: That the Report dated June 3, 2014, from the Commissioner of Planning and Building regarding the application to amend the Mississauga Official Plan policies for the Downtown Cooksville Character Area from "Residential High Density – Special Site 3" to "Residential High Density – Special Site" and to change the Zoning from "RA4-27" (Apartment Dwellings) to "RA4-Exception" (Apartment Dwellings-Exception) to permit a 28 storey, 260 unit apartment building under File OZ 13/017 W7, Eminence Living Inc., 45 Agnes Street, be received for information.

**REPORT
HIGHLIGHTS:**

- These applications are to permit a 28 storey, 260 unit apartment building on a vacant parcel of land;
- The applications are located within the Downtown Cooksville Character Area;
- Comments from the June 18, 2014 community meeting and the June 23, 2014 Planning and Development Committee meeting will be considered in the evaluation of the applications as part of the Supplementary Report; and
- Prior to the Supplementary Report, matters to be addressed include: proposed intensification of the site; height; density; built form and massing; traffic; privacy and overlook; shadow impacts on adjacent land uses; and stormwater management.

BACKGROUND:

The above-noted applications have been circulated for technical comments and a community meeting will be held on June 18, 2014. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

The subject property is a vacant parcel of land at the northeast corner of Agnes Street and Cook Street, which was part of a larger site that went through a previous rezoning to permit a 13-storey, 121 unit apartment building and the existing three storey condominium townhouses (27 units) located to the north of the vacant property.

The applicant is proposing a 28 storey, 260 unit apartment building with approximately 865 m² (9,312 sq. ft.) of ground level retail space. A total of 342 parking spaces on four underground levels, and ten visitor and commercial surface parking spaces are proposed toward the eastern edge of the property. The previous proposal had both access and loading from Cyrus Street which is a private road. It is now proposed that vehicular access be from Cook Street while retaining loading from Cyrus Street which also provides access to the existing townhouses to the north (see Appendix I-6).

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Application(s) submitted:	November 15, 2013 December 5, 2013 (deemed complete)
Height:	28 storeys (92 m/302 ft.)
Lot Coverage:	48 %
Floor Space Index (FSI):	7.06
Landscaped Area:	24 %
Gross Floor Area:	Residential: 22 167.8 m ² (238,612 sq. ft.) Commercial: 865 m ² (9 312 sq. ft.)
Number of units:	260 units
Anticipated Population:	650 people *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.
Parking Required:	427 parking spaces
Parking Provided:	342 parking spaces underground 10 parking spaces surface, shared visitor and commercial parking
Supporting Documents:	Planning Justification Report Micro Climate Analysis Noise Control Feasibility Study Urban Design Brief Sun/Shadow/Wind Study Phase 1 Environmental Site Assessment Geotechnical Study Traffic Impact Study Functional Servicing Report Community Infrastructure Impact Study
Site Characteristics	
Frontage:	77.12 m (253 ft.)
Depth:	47.52 m (155.9 ft.)
Net Lot Area:	0.32 hectares (0.8 acres)
Existing Use:	Vacant parcel of land

Additional information is provided in Appendices I-1 to I-12.

Green Development Initiatives

The applicant has identified several green development initiatives that will be incorporated into the development, including: on-site sediment control measures; a green roof covering 75% of the roof area; pedestrian specific lighting; and secured weather protected bicycle parking.

Neighbourhood Context

The subject property is located one block north and west of the major intersection of Dundas Street and Hurontario Street within the Cooksville neighbourhood, a well-established, mixed use area centered around the four corners with a strong sense of place, urban village and main street character. The existing active, mixed use buildings and highly pedestrianized area reinforces the distinctive image of this area.

Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

- North: Three storey townhouses and further north is TL Kennedy Secondary School;
- East: A 13 storey, seniors apartment building with commercial uses on the ground floor;
- South: Surface private parking lot; and
- West: Detached dwellings.

Mississauga Official Plan Designation and Policies for the Downtown Cooksville Character Area.

The subject property is located in the Downtown Cooksville Character Area and is designated "**Residential High Density**" (see Appendix I-3), which permits a maximum building height of 25 storeys and an FSI of 1.8.

The site is also subject to "Special Site 3" policies, which permits a maximum of 121 apartment units; a maximum height of 13 storeys; and a maximum of 27 condominium townhouse units.

Development is intended to be generally consistent in its massing and scale within the Character Area with use of taller more prominent buildings to be located on the north side of Agnes Street away from the main street area.

Urban Design Policies

The urban design policies of Mississauga Official Plan (MOP) require that building, landscaping and site design are compatible with site conditions and will create appropriate transition to existing and planned development and establish visual and functional relationships between individual buildings, groups of buildings and open spaces. These elements should also address the effects of additional noise, unattractive views, other negative impacts and will buffer adjacent land uses.

Other relevant policies in the MOP that are applicable in the review of these applications, are found in Appendix I-11.

Criteria for Site Specific Official Plan Amendments

Policy 19.5.1 of Mississauga Official Plan contains criteria that require an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

- that the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;
- that the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; and

- that there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.

Hurontario/Main Street Corridor Master Plan

The Hurontario/Main Street Corridor Master Plan Study (2010) identifies the area north of Agnes Street and west of Hurontario Street as being suitable for higher density residential buildings, up to 25 storeys in keeping with the existing character of the area.

Proposed Official Plan Designation and Policies for the Downtown Cooksville Character Area

To amend the existing "Residential High Density- Special Site 3" policies to permit an apartment building with a height of 28 storeys.

Existing Zoning

"RA4-27" (**Apartment Dwellings-Exception**), which permits apartment dwellings in addition to other uses including long-term care dwellings, retirement dwellings and townhouses. The site specific zoning is the result of a previous approval for an integrated townhouse and apartment building development, which permits up to 121 apartment units with a maximum building height of 13 storeys. The maximum number of townhouse dwelling units is 27, which have been constructed (see Appendix I-10).

Proposed Zoning By-law Amendment

"RA4-Exception" (**Apartment Dwellings-Exception**) to permit, in addition to the existing townhouses the following:

- one apartment building containing 260 units;
- maximum height of 28 storeys;
- floor space index (FSI) of 7.06;
- 865.1 m² (9,312 sq. ft.) of retail;
- minimum landscape area of 263 m² (2,831 sq. ft.) at grade;

- minimum outdoor amenity space at 713 m² (7,674 sq. ft.).

A complete list of proposed zoning standards are identified in Appendix I-10 attached to this report.

Bonus Zoning

On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Should these applications be approved in principle by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

COMMUNITY ISSUES

A community meeting is scheduled to be held by the Ward 7 Councillor, Nando Iannicca, on June 18, 2014. The community comments from this meeting and the comments raised during the Planning and Development Committee will be considered in the evaluation of the applications and will be addressed as part of the Supplementary Report.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-8 and school accommodation information is contained in Appendix I-9. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed prior to the Supplementary Report:

- proposed urban design including massing and public realm;
- appropriate height and density;
- shadow and privacy on abutting properties;

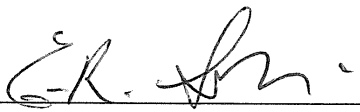
- traffic and access concerns from Agnes and Cook Streets, and from the private road for the existing townhouses to the north;
- the proposed number of parking spaces;
- compliance with the existing servicing agreement under File OZ-96/30 W7; and
- servicing and storm water management.

FINANCIAL IMPACT: Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

CONCLUSION: Most agency and City department comments have been received and after the public meeting has been held and all issues are resolved, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

ATTACHMENTS:

- Appendix I-1: Site History
- Appendix I-2: Aerial Photograph
- Appendix I-3: Excerpt of Downtown Cooksville Character Area Map
- Appendix I-4: Excerpt of Existing Land Use Map
- Appendix I-5: Excerpt of Zoning Map
- Appendix I-6: Concept Plan
- Appendix I-7: Elevations
- Appendix I-8: Agency Comments
- Appendix I-9: School Accommodation
- Appendix I-10: Proposed Zoning Standards
- Appendix I-11: Mississauga Official Plan policies
- Appendix I-12: General Context Map



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Michael Hynes, Development Planner

P

Eminence Living Inc.

File: OZ 13/017 W7

Site History

- September 15, 1997 – City Council adopted Resolution PDC-16-97 recommending approval of the rezoning application for the subject lands under File OZ-96/30 W7 to permit a maximum of 121 apartment units and 27 condominium townhouse units.
- May 5, 2003 – The Region of Peel approved Mississauga Plan policies for the Downtown Cooksville Character Area which designated the subject lands "Residential High Density"
- June 20, 2007- Zoning By-law 0225-2007 came into force, zoning the subject lands "RA4-27" (Apartment Dwellings - Exception).
- July 2010 – City Council endorsed the Hurontario/Main Street Corridor Master Plan.
- November 14, 2012 - Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed, the policies of the new Mississauga Official Plan apply. The subject lands are designated "Residential High Density" in the Downtown Cooksville Character Area.

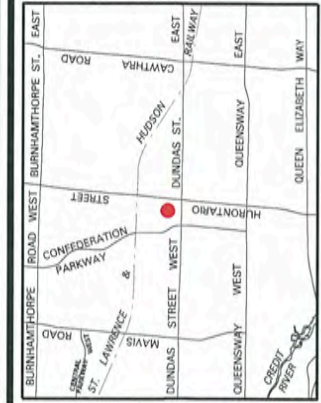


LEGEND: SUBJECT LANDS

NOTE: DATE OF AERIAL PHOTO: 4 2013



SUBJECT: EMINENCE LIVING INC.



FILE NO:
OZ 13 017 W7

DWG. NO:
13017A

SCALE:
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DATE:
2014 06 23

DRAWN BY:
B. KRUGER

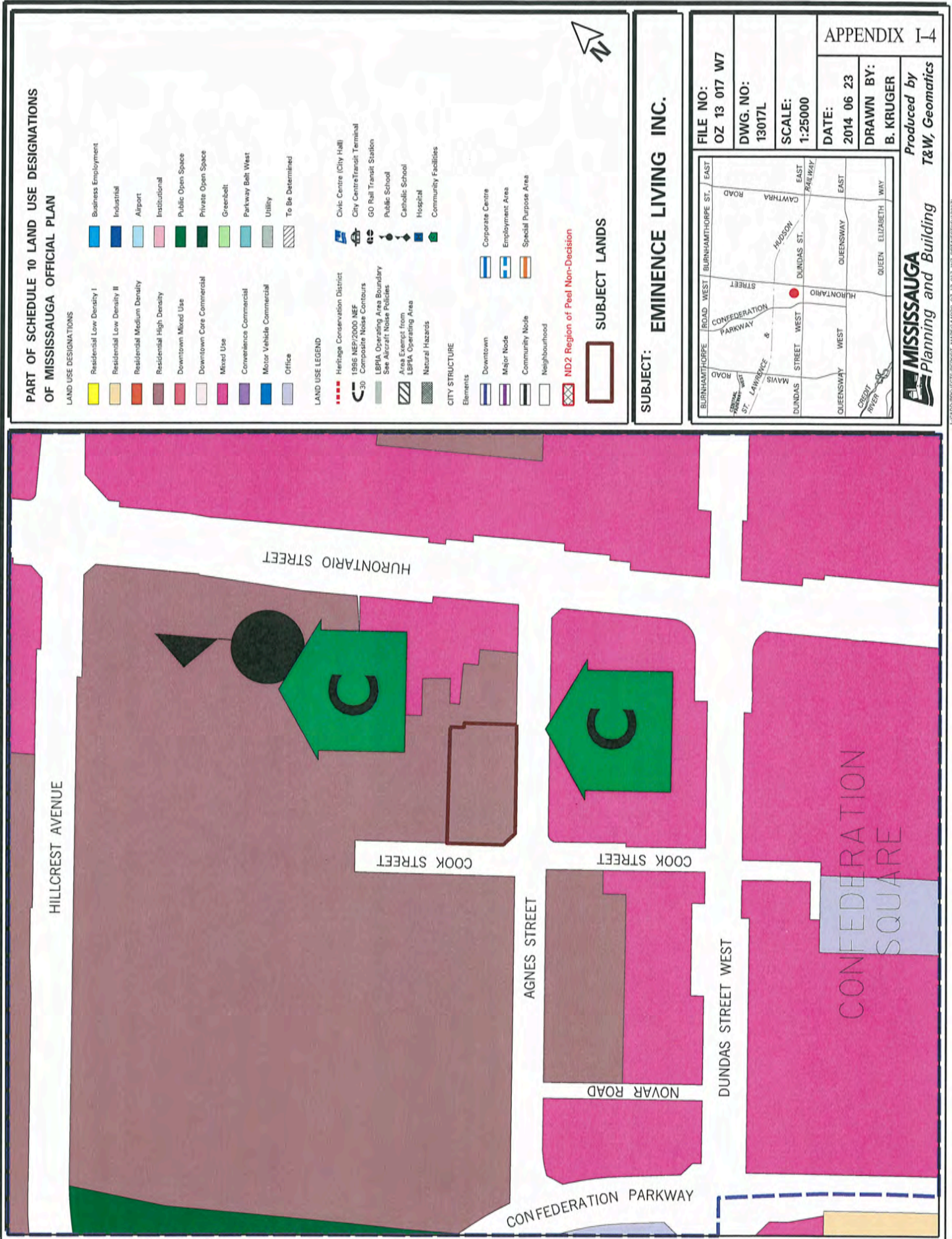
APPENDIX I-2

MISSISSAUGA
Planning and Building

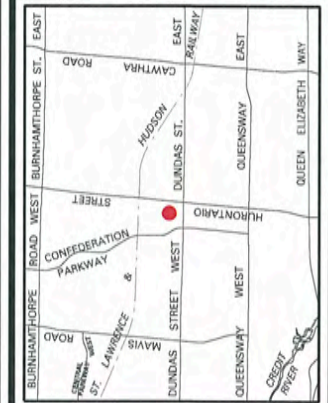
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Map 12-4: Downtown Cooksville Character Area



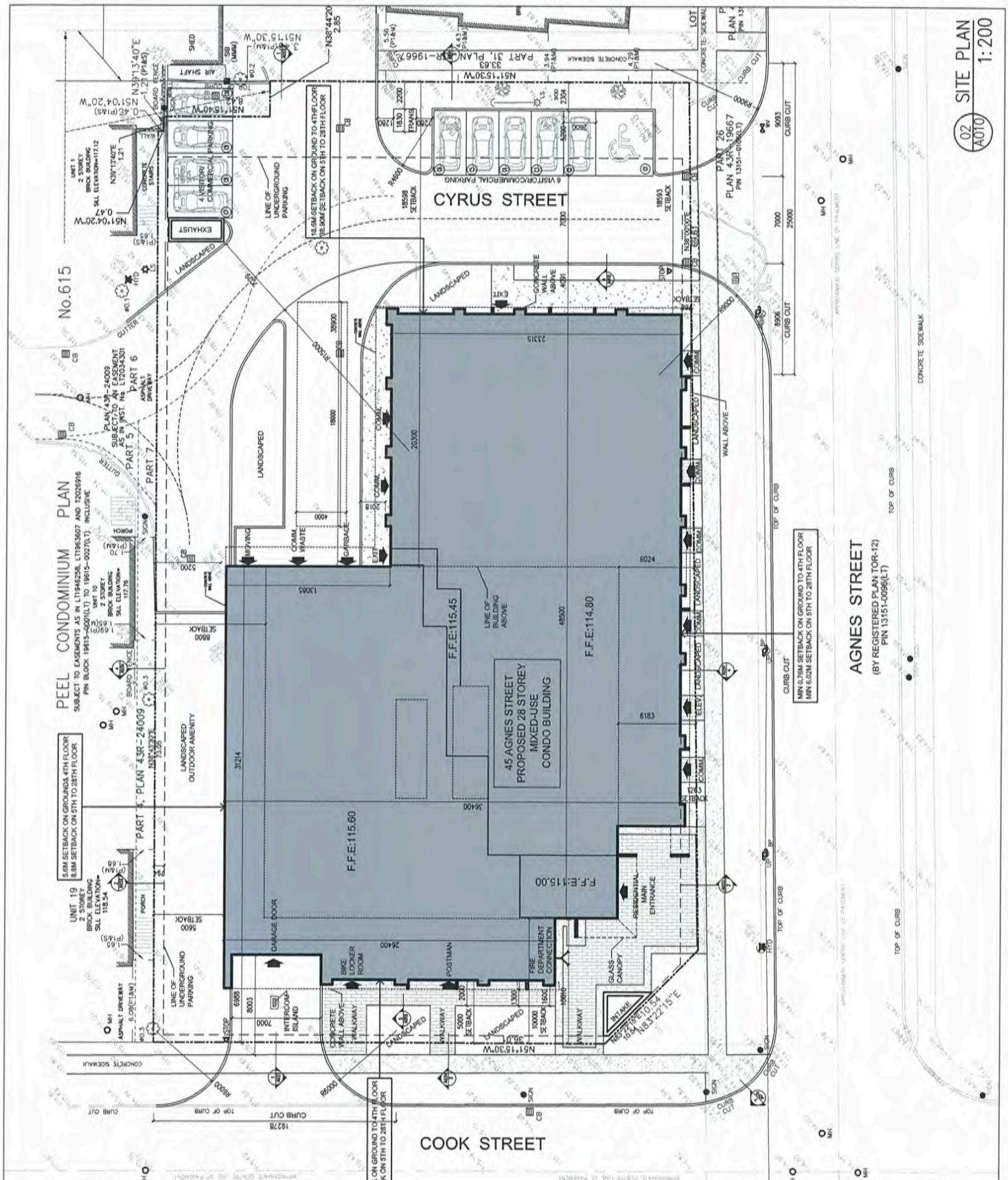
APPENDIX I-4			
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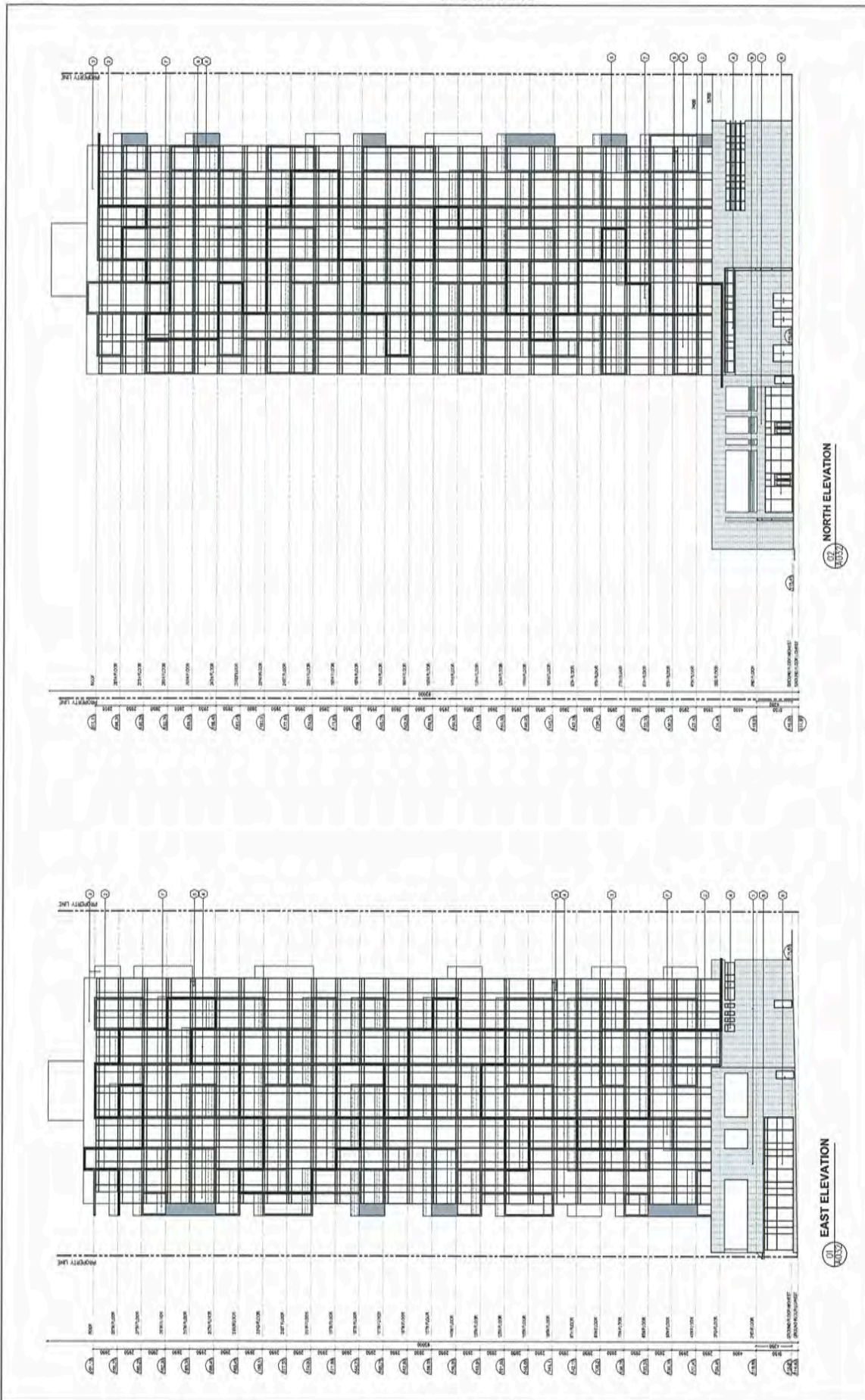
SITE PLAN

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ELEVATIONS



EXTERIOR MATERIALS LEGEND

- 1 STONE
- 2 ALUMINUM PANEL CLADDING
- 3 CLADDING EXPOSED CONCRETE
- 4 CLADDING PANEL
- 5 SPANDREL PANEL

REVISIONS

NO.	DATE	DESCRIPTION
1	01/11/17	ISSUED FOR PERMIT
2	01/11/17	ISSUED FOR PERMIT
3	01/11/17	ISSUED FOR PERMIT
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PROPOSED 28 STOREY MIXED USE CONDO BUILDING
41 ADAMS STREET - WILMINGTON, DELAWARE

ICON Architects Inc.
1000 MARKET STREET, SUITE 1000
WILMINGTON, DE 19801
TEL: 302.441.1000
WWW.ICONARCHITECTS.COM

ELEVATIONS

Scale: 1/8" = 1'-0"

Drawn by: [Signature]
Checked by: [Signature]
Project No.: 12147
A032

Eminence Living Inc.

File: OZ 13/017 W7

Agency Comments

The following is a summary of comments from agencies and departments regarding the applications.

Agency / Comment Date	Comment
Region of Peel (January 8, 2014)	<p>Private servicing easements may be required. This will be determined once the site servicing proposal is reviewed.</p> <p>Please be advised that all report requirements must be included in a comprehensive FSR and resubmitted for our review, modelling and feedback.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (January 3, 2014)	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District and Dufferin-Peel Catholic District School Boards also require certain conditions to be added to applicable Servicing and Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (January 15, 2014)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>"In comments dated January 15, 2014, this Department indicated that Sgt. David Yakichuk Park (P-263) is located approximately 250 m (820 ft.) from the subject site and contains a play site and, Brickyard Park (P-416) is approximately 370 m (1,214 ft.) from the site and contains two lit ball diamonds, a natural ice rink, a lit soccer field, a spray pad, two play sites, a parking lot, a washroom, toboggan hill, and lit pathways.</p>

Eminence Living Inc.

File: OZ 13/017 W7

Agency / Comment Date	Comment
	<p>Prior to by-law enactment, a cash contribution for street planting will be required. Further, prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws."</p>
City Transportation and Works Department	<p>In comments dated May 22, 2014 this department confirmed receipt of the Site Plan, Noise Feasibility Study, Geotechnical Report, Phase 1 Environmental Site Assessment, Traffic Study and a Functional Servicing Report in support of the rezoning application which are currently under review. Preliminary comments and conditions have been provided to the applicant indicating that notwithstanding the findings of these reports and drawings, additional technical details are required.</p> <p>Prior to a Supplementary Report proceeding to Council, the applicant has been requested to provide a complete Environmental Site Servicing Screening Questionnaire and Declaration (ESSQD) and a Letter of Reliance in support of the submitted Phase 1 Environmental Site Assessment.</p> <p>Additional information has also been requested concerning the proposed temporary access arrangements and fire routes necessary to accommodate the adjacent condominium PCC-615 immediately to the north while the proposed development under construction. These proposed interim access arrangements will require the approval of the Peel District School Board. We have also requested that the owner make satisfactory arrangements with Fire and the Region of Peel for the temporary and ultimate internal circulation required in support of this development.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Canada Post Fire Prevention, Community Services Division Enersource</p>

Eminence Living Inc.

File: OZ 13/017 W7

Agency / Comment Date	Comment
	Bell Canada
	<p>The following City Department and external agencies were circulated the applications but provided no comments:</p> <p>Go Transit CP Rail Trillium Health Partners Rogers Cable Mississauga Transit Heritage Planning, Culture Division, Community Services Department</p>

Eminence Living Inc.

File: OZ 13/017 W7

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>29</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>8</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>8</td><td>Grade 9 to Grade 12/OAC</td></tr> </table> School Accommodation: <p>Cashmere Avenue Public School</p> <table> <tr> <td>Enrolment:</td><td>438</td></tr> <tr> <td>Capacity:</td><td>461</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Queen Elizabeth Senior Public School</p> <table> <tr> <td>Enrolment:</td><td>355</td></tr> <tr> <td>Capacity:</td><td>262</td></tr> <tr> <td>Portables:</td><td>5</td></tr> </table> <p>T.L. Kennedy Secondary School</p> <table> <tr> <td>Enrolment:</td><td>662</td></tr> <tr> <td>Capacity:</td><td>1,263</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> 	29	Kindergarten to Grade 6	8	Grade 7 to Grade 8	8	Grade 9 to Grade 12/OAC	Enrolment:	438	Capacity:	461	Portables:	0	Enrolment:	355	Capacity:	262	Portables:	5	Enrolment:	662	Capacity:	1,263	Portables:	0	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>11</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>3</td><td>Grade 9 to Grade 12/OAC</td></tr> </table> School Accommodation: <p>Father Daniel Zanon</p> <table> <tr> <td>Enrolment:</td><td>440</td></tr> <tr> <td>Capacity:</td><td>440</td></tr> <tr> <td>Portables:</td><td>2</td></tr> </table> <p>Father Michael Goetz</p> <table> <tr> <td>Enrolment:</td><td>1558</td></tr> <tr> <td>Capacity:</td><td>1593</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> 	11	Junior Kindergarten to Grade 8	3	Grade 9 to Grade 12/OAC	Enrolment:	440	Capacity:	440	Portables:	2	Enrolment:	1558	Capacity:	1593	Portables:	0
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Eminence Living Inc.**File No.: OZ 13/017 W7****Proposed Zoning Standards**

	"RA4-27" Regulations	Proposed "RA4-Exception"
Maximum Floor Space Index – Apartment Dwelling Zone	1.8	7.06
Maximum number of apartment dwelling units	121	260
Maximum height	13 storeys	28 storeys
Maximum projection of a balcony outside the buildable area	1.5 metres	1.5 metres
Maximum projection of a bay window outside the buildable area	0.3 metres	1.5 metres
Minimum landscaped area	45% of the lot area	24% of the lot area

Eminence Living Inc.

File No.: OZ 13/017 W7

Mississauga Official Plan Policies

There are numerous policies that would apply in reviewing this application to increase the FSI and density on the site. An overview of some of these policies are found below:

	Specific Policies	General Intent
Chapter 5 – Direct Growth	Policy 5.1.4, Policy 5.1.6, Section 5.3 Policy 5.3.1.2, Policy 5.3.1.3, Policy 5.3.1.4, Policy 5.3.1.8 Policy 5.3.1.9, Policy 5.3.1.10 Policy 5.3.1.11, Policy 5.3.1.12 Policy 5.3.1.13, Policy 5.4.12, Policy 5.5.8, Policy 5.5.9, Policy 5.5.12, Policy 5.5.14, Policy 5.5.15	The Mississauga Official Plan (MOP) will ensure that most of Mississauga's future growth will be directed to Intensification Areas and that the Downtown is an Intensification Area.
Chapter 9 – Build a Desirable Urban Form	Policy 9.2.1.2, Policy 9.2.1.3 Policy 9.2.1.4, Policy 9.2.1.6 Policy 9.2.1.7, Policy 9.2.1.9 Policy 9.2.1.11, Policy 9.2.1.12 Policy 9.2.1.13, Policy 9.2.1.14 Policy 9.2.1.15, Policy 9.2.1.16 Policy 9.2.1.17, Policy 9.2.1.20 Policy 9.2.1.22, Policy 9.2.1.24 Policy 9.2.1.25, Policy 9.2.1.26 Policy 9.2.1.27, Policy 9.2.1.28 Policy 9.2.1.29, Policy 9.2.1.30 Policy 9.2.1.31, Policy 9.2.1.33 Policy 9.3.3.2	The MOP will ensure that tall buildings will provide built form transitions to surrounding sites, be appropriately spaced to provide privacy and permit light and sky views, minimize adverse microclimatic impacts on the public realm and private amenity areas and incorporate podiums to mitigate pedestrian wind conditions.

Eminence Living Inc.

File No.: OZ 13/017 W7

	Specific Policies	General Intent
Chapter 9 (continued)	Policy 9.5.3 – Various policies	The MOP will ensure that tall buildings design and materials selected are fundamental to good urban form and are of the highest standards. Buildings will minimize undue physical and visual negative impacts relating to noise, sun, shadow, views, skyview and wind.
Chapter 12 Downtown	<p>Policy 12.1.2.2</p> <p>Section 12.4 Downtown Cooksville Policy 12.4.3.3.1 Policy 12.4.3.3.2</p>	<p>Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys.</p> <p>Special Site Policy 3 of the Downtown Cooksville policies of the Mississauga Official Plan ensures that development on this site will have a maximum of 121 apartment units and a maximum of 27 condominium townhouse units. The apartment building will not exceed 13 storeys.</p>
Other related policies	<p>Policies 9.3.1.4, 9.3.1.7, 9.3.1.8, 9.3.1.9 - Public Realm</p> <p>Policies 9.5.1, 9.5.1.1, 9.5.1.2, 9.5.1.3, 9.5.1.11, 9.5.1.12, 9.5.1.14 - Site Development and Buildings</p> <p>Policy 8.2.3.4 - Create a Multi-Modal City</p> <p>Policies 9.5.2.1, 9.5.2.2, 9.5.2.3, 9.5.2.5, 9.5.2.6, 9.5.2.11 - Site Development</p>	Built form policies with respect to the Public Realm, Site Development and Building provide direction on ensuring compatibility with existing built form, natural heritage features and creating an attractive and functional public realm.

GENERAL CONTEXT MAP

OZ 13017 W7

APPENDIX I-12

