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## Planning and Development Committee

### Date

2016/06/27

### Time

6:30 PM

### Location

Civic Centre, Council Chamber,  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

### Members

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

### Contact

Mumtaz Alikhan, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5425  
[mumtaz.alikhan@mississauga.ca](mailto:mumtaz.alikhan@mississauga.ca)

### Find it Online

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





**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 – 6<sup>th</sup> Floor  
Att: Development Assistant  
300 City Centre Drive, Mississauga, ON, L5B 3C1  
Or Email: [application.info@mississauga.ca](mailto:application.info@mississauga.ca)

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MATTERS TO BE CONSIDERED
  - 3.1. **RECOMMENDATION REPORT**  
Vision Cooksville - A Long-Range Community Vision for Downtown Cooksville  
File CD.21.COO W7
  - 3.2. **PUBLIC MEETING**  
Mississauga Road Scenic Route Policies Review (Wards 2, 8 11)  
File: CD.21.MIS
  - 3.3. **PUBLIC MEETING**  
Rezoning and OPA to permit a two storey office building with parking at the rear, 1516 & 1526 Southdown Road, west side of Southdown Road between South Sheridan Way and Truscott Drive  
Applicant: JG & G Holdings Inc.  
File: OZ 15/10 W2
  - 3.4. **PUBLIC MEETING**  
Malton Infill Housing Study - Potential Zoning By-law Amendments  
File: CD.06.MAL (Ward 5)
  - 3.5. **RECOMMENDATION REPORT**  
Port Credit GO Station Southeast Area Master Plan Implementation - Proposed Changes To Mississauga Official Plan  
File: CD.04-POR (Ward 1)

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3.6. **RECOMMENDATION REPORT**

Applications to permit a terraced three to six storey, mixed use building with 52 residential units and commercial uses on the ground floor, 971 Burnhamthorpe Road East, Northeast corner of Burnhamthorpe Road East and Tomken Road  
Owner: Reza Tahmesbi  
File: OZ 14/001 W3

3.7. **RECOMMENDATION REPORT**

Applications to permit a new municipal works yard, 2385 Loreland Avenue, North of Queensway East, east of Dixie road  
Applicant: City of Mississauga  
File: CD.21.LOR

4. **ADJOURNMENT**

City of Mississauga

# Corporate Report



Date: 2016/06/07

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:  
CD.21.COOMeeting date:  
2016/06/27

## Subject

**Recommendation Report (Ward 7)****Vision Cooksville - A Long-Range Community Vision for Downtown Cooksville****File No: CD.21.COO**

## Recommendation

1. That the report titled "Vision Cooksville - A Long-Range Community Vision for Downtown Cooksville (Ward 7)", dated June 7, 2016, from the Commissioner of Planning and Building, be approved.
2. That staff proceed with the implementation of the Vision Cooksville Multi-Year Action Plan based on the Vision, Principles and Community Recommendations outlined in the Vision Cooksville Report - A Long-Range Community Vision for Downtown Cooksville, dated June 2016, from Urban Strategies Inc.

## Report Highlights

- Downtown Cooksville is a vibrant and diverse community surrounding the intersection of Hurontario Street and Dundas Street.
- This area will undergo significant change due to population growth, new transit infrastructure and redevelopment.
- Vision Cooksville engaged the local community to develop a vision of how this area should look and feel in the next 20 to 30 years.
- Community feedback culminated in a vision, 6 principles and 19 community recommendations.
- The interdepartmental Vision Cooksville Project Team developed a multi-year action plan in response to the community recommendations and to realize the Vision.

## Background

Downtown Cooksville is one square kilometre in size, surrounding the busy intersection of Hurontario Street and Dundas Street (Appendix 1). This area is known as “Cooksville Corners” or “5 & 10”. Today it is a well established, diverse neighbourhood, with close to 11,000 residents. Approximately 70% of these were born outside Canada. Other key demographic characteristics which make up this unique area of Mississauga include:

- A higher proportion of residents are young children, 25-39 year olds, and lone-parent families
- 94% of all dwellings are apartments or condominiums
- 57% of all dwellings are rented
- Top languages spoken are Urdu, Polish and Arabic
- 35% of the population have a university bachelor's degree or higher
- There are close to 600 small to medium sized businesses
- 30% of the community use public transportation to get to work

(Source: 2011 Census and National Household Survey, 2015 Mississauga Employment Survey).

However, Downtown Cooksville is about to experience significant change. Vision Cooksville was established to create a long-range vision for this growing urban area. It evolved out of the following sequence of events:

- 2011 - The Cooksville Mobility Hub Master Plan was completed
- 2014 - The Mississauga Official Plan identified Downtown Cooksville as part of Mississauga's Urban Growth Centre and Hurontario Street and Dundas Street as Intensification Corridors
- 2015 - The City initiated the Dundas Connects Study to look at transportation, land use and urban design for the Dundas Street corridor
- 2015 - The Province announced funding for the Hurontario Light Rail Transit (HRLT) Project

As a result of these factors, Downtown Cooksville is expected to grow by an additional 7000 people, 1000 new jobs, and 2700 new housing units by 2031. This rapid growth will have a significant impact on the local community. Consequently, Council directed staff to commence an engagement process with local residents. The purpose was to create a community vision to inform the future growth and redevelopment of the area, while ensuring its vibrancy is maintained.

In August 2015, an interdepartmental project team was established and Urban Strategies Inc. was retained to implement a community engagement strategy.

## Comments

### Community Engagement

Beginning November 2015, an extensive, five month community engagement process was initiated. Outreach included:

- 10,000 flyers delivered to homes and businesses introducing the project
- Advertisements for public meetings were placed in the Mississauga News and multicultural newspapers
- Posters were placed in the transit shelters and a mobile sign was used to advertise the final community workshop
- Information was delivered through Twitter and Facebook
- A Vision Cooksville website was created with up to date project information, survey links, community photos and reports from workshops. It had 5000 page views
- 200 people signed up for the project's email distribution list
- Cooksville Library and local agencies assisted in promotion and advertising of upcoming workshops and various ways to participate

Community input was received through a variety of methods including:

- On-the-spot survey day
- Two on-line interactive surveys
- Meetings with older adults at the Cooksville Library, youth at the Dam/Cooksville, and new immigrants at the Newcomer Centre of Peel
- Four large community workshops at the Cooksville United Church and T.L. Kennedy Secondary School

In total, 550 community members, including local business owners, participated in this process. The outcome is a report titled "Vision Cooksville - A Long-Range Community Vision for Downtown Cooksville" (Appendix 2). It includes the community vision, six guiding principles and 19 community recommendations. On March 7, 2016 the draft report was presented to and endorsed by the community.

As part of the initial consultation, residents shared their views on the strengths and challenges for the area.

Strengths	Challenges
Central and Connected	Cooksville Identity
Excellent Transit	Traffic and Pedestrians
Urban and Walkable	Personal Safety
Diverse and Inclusive	Community Spaces
Open Spaces with Great Potential	Open Spaces Need Improvement
Active and Engaged	Beautification and Public Realm
A Hub of Small Businesses	Coordination Among Local Businesses
Affordable Housing Options	Socio-Economic Challenges

## The Vision

These strengths and challenges formed the basis for further discussion on how to maintain and improve the vibrancy and desirability of this area despite future redevelopment and growth.

This resulted in the creation of a community vision:

“The future Downtown Cooksville will be a walkable urban community, housing a diverse population in a variety of housing forms. Independent businesses will continue to thrive and begin to coordinate around improving the overall small business landscape. Infrastructure will be in place for transit, community services, cultural opportunities and recreation. Existing open spaces will be improved and new parks created. A cohesive neighbourhood identity will be reflected in Downtown Cooksville’s urban design, signage and public art.”

This vision is reinforced by six guiding principles, each with a set of community recommendations that support them (Appendix 3). Together the vision and guiding principles provide a lens to evaluate future redevelopment of this area.

## Multi-Year Action Plan and Next Steps

Based on the community recommendations, the interdepartmental Vision Cooksville Project Team developed a multi-year action plan to realize the Vision (Appendix 4). Several actions are already underway or can be implemented within existing approved budgets and workplans. These include conducting traffic and pedestrian safety audits and introducing new programs at the Four Corners Parkette. Staff will work with the community to mobilize and organize residents who wish to participate in community change activities. The Culture Division has already started a city building program in collaboration with the Dam/Cooksville Youth Drop In. They have also arranged for busker entertainment at the Four Corners Parkette this summer. Additional short term, quick win activities are being considered through the various Future Directions master plans and the 2017-2020 Service Area Business Plans.

Many of the proposed staff actions are longer term. Some pertain to land use. These may require development of built form guidelines, exploration of municipal funding tools, a review of potential policy barriers and amendments to the Official Plan. Other actions will be referred to Provincial and Regional partners, private property owners, the HLRT team, or community organizations. Many of the actions will require significant investment and will be required to proceed through the City’s annual operating and capital budget planning processes.

It is recommended that staff from Strategic Community Initiatives review the Action Plan every five years to monitor progress and refresh or update as required.

## Strategic Plan

Vision Cooksville supports the Belong, Connect and Prosper pillars to ensure Downtown Cooksville is a vibrant, revitalized community over the next 20 to 30 years.

## Financial Impact

There is no financial impact at this time. Any required funding for implementation will be identified through future business plans and the City's capital budgeting processes. In addition, alternative funding opportunities, including grant programs, will be considered when appropriate.

## Conclusion

The Downtown Cooksville community will see significant change in the coming years through intensification, infrastructure investment, redevelopment and revitalization. Vision Cooksville is a City initiative to work with the community to create a long-range vision for this growing urban area, that will help shape this community's vibe, personality and character. Through public engagement and consultation a community vision, 6 principles and 19 recommendations were developed. These will serve as the lens through which all new development and change is considered. To implement the vision, a multi-year action plan covering the next 20 years has been developed. Some of these actions will occur in the next few years, others will take longer. Together they will ensure the aspirations of Vision Cooksville are realized.

## Attachments

- Appendix 1: Map of the Vision Cooksville Project Study Area
- Appendix 2: Vision Cooksville Report, A Long-Range Community Vision for Downtown Cooksville prepared by Urban Strategies Inc., June 2016
- Appendix 3: Guiding Principles and Community Recommendations
- Appendix 4: Vision Cooksville Multi-Year Action Plan



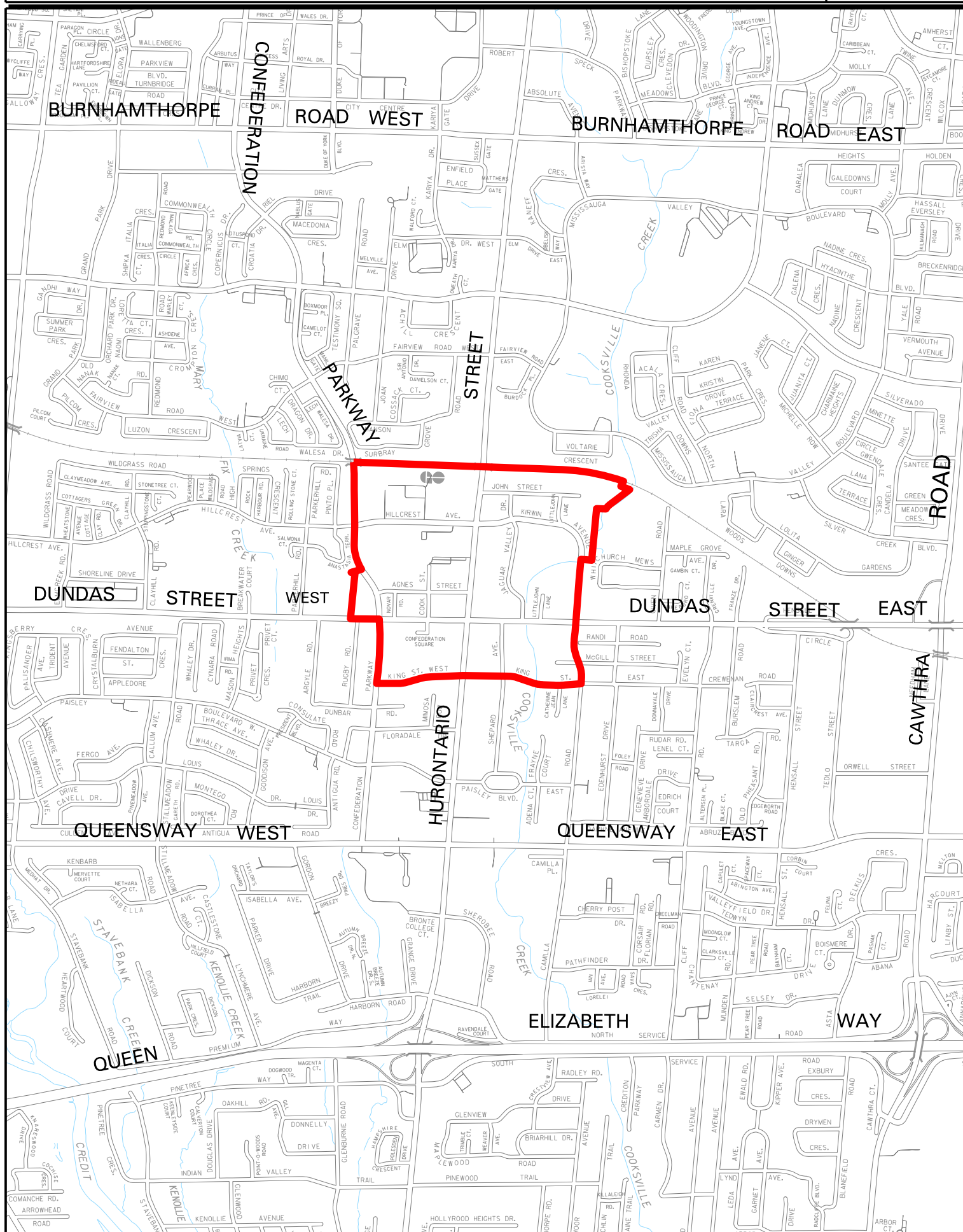
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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: LeeAnn Lloyd, Strategic Leader

# MAP OF THE VISION COOKSVILLE PROJECT STUDY AREA

Appendix 1







# Vision Cooksville Report

*A Long-Range Community Vision for Downtown Cooksville*

June 2016



vision**cooksville**

**URBAN  
STRATEGIES  
INC.**



MISSISSAUGA



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# Executive Summary

Vision Cooksville is a City of Mississauga led initiative to develop a long-range vision for Downtown Cooksville through public engagement with local residents, business and property owners. A community vision will inform, influence and help to shape the future growth and revitalization of this community over the next 20 to 30 years.

Downtown Cooksville is a vibrant, diverse, urban neighbourhood centred on the busy intersection of Dundas and Hurontario Streets.

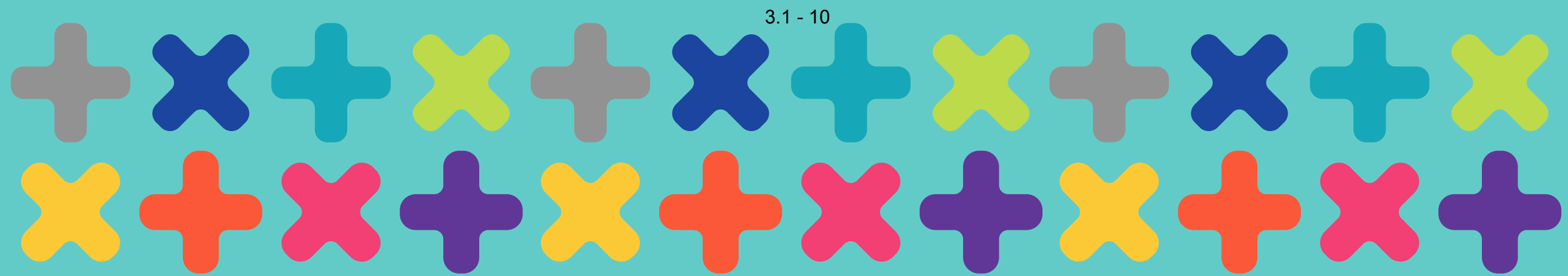
Established in 1809, this area was the early entrepreneurial and political centre in Toronto Township. Early immigrants from Poland and Italy created an economically strong community with wine making, oil refining and brick making, and successful retail stores along Dundas and Hurontario. Mississauga's first municipal offices were here, as well as the central branch of the Mississauga Library System and the original offices for both school boards. Long-time residents living in the area still recall this being an important centre of the City.

Today Downtown Cooksville is home to 11,000 people and is one of Mississauga's most multicultural neighbourhoods. Seventy percent of the population were born outside of Canada and many new immigrants are from South Asia, the Middle East and the Philippines. The top non-official languages are Urdu, Polish and Arabic. There is a network of community services that support newcomers to settle in Cooksville or move on to other areas of the City. The area also has close to 600 businesses; three quarters are small and independent employers. Places like Charlie's Caribbean Cuisine, Trdak's Western Store and the Orchard Restaurant are established community treasures, along with eateries and grocery stores featuring food from around the world and attract many from outside the area.

The future of Downtown Cooksville is "transformation". With intensification, transit infrastructure investment and redevelopment, this area is targeted for significant change and revitalization. Major initiatives are underway by the City and its provincial partners, including the Hurontario Light Rail Transit

(HLRT), a Master Plan of the Dundas corridor and redevelopment of the Cooksville GO Station lands.

Vision Cooksville was initiated in the fall of 2015 to provide the community with an opportunity to be part of the change and help develop a vision for how it should look and feel in the next 20 to 30 years. Through a five month consultation process led by Urban Strategies Inc., hundreds of community members participated and told us what they like about Cooksville today and what their vision is for the future. This has culminated into the following report and Community Vision, 6 Guiding Principles and 19 Community Recommendations. Moving forward this report will promote further conversation about the potential for future actions and change. It should be the lens for all change as a new Downtown Cooksville community is built.



**Vision Statement:**

*Downtown Cooksville will be a walkable urban community, housing a diverse population in a variety of housing forms. Independent businesses will continue to thrive and begin to coordinate around improving the overall small business landscape. Infrastructure will be in place for transit, community services, cultural opportunities and recreation; existing open spaces will be improved and new parks created. A cohesive neighbourhood identity will be reflected in Downtown Cooksville’s urban design, signage and public art.*

**Principles and Community Recommendations**

**Principle 1:  
A Vibrant Public Realm and Walkable Streets**

- 1. Provide Improved Pedestrian Amenities
- 2. Ensure Pedestrian-Friendly Building Design
- 3. Increase Pedestrian Safety
- 4. Improve Cycling Infrastructure
- 5. Improve Pedestrian Connections

**Principle 2:  
Connected and Engaging Parks and Open Spaces**

- 1. Improve Existing Parks
- 2. Create New Parks in Strategic Locations
- 3. Encourage Publicly Accessible Private Open Spaces
- 4. Create a Dynamic Square at the Four Corners

**Principle 3:  
Community Facilities for Recreation, Library and Services**

- 1. Provide More Community and Recreation Spaces
- 2. Create a Cooksville Community Facility

**Principle 4:  
Housing Opportunities and Choices**

- 1. Increase the Range of Housing Options Through New Development
- 2. Encourage Improvements in the Existing Rental Housing Stock
- 3. Create Opportunities for Homeownership

**Principle 5:  
Local and Unique Businesses**

- 1. Encourage Coordination Among Local Businesses
- 2. Support Small Independent Retail

**Principle 6:  
A New Identity**

- 1. Create A Distinctive Cooksville Identity
- 2. Establish Gateways and Signage for Cooksville
- 3. Support Public Art and Beautification

# Acknowledgments

**Vision Cooksville is the result of the participation of hundreds of residents and community stakeholders who shaped the guiding vision, principles and recommendations. The City of Mississauga and Urban Strategies Inc. appreciates all the contributions made by members of the community and various staff within the City who provided information and knowledge, and helped with community meetings and engagement activities.**

We would like to thank:

The City Manager, Janice Baker, and Commissioners Ed Sajecki, Paul Mitcham, Martin Powell and Gary Kent for their guidance.

## **Project Steering Committee**

Susan Burt (Project Sponsor), Director, Strategic Community Initiatives; Laura Piette, Director, Parks and Forestry; Andrew Whittemore, Director, Policy Planning; Lesley Pavan, Director, Development and Design; Shari Lichterman, Director, Recreation; Helen Noehammer, Director, Transportation and Infrastructure Planning.

## **Project Core Team**

LeeAnn Lloyd, (Project Manager) Strategic Leader, Vision Cooksville; Heidi Brown, Manager, Small Business and Workforce Development; Marianne Cassin, Manager, Development and Design; Linda Creighton, Administrative Coordinator, Strategic Community Initiatives; Jennifer Cowie Bonne, Manager, Community Development; Michael Cleland, Area Manager, Hershey Facilities, Sports & Community Development; Karen Crouse, Project Leader, Community Planning; Anne Farrell, Planner, Parks and Forestry; Michael Hynes, Planner, Development and Design; Mojan Jianfar, Assistant Cultural Planner; Mai Lu, Manager, Cooksville and Clarkson Library; Andrew Miller, Strategic Leader, Dundas Connects; Evie Przybyla, Transportation Planner; Michael Tunney, Cultural Planner; Cynthia Ulba, Senior Communications Advisor; Mark Vandersluis, Transportation Project Leader.

## **Project Resources**

David Lepek, Web Specialist, Digital; Meghan Johnston, Marketing Coordinator; Keisha McIntosh-Siung, Communications Advisor; David Kranjcevic, Bogumila Sliwa, Irena Rostkowska, Researchers, Information Planning; Ibrahim Dia, Planning Technician; Katie Ashbourne, Researcher; Kevin Delov-Rogoza, Student Volunteer Intern; Anna Melikian, Intern Researcher; Mathew Williams, Project Manager, HLRT Project Office; Joanne Foote, Youth Plan Coordinator; Shelley Tsolakis, Community Development Coordinator; Julia Gircys, Library Assistant; and all of the staff at the Cooksville Library.

Special thanks to the local agencies, and the Dam/Cooksville and Newcomer Centre of Peel, Cooksville United Church, T.L. Kennedy Secondary School, the Mississauga Public Library Board, and Heritage Mississauga. Finally, we wish to thank the team at Urban Strategies Inc. for their hard work in this endeavour and their continued commitment in creating an objective and community-driven Vision for Downtown Cooksville.



## Preface:

The report presented here as part of the Vision Cooksville Community Vision is intended to communicate the discussions, ideas and aspirations expressed by members of the community during consultation and Visioning sessions. The concepts discussed here are ideas intended to inspire change and promote further discussion about the potential for future actions. None of the content of this report is intended to be interpreted as policy. The ideas discussed in this report have not been fully investigated. Similarly, none of the images, including illustrations, renderings, or photographs, are intended to be actual depictions of the expected future directions for the Cooksville community. They are only provided here to better communicate the ideas discussed in this report.

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Images of Downtown Cooksville today.



# Section I

## An Introduction to Vision Cooksville



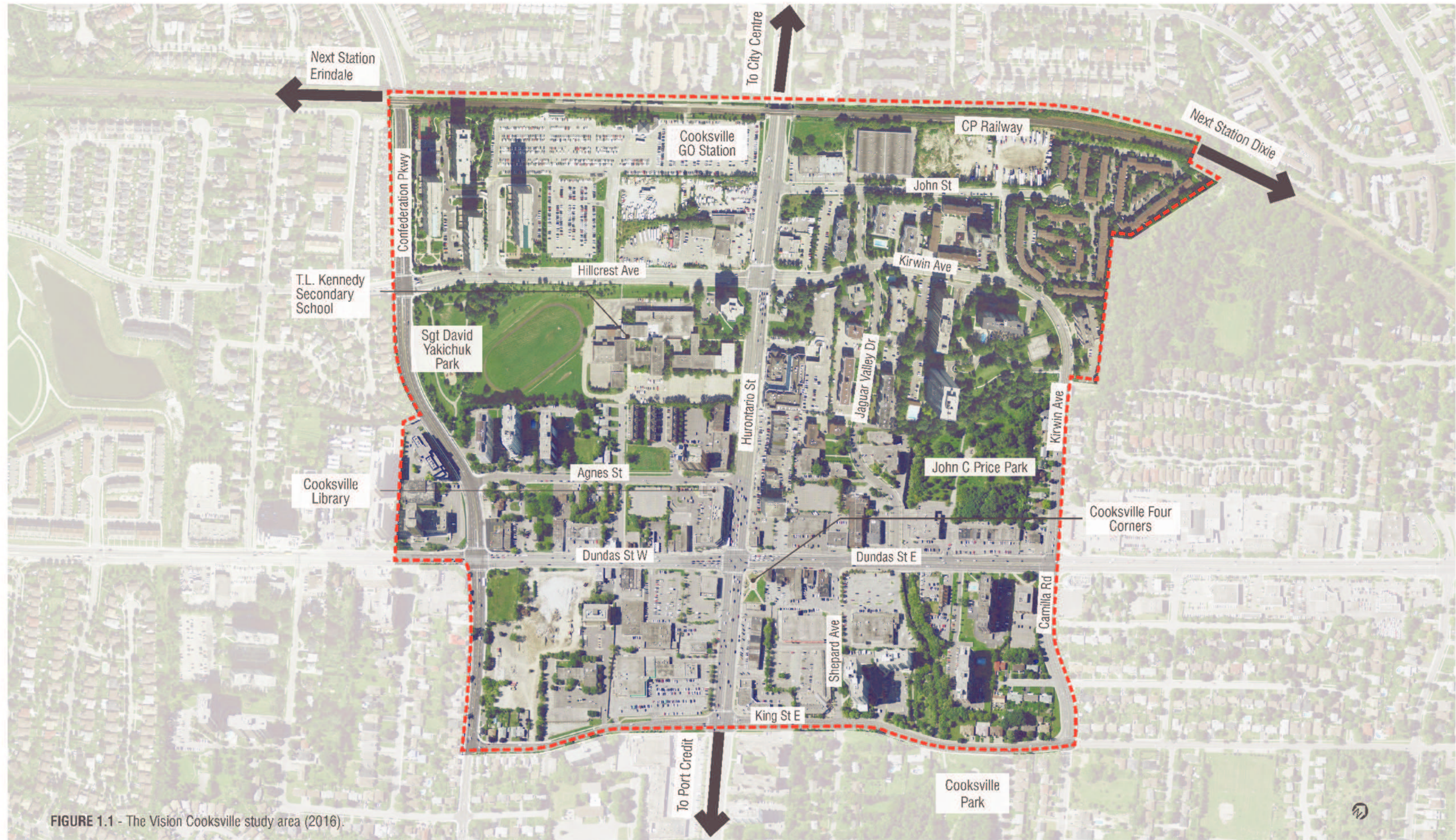


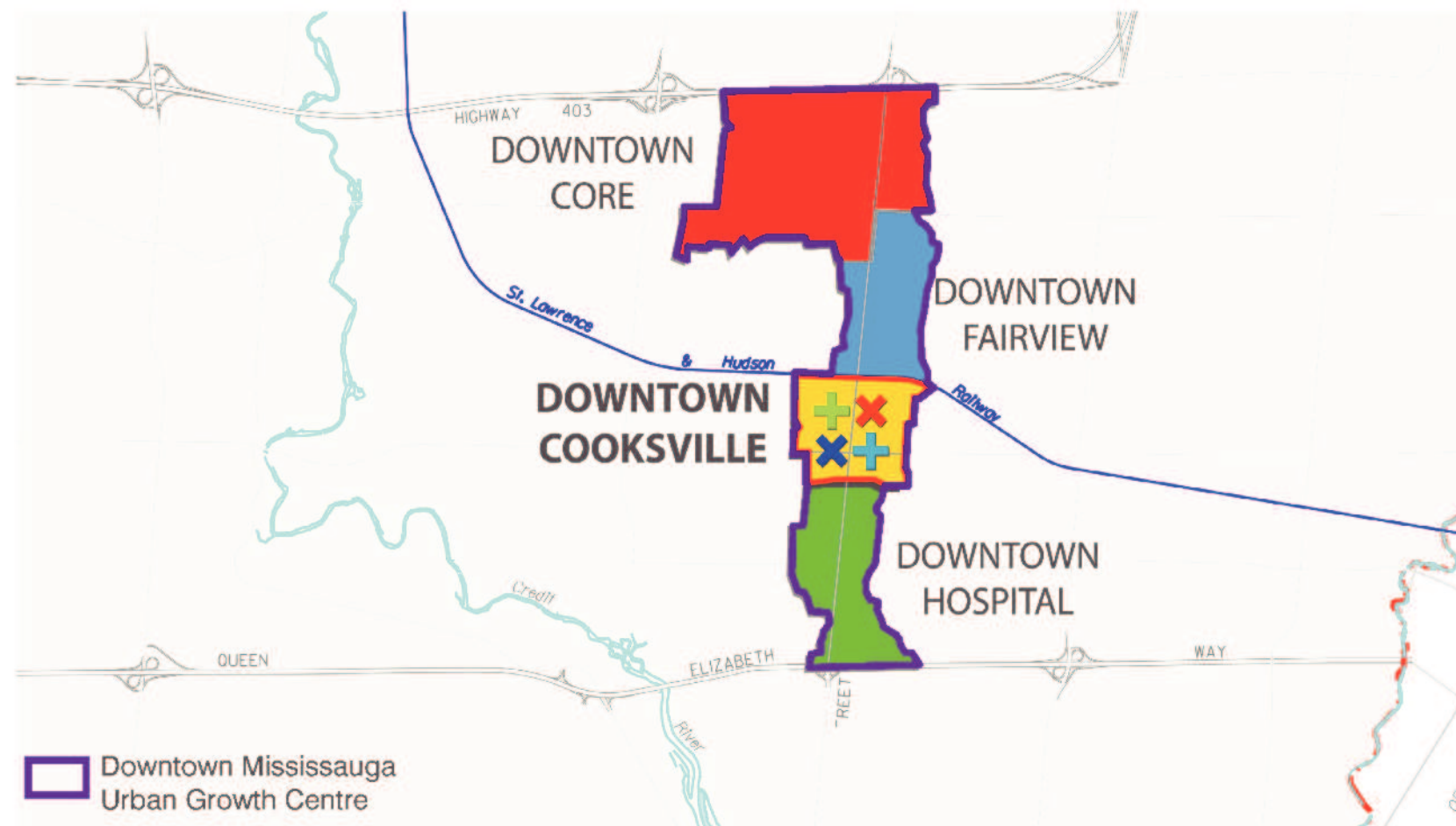
FIGURE 1.1 - The Vision Cooksville study area (2016).



# 1.1

## Introduction

*The Vision for the future of the Downtown Cooksville neighbourhood capitalizes on future changes coming to the area. Historically, this was one of the first villages of Mississauga. Established in 1809, it became a place with shops and blacksmiths, and was a major railway station that hosted “weary travellers” going from Toronto to Niagara. Later it became the first City Centre with City Hall, the central library and the two Boards of Education head offices. Today, Downtown Cooksville is a vibrant, diverse, multicultural urban neighbourhood around the busy intersection of Dundas and Hurontario Streets and is approximately one square kilometre in size. It is a mix of commercial services, small businesses, restaurants, strip plazas, apartment buildings, townhouses and offices. Downtown Cooksville will be transformed over the next 20 to 30 years through intensification, infrastructure investment, redevelopment and revitalization. Vision Cooksville provided the community with an opportunity to express how they would like Cooksville to look and feel in the future - shaping the change and ensuring this community continues to be dynamic and vibrant.*



New transit investments are coming to Cooksville and new developments, along with population and employment growth, will actively follow. The Official Plan will be updated to guide the form of that development, but buildings are just buildings - it is the people who live and work inside them that make a community and neighbourhood. This Vision document establishes the community's aspirations for a rich, vibrant Downtown Cooksville, drawing on the area's strengths and capitalizing on coming opportunities. Although most of the recommendations contained in this document deal with 'bricks and mortar', these concrete changes work together in support of the broader Vision, which addresses more than physical improvements and land use.

The **Vision** establishes a vibrant future Downtown Cooksville as desired and expressed by the community during the engagement process. The **Principles** outline objectives for the area against which change can be tested. Each principle is supported by a series of **Community Recommendations** that demonstrate how each principle can be upheld as Downtown Cooksville continues to grow and evolve.

**FIGURE 1.2** - Cooksville is one of the key areas that make up Mississauga's downtown.



# 1.2

## The Downtown Cooksville Community

### By the Numbers Demographics in Downtown Cooksville Today

- 11,000 residents
- 60% of residents have a post-secondary education
- Average household income after taxes is \$47,500
- 26% of residents have a low income
- Residents aged 0-4 and 25-39 make up a higher proportion of the population than the City average
- 67% of residents were born outside of Canada
- Top non-official languages spoken are Urdu, Polish and Arabic
- Top recent countries of origin are India, Pakistan, the Philippines, Sri Lanka and Iraq

Source: 2011 Census of Population, 2011 National Household Survey, 2015 Mississauga Employment Survey

Downtown Cooksville is a community of 11,000 residents. For the purposes of this study, Downtown Cooksville is defined as the one square kilometre area bounded by the Canadian Pacific Railway to the north, Camilla Road to the east, King Street to the south, and Confederation Parkway to the west (see Figure 1.1).

Cooksville has a number of special characteristics that make it a distinctive downtown Mississauga neighbourhood. The vast majority of Downtown Cooksville residents, almost 70%, were born outside of Canada. Many new immigrants come to Cooksville to live when they first arrive in Canada, in part due to the wealth of settlement agencies and programs specifically geared to helping newcomers located in the area. Newcomers only tend to stay in the area for a short time (one to five years). This may be due in part to the lack of housing options that appeal to newcomers once they have become more established.

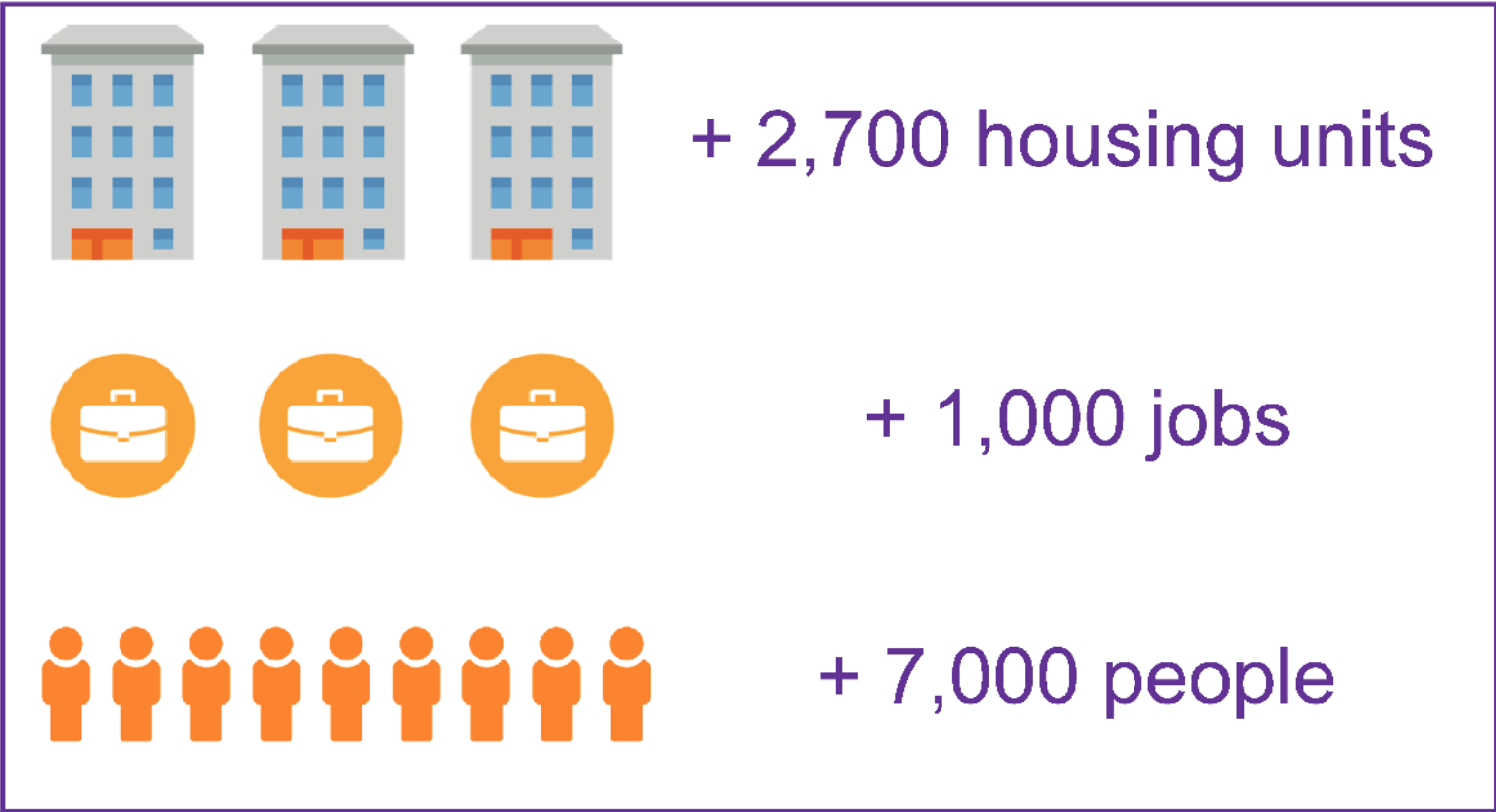
Downtown Cooksville also has a higher proportion of people aged 0-4 and 25-39 years of age compared to the City of Mississauga overall, meaning the area is home to many young families. Many Downtown Cooksville residents are highly educated: 35% have a university bachelor's degree or higher, however the average income of Downtown Cooksville residents is \$47,500, lower than the average income of Mississauga residents overall. When it comes to housing, the majority is made up of multi-unit buildings: 94% of all dwellings are apartments or condominiums, 5.3% are row houses and just 0.6% are detached houses. 57% of all dwellings in Downtown Cooksville are rented, whereas in Mississauga overall, a higher proportion of residents own their dwellings and only 25% are renters.

Downtown Cooksville is an incredibly diverse place as well: approximately 60 non-official languages are spoken in the area. Downtown Cooksville is also a hub of small to medium sized businesses with 570 operating in the area, 75% of which have one to four employees. A high proportion of these small-scale businesses are independently-owned specialty retailers and restaurants, and ethnocultural grocery stores and restaurants.

### By the Numbers: Housing and Business in Downtown Cooksville Today

- 94% of all dwellings are apartments or condominiums
- 57% of all dwellings are rented
- 570 businesses
- 75% of businesses have 1-4 employees
- Top business types are healthcare and retail

Source: 2011 Census of Population, 2011 National Household Survey, 2015 Mississauga Employment Survey



**Figure 1.3** - It is forecast that Downtown Cooksville will have 2,700 new housing units, 1,000 new jobs and be home to an additional 7,000 people, over the next 20 years.

### Changes Coming To Downtown Cooksville

Plans are in place to expand transit in Downtown Cooksville and this will generate further growth, redevelopment and investment in the area. The following sections describe the changes coming to Downtown Cooksville and the provincial and municipal policies that support these changes.

### Population and Employment Growth

There are close to 11,000 residents currently living in Downtown Cooksville, and it is forecast that the area will be home to an additional 7,000 people over the next 20 years. Cooksville is intended for intensification and growth by the Province’s Growth Plan and the City of Mississauga’s Official Plan. The Growth Plan identifies a series of “Urban Growth Centres,” including Downtown Mississauga. Downtown Cooksville is one of the places that make up the larger Downtown Mississauga area.

In addition to Cooksville being part of Mississauga’s Downtown, Hurontario and Dundas Streets are both “Intensification Corridors” identified in the City of Mississauga’s Official Plan. The City of Mississauga is working to coordinate growth by directing intensification and development to these key corridors and Downtown areas that have the essential infrastructure to support growth, such as a higher density of homes and employment, transit and other services. Downtown Cooksville is therefore targeted to achieve a minimum of 200 residents and jobs combined per hectare by 2031, while striving to achieve between 300 and 400 residents and jobs combined per hectare. As per the *Mississauga Growth Forecast 2011-2041*, in Cooksville, this means 7,000 new people, 2,700 new housing units and 1,000 new jobs by 2031.



## Transit Investments

In addition to significant population and employment growth, there will also be major improvements to physical infrastructure in Downtown Cooksville over the next few years.

### Mobility Hub Study

Metrolinx, a regional transportation authority created by the Province, prepared The Big Move - a plan for a complete transportation network including many new rapid transit lines throughout the Greater Toronto and Hamilton Area (GTHA). The Big Move identifies three transit lines that will intersect in Cooksville. The first is the existing Milton GO Transit rail line, which will see improved service; the second is the forthcoming HLRT; and the last is a proposed future rapid transit line on Dundas Street, which will be further explored through the Dundas Connects corridor study process. Because of these higher-order transit investments, Metrolinx designated Cooksville as a Mobility Hub, a key location for ensuring convenient transfers between transit lines. Metrolinx and the City of Mississauga completed the Cooksville Mobility Hub Master Plan Study in September 2011 to guide changes around the Cooksville GO Station area, starting with a proposed new parking structure.

### Dundas Corridor Study

The City of Mississauga is studying Dundas Street from Toronto to Oakville. From end-to-end, the Dundas corridor study area is 4 kilometres wide and 17 kilometres long. “Focus areas” highlighting key intersections and other



**FIGURE 1.4** - An artist's impression of the Cooksville Mobility Hub area from the Cooksville Mobility Hub Master Plan Study.



areas along the corridor will be of particular interest during the study – the intersection of Hurontario and Dundas has been identified as one of these Focus Areas. New rapid transit and changes to the lands along Dundas are anticipated and the final “Dundas Connects” plan will be brought to City Council for approval in late 2017. The project will develop a long-term, future-oriented Master Plan for Dundas Street, shaping the future look and feel of Dundas, and focusing on changes to land use, transit and the public realm.

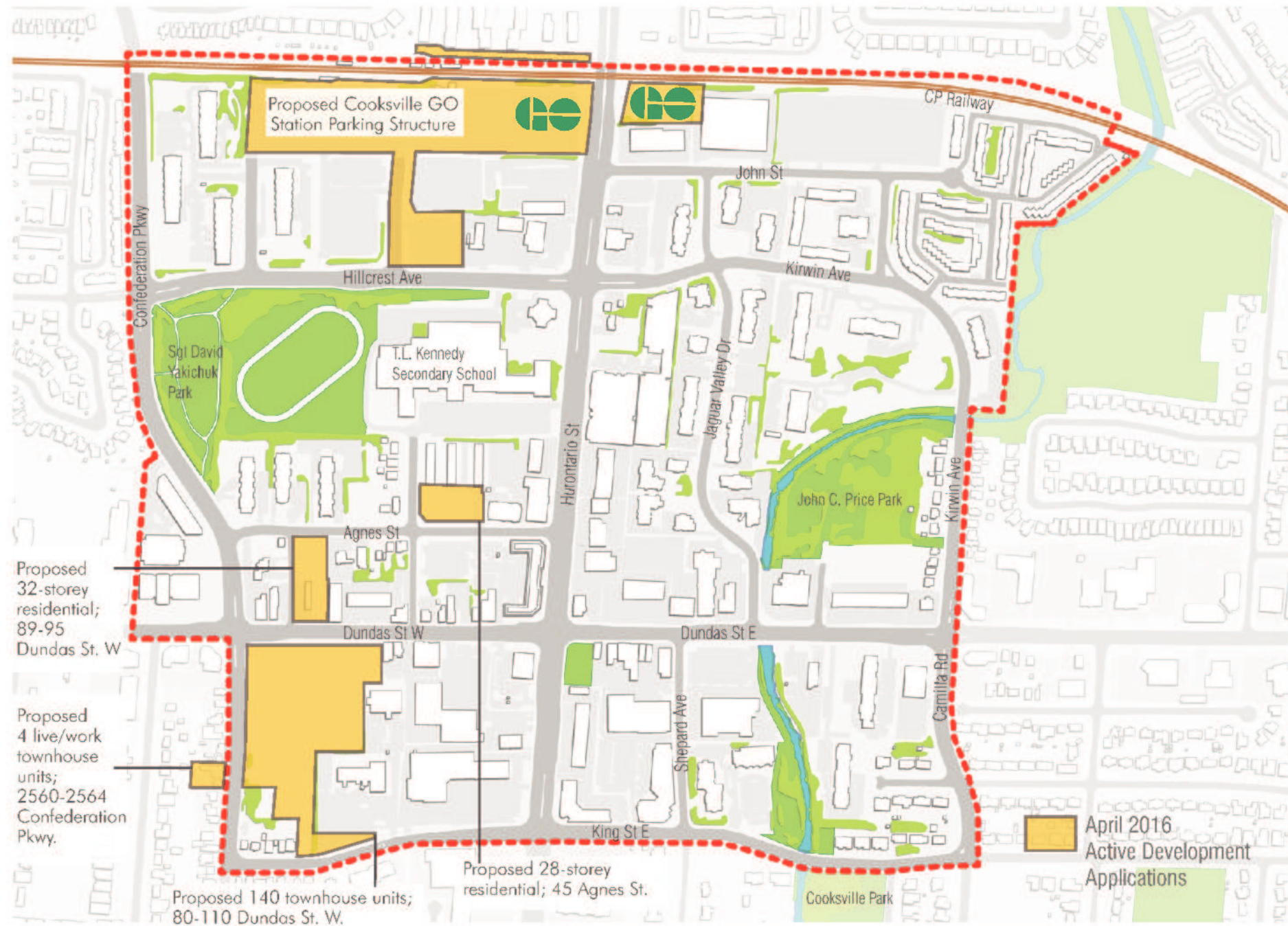
### Hurontario Light Rail Transit

The Hurontario Light Rail Transit (LRT) project will bring 20 kilometres of fast, reliable, rapid transit to the City of Mississauga along the Hurontario corridor. New, modern light rail vehicles will travel in a dedicated right-of-way and serve 22 stops with connections to GO Transit’s Milton and Lakeshore West rail lines, Mississauga MiWay, Brampton Züm, and the Mississauga Transitway BRT. Funded through a \$1.4 billion commitment from the Province of Ontario, the Hurontario LRT is a signature project of the Moving Ontario Forward plan. Construction of the HLRT is expected to start in 2018, opening in 2022 to bring fast, efficient service to the area. There will be two HRLT stops in Cooksville at the Cooksville GO Station and Hurontario and Dundas Streets.



**FIGURE 1.5** - The intersection of Dundas and Hurontario as imagined in the Hurontario LRT Streetscape and Urban Design Strategy.





**FIGURE 1.6 -** Development activity in Downtown Cooksville will increase over time.

## New Development

Major transit investments will greatly improve the area and strengthen its connection to the rest of Mississauga, increasing access to employment, shopping, entertainment and other destinations while also bringing more visitors in to the community. These investments will bring other changes to the community too, increasing land values and potentially changing neighbourhood demographics.

Significant infrastructure investments will encourage the renewal of existing properties and the construction of new buildings. Figure 1.6 illustrates development applications currently active in the area. Over time, development activity will increase. Together, transit investments, population and employment growth and redevelopment will bring new opportunities to make this community even better.



# 1.3

## Engaging the Community in Conversation

*As a result of these major changes, Vision Cooksville was initiated by the City of Mississauga as a community consultation process to develop a long-range Vision for Downtown Cooksville. The resulting Vision will help guide the changes coming to the neighbourhood based on the community's aspirations. This long-range Vision should be used as a tool to foster a unique vibe and personality in Downtown Cooksville over the next 20 to 30 years.*

### Outreach and Communication

Extensive outreach was conducted to inform the community about the project and encourage participation and engagement. The City of Mississauga's dedicated Vision Cooksville website provided information on each stage of the consultation process. Residents and business and property owners were able to sign up for regular email updates that helped them to stay informed. There were over 5,000 views to the website and 200 email subscribers. Vision Cooksville featured a memorable, colourful identifier that creatively represents the four corners of the Dundas and Hurontario neighbourhood.

Outreach tactics included: door-to-door flyers within and just outside the study area, advertisements in the Mississauga News and several multicultural newspapers, digital advertising on City facility electronic billboards and screens, and mobile signs and transit shelter advertisements at the busy intersection of Hurontario and Dundas. There was also a social media campaign, along with targeted outreach to local community agencies and the Cooksville Library.

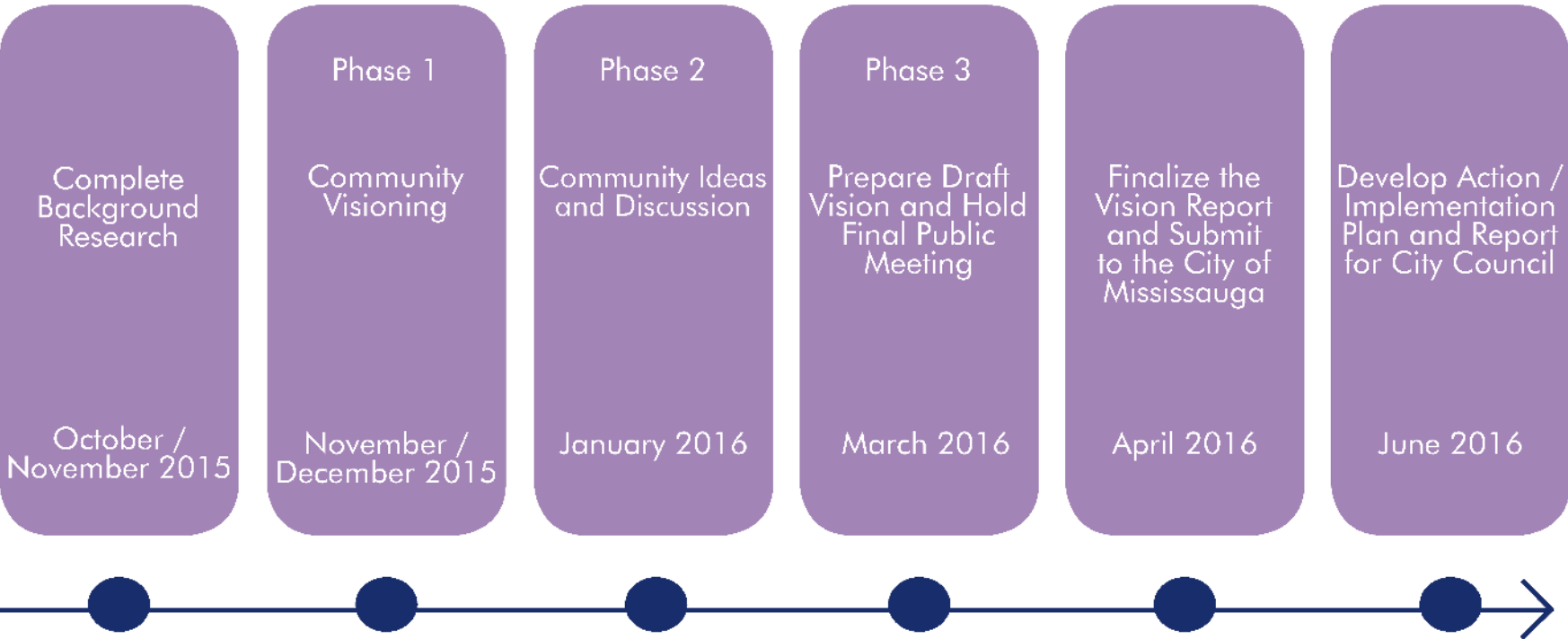


Figure 1.7 - Vision Cooksville project timeline.

## Community Engagement Process

Community members, including longstanding and newcomer residents, youth with fresh and unique perspectives, older adults with a wealth of knowledge and experience, workers and business owners who understand the economic reality of the area, and commuters using the area's wealth of transit, were engaged in a variety of forums throughout three phases of consultation.

### Phase 1

The objective of this phase was to find out about strengths and challenges from the community and the changes they would like to see in the future.

The first stage of the process, during the fall of 2015, involved learning about the community from those who know it best - the people that live, work, shop, socialize and go to school here. Generally, whether individually or in groups, in-person or online, participants were encouraged to describe what is great about Downtown Cooksville today, and what should be improved in the future from their point of view.

The Cooksville Compass, an interactive digital mapping and survey tool made available through the City of Mississauga's Vision Cooksville website, launched in November 2015. The Compass survey asked community members what they like about the area and what future changes they would like to see in Downtown Cooksville. 60% of survey participants identified themselves as Downtown

### Outreach and Engagement by the Numbers

- 11,000 community members contacted
- 5,000 individuals visited the Vision Cooksville website
- 300 community members attended public meetings
- 200 email subscribers
- 250 Compass and paper survey respondents



**FIGURE 1.8** - The On-The-Spot Survey Day team.

Cooksville residents and the remainder either work, take transit, go to school, or visit Downtown Cooksville for different reasons such as to shop or for appointments.

The project team also spent a day engaging people in Downtown Cooksville “on-the-spot” on the street. Participants were asked to answer survey questions about the area, either by completing the Cooksville Compass on iPads or by filling out paper copies of the survey. The survey team made specific efforts to visit many of the small businesses in the area, speaking to both owners and employees at over 70 establishments. Surveyors dropped-in at the Dam/Cooksville to speak with area youth. Commuters at the Cooksville GO Station and bus stops at Hurontario and Dundas were also surveyed about their experience of the area.

The project team facilitated a meeting with older adults at the Cooksville Library, discussing the changes coming to the community, what is great about Downtown Cooksville now and what could be improved. Older adults, whether new to the area or longtime residents, shared their wealth of experience and insights.

On November 23, 2015, the project team hosted a community consultation attended by 60 members of the public who participated in activities focused on generating ideas about Downtown Cooksville’s existing strengths, issues and future opportunities. Mayor Bonnie Crombie and Ward 7 Councillor Nando Iannicca welcomed participants and spoke about the importance of community visioning in this growing area. A presentation focusing on some of the changes and investments coming to the neighbourhood, as well as the area’s existing

strengths and challenges was made before community members discussed the following three questions in small breakout groups:

What do you like best about Cooksville?

What would you change about this community?

Pick 5 ideas for change and list them in order of priority.

Participants included older adults, youth, business owners and both new and long-term residents.

The project team ended Phase 1 by visiting the Newcomer Centre of Peel, speaking with newcomers about the changes coming to the Downtown Cooksville community. Participants provided their unique perspectives on the strengths and opportunities for the area.

## Phase 2

The objective of this phase was to share all of the ideas generated by the community and find out which ones were of most importance for future transformation.

January 2016 marked the beginning of Phase 2 when the project team began to explore ideas for change with community members before crafting a draft Vision. Two more large community visioning sessions were hosted: the first at Cooksville United Church on January 25, 2016 and the second at T.L. Kennedy Secondary

School on January 27. A total of 86 community members came out to these two meetings. Residents rated the importance of different ideas for shaping future Downtown Cooksville. These ideas were developed based on input from the community during Phase 1.

## Phase 3

The objective of this phase was to report back to the community on what we heard, how it came together in a community vision, key themes (principles) and recommendations and seek their endorsement.

A draft Vision, Principles and Community Recommendations was presented back to the community for feedback and validation in March 2016. Based on the feedback received during Phase 2, a draft Vision for future Downtown Cooksville, including a Vision Statement, 6 Principles and 19 Community Recommendations, was created. These key components of the draft Vision were presented at the final public meeting on March 7, 2016 at Cooksville United Church. Seventy-five community members participated in this meeting and provided feedback and endorsement on the draft Vision.

The Vision Cooksville Project Lead also met with youth at The Dam/Cooksville to get feedback from young community members on the draft Vision.





**FIGURE 1.9** - Left, from top to bottom: Councillor Nando Iannicca, Mayor Bonnie Crombie and MP Peter Fonseca at the November 23rd Public Meeting; Community members at the January 27th Public Meeting; a round table discussion at the January 25th Public Meeting; Middle, from top to bottom: Community members and City staff at the January 27th Public Meeting; LINC class participants at the Newcomer Centre of Peel; Right, from top to bottom: Community members rate ideas for future Cooksville; Councillor Iannicca addresses community members at the January 25th Public Meeting.



# What We Heard from the Community

A wide range of groups were consulted throughout the Vision Cooksville process. An analysis of all the feedback demonstrates that these various groups, including youth, business owners, newcomers, older adults and other community members, have common views on what they like and what they think should be improved in Downtown Cooksville. When asked about areas that need improvement, community members had many opinions, but most frequently raised the need for a more beautiful and welcoming streets and public realm, improved parks and open spaces, and improved standards for storefront signage and upkeep. Participants were encouraged to describe what is great about Downtown Cooksville today, to understand what makes this a vibrant community and what should be improved in the future.

The following section presents a summary of what we heard regarding Downtown Cooksville’s existing strengths and challenges.

## Downtown Cooksville Strengths

### 1 Central and Connected

Downtown Cooksville is centrally located with easy access to important places like the Trillium Health Centre and Square One. Dundas and Hurontario Streets are both major streets that connect the neighbourhood to the rest of Mississauga and to nearby highways.

### 2 Excellent Transit

Downtown Cooksville has excellent access to public transit via the Cooksville GO Station and bus stops.

### 3 Urban and Walkable

Downtown Cooksville feels like the real urban centre of Mississauga. There is a lot of activity in a small area creating an authentic urban vibe. Because there is so much activity in this small area, Downtown Cooksville is walkable, making it possible to do your shopping, get to school or the local agencies, go to the pharmacy, doctor, library, and access other services without driving.

### 4 Diverse and Inclusive

Downtown Cooksville is a great multicultural community. Residents get along with each other and are welcoming to newcomers. The cultural diversity of the neighbourhood is reflected in the variety of shops, restaurants, and services that are available in Downtown Cooksville.

### 5 Open Spaces with Great Potential

Downtown Cooksville has open spaces like Sgt. David Yakichuk Park and natural features like Cooksville Creek, that have great potential to become animated and attractive public spaces that residents will enjoy spending time in.

### 6 Active and Engaged

There are a number of active community groups, organizations, engaged residents and youth who contribute positively to the inclusive and cohesive nature of this community.

### 7 A Hub of Small Businesses

There are many small, independent businesses in Downtown Cooksville,

many of which have been operating in the area for many years and are cherished by area residents. It is possible to run all of your errands and go grocery shopping or eat out at a restaurant without ever leaving Downtown Cooksville.

8 Affordable Housing Options

There is a mix of tenures and dwelling types in Downtown Cooksville, including affordable rental market housing in apartment buildings.

Downtown Cooksville Challenges

1 Socioeconomic Challenges

Downtown Cooksville residents are concerned about homelessness and drug use in the community and want greater investment in supports for people who are struggling. People experiencing homelessness increasingly seek shelter in the covered Four Corners Town Square which is sometimes the site of drug dealing and loitering.

2 Beautification and Public Realm

Community members feel strongly that Downtown Cooksville is in need of beautification. There are a number of rundown buildings and vacant or underutilized sites that need a face-lift. Garbage often litters the streets and sidewalks and commercial signage clutters storefronts. There are not enough benches and other public realm elements like gardens, resulting in an unattractive streetscape that is not very pedestrian-friendly.

- Business owners in particular were vocal about their desire for public realm improvements and beautification to help increase the attractiveness of the area to shoppers.

3 Coordination Among Local Businesses

While Cooksville is a great hub of small businesses, a Business Improvement Association does not currently exist in the area, which has led to a lack of coordination among local business owners. The community is frustrated with differing standards for storefront signage and levels of upkeep. A lack of coordination among owners also means that possibilities for collaboration on marketing and strengthening business are missed and the public realm is not addressed.

4 Personal Safety

There are areas of Downtown Cooksville that feel unsafe, especially at night. In particular, most secondary streets and public parks lack adequate lighting.

5 Traffic and Pedestrians

Cooksville residents are concerned about heavy traffic, particularly on Hurontario and Dundas Streets. There are often accidents at the intersection of Hurontario and Dundas and the heavy traffic can make the area feel unsafe for pedestrians and cyclists. The intersection of Agnes Street and Hurontario Street is another intersection that was identified as dangerous for both pedestrians and drivers. Overall, more attention is needed to pedestrian safety, especially at crossings.

- Newcomers in particular were vocal about their desire to increase safety for pedestrians in the area.

6 Open Spaces Need Improvement

Downtown Cooksville’s open spaces need some improvements so that their use is maximized. Cooksville Creek is currently underutilized and the adjacent trails are largely inaccessible. Some residents have safety

concerns with Floradale Park due to heavy traffic on Confederation Parkway, just south of the Study Area.

## 7 Community Spaces

A community centre does not currently exist in Downtown Cooksville and there is generally a lack of recreational spaces. This means that residents have to travel outside of the area to use recreational spaces. There is not adequate space to support all of the active local community groups, making it difficult for them to program activities. Similarly, the Cooksville Library is small and not at street level, located on the second floor of the Cooksville Colonnade mall.

- Youth in particular felt strongly about the need for more community and recreational spaces and facilities.

## 8 Cooksville Identity

Downtown Cooksville lacks a strong identity that distinguishes it from other areas of Mississauga. Some residents feel that the area should be represented in a way that reflects the area's modern character. There is a feeling among some residents that a sense of neighbourhood pride needs to be brought back to the community.



**FIGURE 1.10** - The Cooksville Compass survey asked participants to describe their future Cooksville in one word: the results are inspiring.





A local business owner during On-the-Spot Survey Day.



# Section II

## Community Vision, Principles and Recommendations

# The Community Vision

*Downtown Cooksville will be a walkable urban community, housing a diverse population in a variety of housing forms. Independent businesses will continue to thrive and begin to coordinate around improving the overall small business landscape. Infrastructure will be in place for transit, community services, cultural opportunities and recreation; existing open spaces will be improved and new parks created. A cohesive neighbourhood identity will be reflected in Downtown Cooksville's urban design, signage and public art.*

The community consultation process with input from over 500 community members culminated into this Community Vision and 6 Principles. These Principles represent the themes that are key components to realizing the Vision.

As change takes place, the core strengths of Downtown Cooksville will be reinforced over the next 20 to 30 years. It will remain a walkable, urban place housing a diverse population in a variety of housing forms. Residents will be able to meet their social and community needs within Downtown Cooksville

itself. Unique, small-scale and independent businesses will continue to operate with additional opportunities for entrepreneurs. Physical infrastructure will be in place for community services, cultural opportunities and recreation offerings will be expanded, as well as a variety of recreational opportunities. Existing parks and open spaces will be improved and new ones will be created. As change unfolds, a new Downtown Cooksville identity will emerge and be reflected through improved design, signage and public realm amenities.

## Principles

- 1 A Vibrant Public Realm and Walkable Streets**
- 2 Connected and Engaging Parks and Open Spaces**
- 3 Community Facilities for Recreation, Library and Services**
- 4 Housing Opportunities and Choices**
- 5 Local and Unique Businesses**
- 6 A New Identity**



# Principles and Community Recommendations

## Principle 1: A Vibrant Public Realm and Walkable Streets

In the future, Downtown Cooksville will be a safe and attractive place for people to walk, bike and take transit.

### 1.1 Community Recommendation: Provide Improved Pedestrian Amenities

The introduction of amenities such as benches, planters, pedestrian scale lighting, weather-protected transit shelters, garbage receptacles, and attractive and clear wayfinding signage will encourage walking and contribute to a vibrant, active street life. The important main streets, Hurontario and Dundas, as well as smaller neighbourhood streets, will become more comfortable and enjoyable, offering increased safety, shade, visual interest and a place to interact and rest.



**FIGURE 2.1 - Left:** Enclosed bus/LRT shelters offer pedestrian weather protection. **Right:** Attractive streetscaping, including garbage receptacles, street trees, and hanging flower baskets.





**FIGURE 2.2** - Dundas Street east of Confederation Parkway: existing condition.





**FIGURE 2.3** - Dundas Street east of Confederation Parkway (after): Potential improvements could include benches, planters, pedestrian scale lighting, garbage receptacles, enclosed bus/LRT shelters for pedestrian weather protection and attractive and clear wayfinding signage.



## 1.2 Community Recommendation: Ensure Pedestrian-Friendly Building Design

Thoughtful and coordinated design of Downtown Cooksville's streets and public realm will create a more beautiful streetscape for pedestrians to enjoy. The reduction of surface parking lots, especially in front of shops and restaurants, by moving parking to the back of buildings or underground will go a long way in cultivating a more functional and beautiful public realm to spend time in. Buildings will line the street and new development will be encouraged to include active ground floor uses, multiple entrances and windows to help activate and animate the street. Well-maintained storefronts and outdoor spaces to sit will also help to foster active street life and contribute to an attractive, inviting public realm.



**FIGURE 2.4** - Pedestrian-friendly building design in Dunedin City, New Zealand.





### 1.3 Community Recommendation: Increase Pedestrian Safety

In addition to new streetscape amenities, small interventions to bolster pedestrian safety and calm traffic will help to foster a friendlier and more inviting streetscape. 'Safe-crossing zones' that use visual patterned paver designs and extra lighting will facilitate safer and easier pedestrian crossing. Similarly, widening sidewalks or creating "bump outs" will allow for shoppers, commuters or those out for a stroll to walk comfortably and will also create more space for street furniture and planting. Efforts will also be made to better coordinate pedestrian crossing signals and traffic lights. Creating direct pedestrian access to the Cooksville GO Station from the east side of Hurontario is another important measure, increasing both safety and convenience for pedestrians.

**FIGURE 2.5 - Top left:** Wide sidewalks. **Top right:** Curb bump out to aid pedestrians and calm traffic. **Bottom:** Safe-pedestrian crossing.





**FIGURE 2.6** - Confederation Pkwy and Agnes St.: existing condition.





**FIGURE 2.7** - Confederation Pkwy and Agnes St. (after): Pedestrian safety improvements can be achieved through the use of distinct material treatments, cross walks and signals that indicate safe pedestrian crossing areas and separated bicycle lanes.



## 1.4 Community Recommendation: Improve Cycling Infrastructure

The existing bike lanes at the intersection of Confederation and Hillcrest and the trail along Cooksville Creek will be better connected with additional on and off street bike infrastructure. Bicycle lanes are proposed in the Mississauga Bike Plan for Hurontario, Kirwin and King Streets. Ample, covered and well-lit bicycle parking throughout the area, as well as amenities such as self-service bicycle repair stations at key locations such as the Cooksville GO Station, Four Corners or the entrance to the Cooksville Creek Trail, will enhance and encourage cycling. Improved signage for bicycle routes will help connect cyclists to key destinations in Cooksville and beyond.



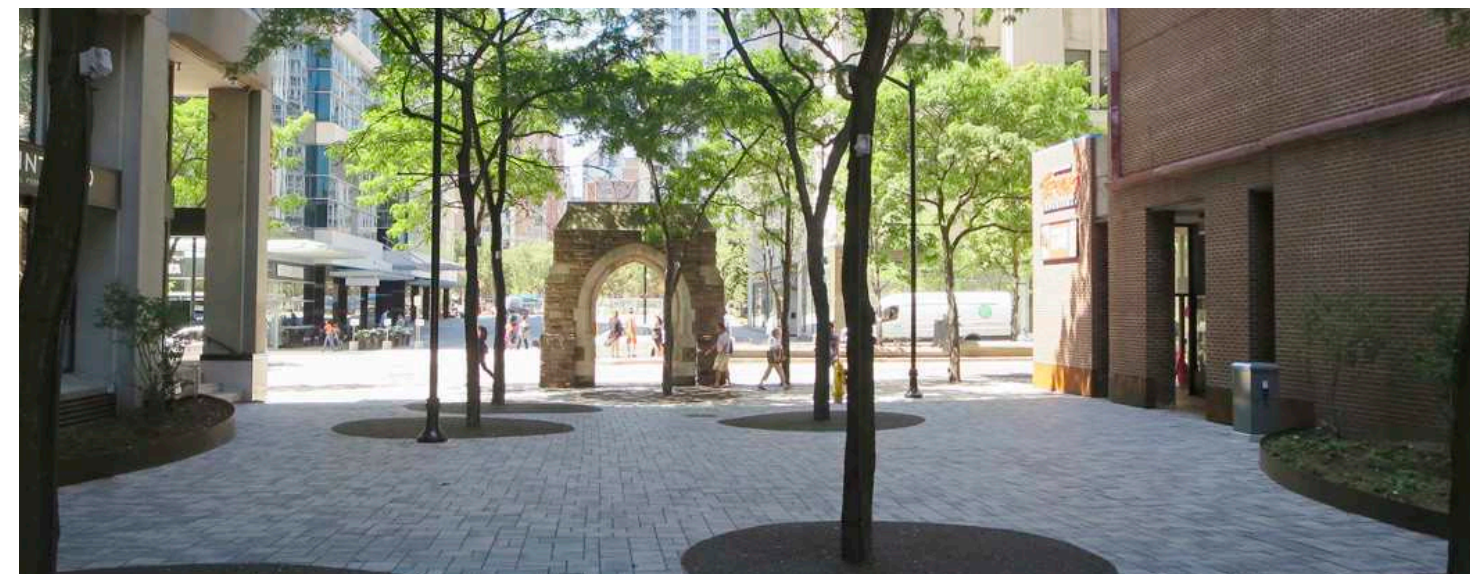
**FIGURE 2.8 - Top:** Self-service bicycle repair station in Minneapolis, MN. **Bottom left:** Creatively designed bicycle parking in Toronto. **Bottom right:** Covered bicycle parking in Arlington, VA.





## 1.5 Community Recommendation: Improve Pedestrian Connections

Walking in Cooksville will be attractive, safe and convenient with many options for pedestrian routes. Removing fences between neighbouring commercial properties or creating pedestrian gaps will allow for easier pedestrian circulation. Extensive open spaces on apartment properties could also offer new pedestrian routes if made available to the public. As development occurs, opportunities to break up long blocks will be sought through the introduction of new public streets and publicly accessible pathways through large development parcels.



**FIGURE 2.9 - Left:** Purple arrows indicate possible new public streets creating shorter blocks. Orange arrows show possible pathways through large parcels. **Top:** A clearly marked pedestrian pathway through a parking lot. **Bottom:** An attractive pedestrian pathway through development in Toronto.





**FIGURE 2.10** - Existing condition at Shepard Avenue Newin Centre Mall and King Shepard Square Plaza, with fence down middle of driveway.





**FIGURE 2.11** - Shepard Avenue frontage after: A shared drive between properties becomes an attractive mid-block link.



## Principle 2: Connected and Engaging Parks and Open Spaces

In the future, Downtown Cooksville will be a neighbourhood with enjoyable, attractive, safe, functional and connected outdoor spaces for all.

### 2.1 Community Recommendation: Improve Existing Parks

Improvements will be made to the entrances of John C. Price and Sgt. David Yakichuk Parks to better connect these open spaces to the rest of the community and to increase access and use. Both parks will better meet the needs of residents and feel safer through the addition of amenities such as extensive lighting, new play equipment, garbage receptacles, a mix of hard and soft surfaces, benches and washrooms. Cooksville Creek will be improved so that it is more accessible to the public. These seemingly small measures can have a big impact on the usability of the existing parks and open spaces in the area. A spray pad would be a welcome warm-weather feature, as would a natural ice rink in the winter that is maintained by community volunteers. Area parks will be considered for a community garden where friends and neighbours can come together to plant and foster community.



**FIGURE 2.12 - Top:** Benches integrated into landscape design in Hamburg, Germany. **Bottom:** Lighting in Maenouchi Children's Park, Hitachi, Japan.





**FIGURE 2.13** - Community members maintain this community garden in Vancouver.





**FIGURE 2.14** - Sgt David Yakichuk Park: existing condition.



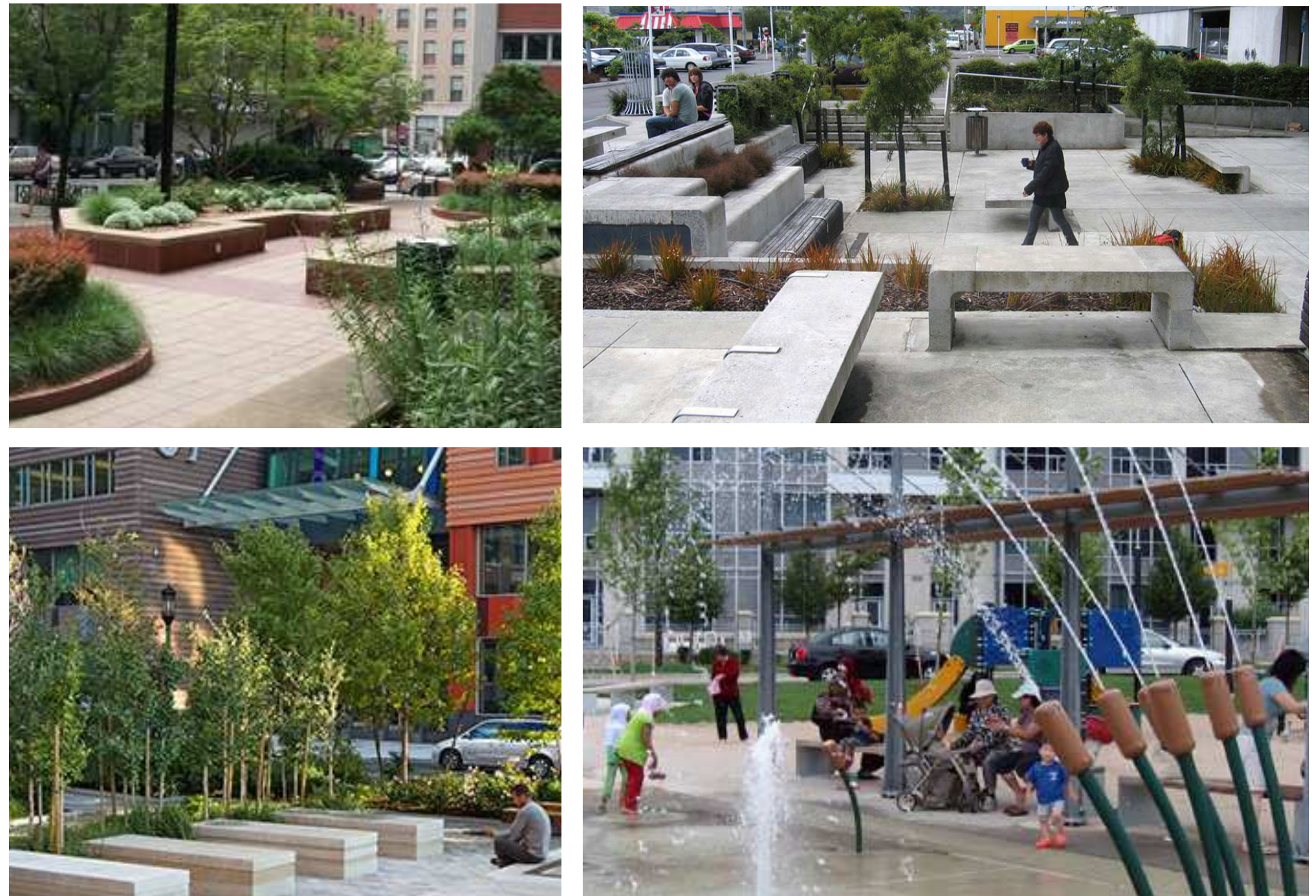


**FIGURE 2.15** - Re-imagining of Sgt David Yakichuk Park with a greater variety of uses to foster increased enjoyment by residents. New benches, a mix of hard and soft surfaces, improved lighting, splash pad/ice rink, and garbage bins will make Sgt David Yakichuk Park a more vibrant public open space.



## 2.2 Community Recommendation: Create New Parks In Strategic Locations

New parkland will be created to meet the needs of Downtown Cooksville's growing population. Cooksville's current large parks will be complemented by smaller, more urban parks and parkettes that offer rest and respite for pedestrians, while expanding and beautifying the public realm. Sites on the north and south sides of Dundas adjacent to Cooksville Creek present ripe opportunities for new open spaces that reach out to the main street and improve the entrance to the creek system, while at the same time addressing flooding issues. As the Cooksville GO Station lands are redeveloped there is an opportunity to create an urban plaza or park to break up the site and provide a community amenity. Similarly, there is an opportunity to create new park land adjacent to the Cooksville Creek that could serve as a large central park.



**FIGURE 2.16** - Examples of urban parks. Clockwise from top left: New York City; Wellington New Zealand; Boston Massachusetts; Toronto.





FIGURE 2.17 - A large urban plaza or park envisioned on the Cooksville GO Station lands.



## 2.3 Community Recommendation: Encourage Publicly Accessible Private Open Spaces

New development and existing buildings that have extensive lands will be encouraged to create publicly accessible open spaces on their lands. These could be walkways, gardens, courtyards or playgrounds. Together with public parks and trails, these spaces will provide a wide range of places for interacting, playing and relaxing.



**FIGURE 2.18 - Top:** Publicly accessible private open space, Port Credit. **Bottom right:** Publicly accessible private open space, Shops at Don Mills, Toronto.





## 2.4 Community Recommendation: Create a Dynamic Square at the Four Corners

The City of Mississauga's parcel of land at the southeast corner of Hurontario and Dundas Streets constitutes a sizable public asset with great potential. Better physical design and new programming at this site will be transformative. An updated design will include extensive lighting, trees and plants to create an inviting central gathering place that allows for community programming and activities. Dynamic video displays and public art installations will further enliven this key location. A farmers' market, street food vendors, rotating displays of community art, and buskers are a few examples of possible activities to draw the community to this location.



**FIGURE 2.19 - Left, top and bottom:** Performers enliven public squares. **Right:** Greening, additional seating and beautification through murals and public art will also help enliven the square.





**FIGURE 2.20** - Cooksville Four Corners: existing condition.





**FIGURE 2.21** - Cooksville Four Corners could be transformed by introducing community activities, public art, and active uses.



## Principle 3: Community Facilities for Recreation, Library and Services

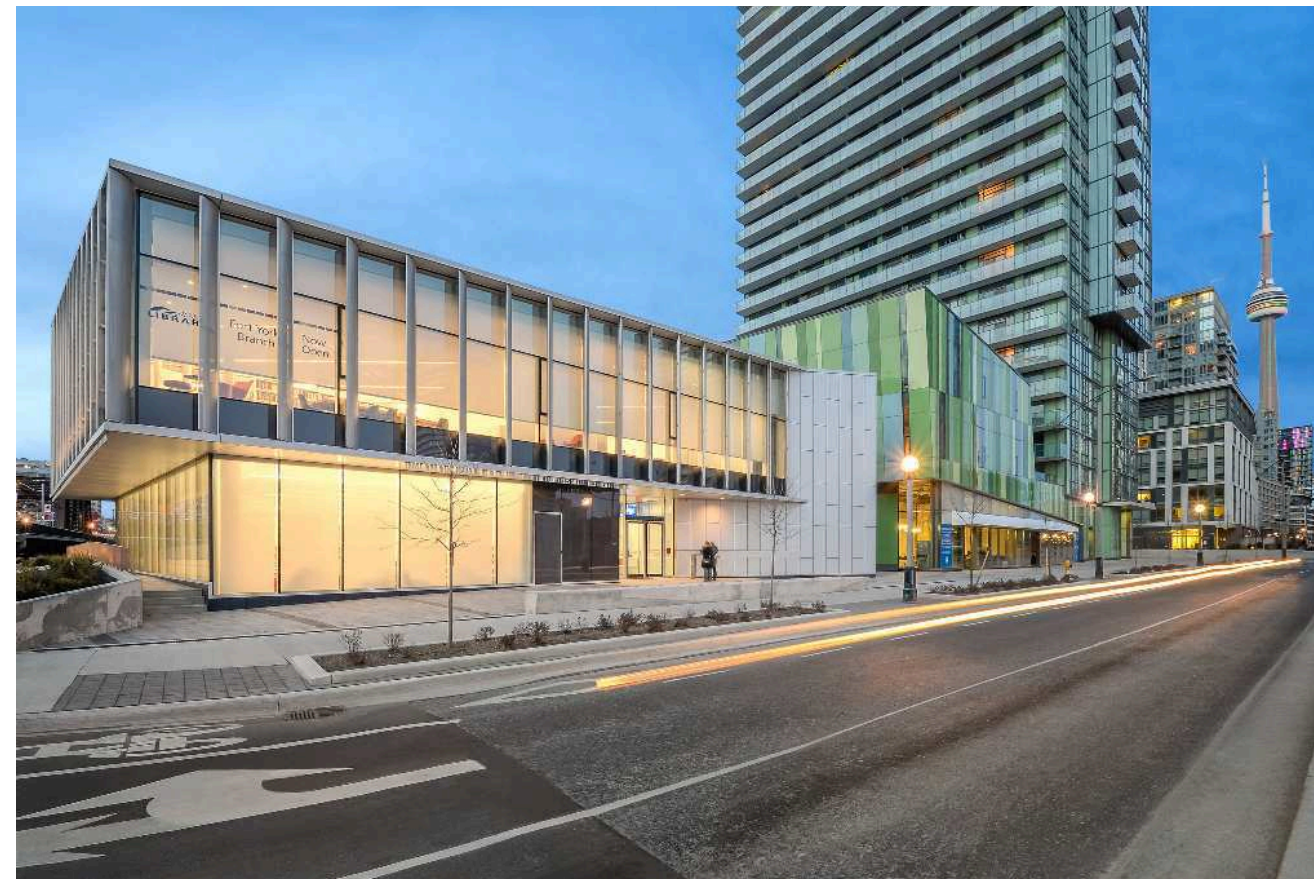
In the future, Downtown Cooksville will have community facilities that provide meeting and recreation spaces for residents and that support local community groups.

### 3.1 Community Recommendation: Provide More Community and Recreation Spaces

As the Downtown Cooksville community grows there will be an even greater demand on its existing community spaces in addition to demand for new types of spaces not currently located in Cooksville.

The Cooksville library branch is an anchor for the community that is in need of a larger and more visible location on the ground floor. A new facility will include bright community meeting spaces, large children's program space, and access to new technology.

A made-in-Cooksville recreation facility will provide much needed active recreation space for people of all ages and abilities including a gymnasium, fitness equipment and a community kitchen. There is a general need for more community meeting and activity space of various sizes to support the numerous community groups and programs.



**FIGURE 2.22 - Left:** Library integrated with development. Fort York Branch Toronto Public Library. **Right:** Performers on stage at a festival in Malton.



Local cultural programming such as festivals, art and performances will be made possible through initiatives aimed at expanding these activities and creating spaces devoted to supporting them, such as community performance spaces and artist studios. This will help ensure that cultural opportunities and activities thrive, and will provide an outlet for the community to celebrate its diversity through visual, literary and performing arts.



**FIGURE 2.23** - Downtown Cooksville is in need of a variety of community spaces and facilities.



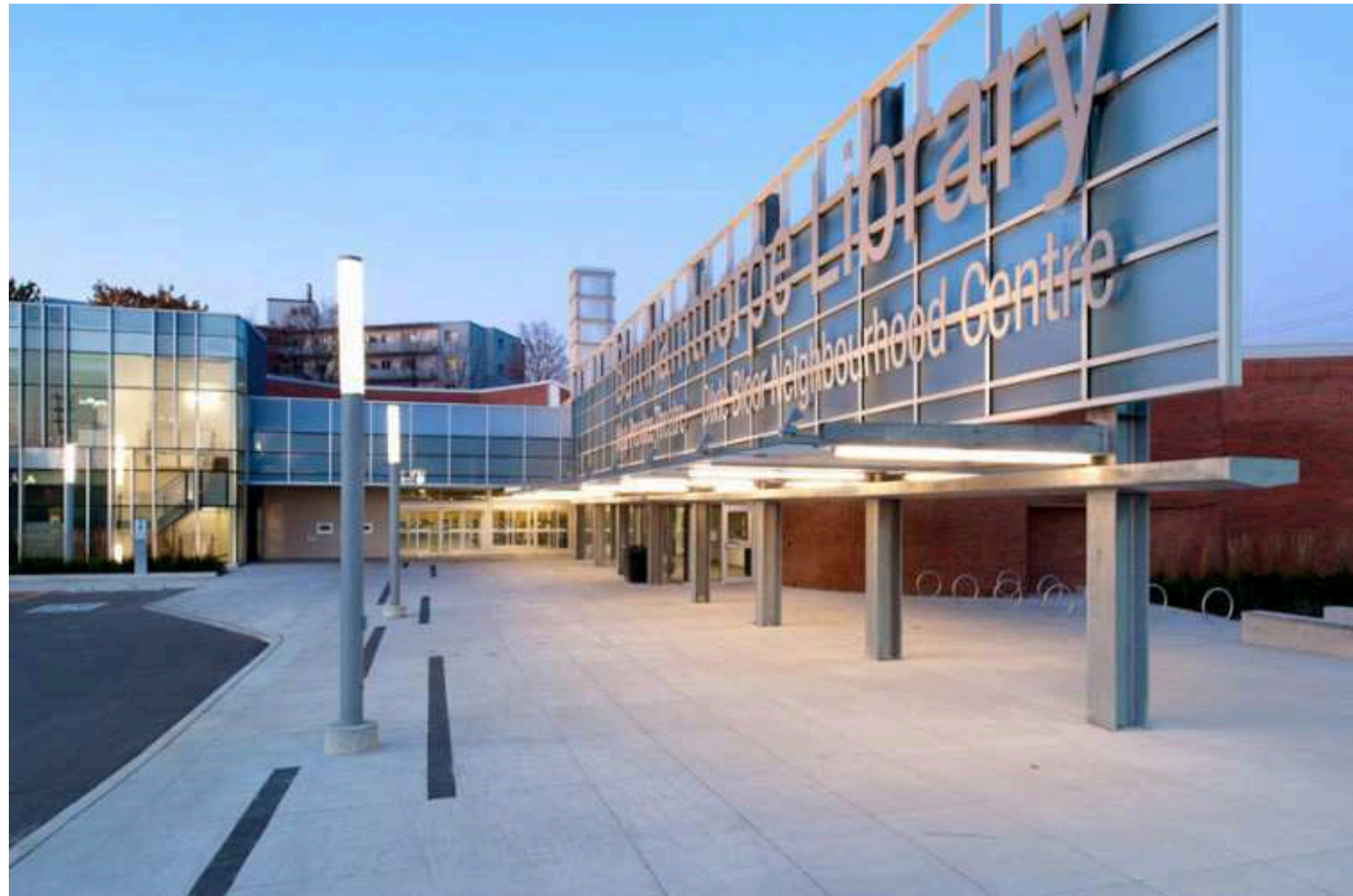
## 3.2 Community Recommendation: Create a Cooksville Community Facility

Bringing key community facilities and services together makes all programs more accessible in a “one-stop community hub” and also creates a real focus for the community. Opportunities will be sought to co-locate a new library and cultural/recreation centre together with other community assets such as open spaces and a school. The large T.L. Kennedy Secondary School site and adjacent Sgt. D. Yakichuk Park represent a significant amount of land in public ownership in a great location steps from the Cooksville GO Station and on the future HLRT line. This is a potential location to concentrate community facilities, co-located together with the high school to function as a central, urban style community hub.



**FIGURE 2.24** - An urban style community hub facility in Burnaby, British Columbia.





**FIGURE 2.25** - Burnhamthorpe Community Centre - an urban style community hub facility in Mississauga.





**FIGURE 2.26** - A community hub/facility could include recreation spaces, a library and other community amenities.





**FIGURE 2.27** - A community hub/facility could include recreation spaces, a library and other community amenities.



## Principle 4: Housing Opportunities and Choices

In the future, Downtown Cooksville will have a mix of housing types and tenures that meet the needs of all community members, new and established, young and old.

### 4.1 Community Recommendation: Increase the Range of Housing Options Through New Development

New housing will take on a mix of built forms, including new low-rise, mid-rise and high-rise residential and mixed use buildings to ensure there are housing opportunities for a range of socioeconomic levels, and people at all stages of life. Given the urban context, high density developments are appropriate in Downtown Cooksville and as this new housing is developed, opportunities to integrate ground floor and family-oriented units will be sought. New ground floor housing will diversify the existing residential stock.



**FIGURE 2.28** - A mid-rise mixed use building with active uses at grade and residential units above. Park Side Village, Burnhamthorpe Rd West, Mississauga.





**FIGURE 2.29** - Preservation and improvement of existing rental housing stock is important to the Downtown Cooksville Vision.

## 4.2 COMMUNITY RECOMMENDATION: Encourage Improvements in the Existing Rental Housing Stock

There are many rental units in Downtown Cooksville today and these will be preserved and improved with the introduction of better open spaces around buildings and the integration of functional meeting spaces within them. To achieve these objectives, property owners will be encouraged to actively maintain their buildings and to intensify sites to create opportunities for better amenity spaces.



## 4.3 Community Recommendation: Create Opportunities for Homeownership

Cooksville residents love this community and want to be able to live here through all stages of life. While the availability of rental units makes Downtown Cooksville desirable for many people, some residents are seeking to purchase a home and will welcome the opportunity to stay in their community. The demand for affordable housing is still great, especially for families. New development will include opportunities for affordable homeownership, helping Cooksville residents to stay in the area and invest in their community.



**FIGURE 2.30** - Affordable ownership opportunities would help to diversify the housing mix in Cooksville. **Top:** Affordable condos at Eglinton Ave. West and Winston Churchill Blvd, Mississauga. **Bottom:** Affordable condos by Options for Homes Development, Mill St. Toronto.

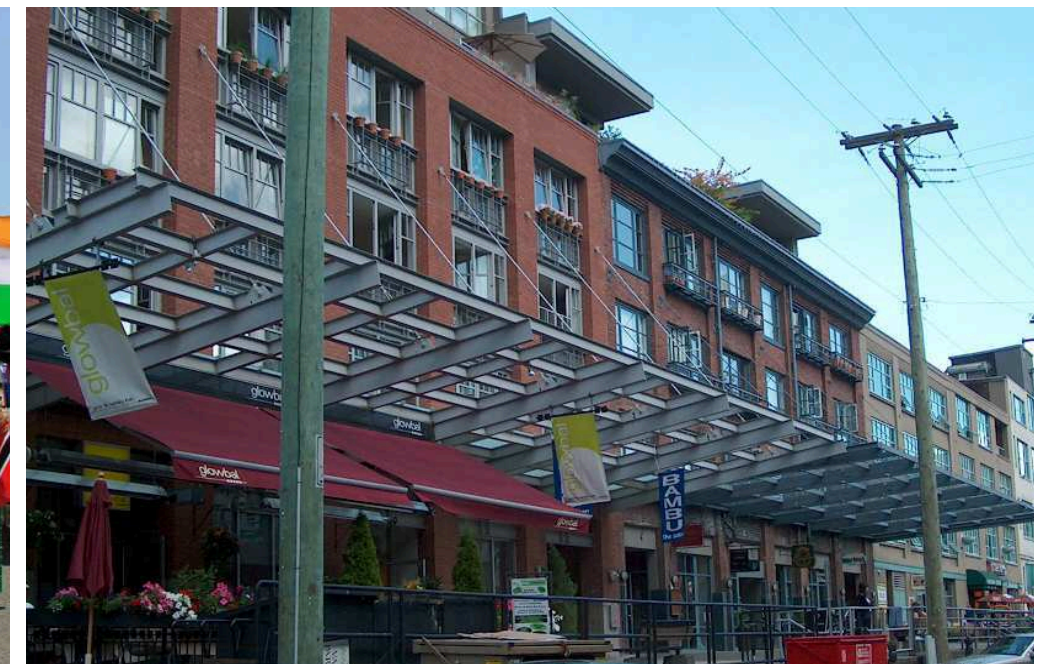


## Principle 5: Local and Unique Businesses

In the future, Downtown Cooksville will be an area that continues to offer a diversity of local retailers and restaurants, attracting people from all over Mississauga and the GTA to shop, eat and do business.

### 5.1 Community Recommendation: Encourage Coordination Among Local Businesses

Local businesses will work together to maintain and bolster the community's vibrancy as it experiences reinvestment, growth and change. Downtown Cooksville boasts nearly 570 businesses employing over 2,000 people that contribute to the vibrancy of the area. Businesses will work together to develop and implement a coordinated branding and marketing strategy, street beautification, and local festivals and events. The creation of a Business Improvement Area could be one way of facilitating coordination among local businesses.



**FIGURE 2.31** - Community members would like to see greater cooperation and coordination among local businesses. **Left:** Street vendors and pedestrians enjoy a community event organized by the Albion Islington Square BIA in Toronto. **Right:** Engaging storefronts and active street level retail in Vancouver.



## 5.2 Community Recommendation: Support Small Independent Retail

Efforts will be made to maintain the character of Downtown Cooksville's small-scale, independent retail landscape. New developments will be encouraged to include commercial spaces at grade that are appropriate for small-scale sized businesses.



**FIGURE 2.32** - Efforts will be made to strengthen and retain Downtown Cooksville's small business landscape while also improving urban design and the built form in the area.



## Principle 6: A New Identity

In the future, Downtown Cooksville will have a strong and unique identity that celebrates its contemporary character while paying homage to its past.

### 6.1 Community Recommendation: Create a Distinctive Cooksville Identity

Cooksville's urban vibe and contemporary character will become part of its visual identity. This unique aesthetic will influence the look of streetscape and public realm improvements that occur as part of major infrastructure investments. Over time, the community and local businesses will develop a suite of strategies to help promote and market Downtown Cooksville within Mississauga and beyond. Its central location, diversity of cultures, range of shops and services, walkability and the area's rich history all provide a foundation for a distinct identity and community pride.

5 & 10 – again!

Crossroads Diverse World at your doorstep

the city in the city History

Downtown the centre of the city

Pride Brick Yard

FIGURE 2.33 - Community members' ideas for a new Downtown Cooksville identity.



## 6.2 Community Recommendation: Establish Gateways and Signage for Cooksville

Aesthetic improvements will be made to gateways leading into Downtown Cooksville that amplify the neighbourhood's identity. The rail overpass is a clear gateway into Downtown Cooksville from the north. An artist designed mural or other public art feature announcing the community and welcoming visitors could be established, and similar gateway opportunities will be located at the south, west and east entrances to the area. Wayfinding signs or maps within the community will also help orient residents and visitors to area amenities.



**FIGURE 2.34 - Top:** Gateway signage, Streetsville, Mississauga. **Bottom:** Islington Mosaic Heritage Mural Project, Toronto.





**FIGURE 2.35 - Top:** Cooksville CP Railway Bridge at Hurontario looking south: existing condition. **Bottom:** Aesthetic improvements could be made to key gateways leading in to Downtown Cooksville through public art, murals, greening and other forms of beautification.



## 6.3 Community Recommendation: Support Public Art and Beautification

A public art and beautification strategy will be developed to determine opportunities and locations for commissioned public art and/or community beautification projects. New development will be encouraged to incorporate and support public art, especially by local artists. A community beautification mural program that engages local youth and contributes to community identity is one example of how the City could begin to support the arts in Downtown Cooksville. The Four Corners is an ideal location for the inclusion of commissioned public art and/or a rotating exhibition of artwork by local artists, including youth.



**FIGURE 2.36 - Left:** 'Familia', Harold E. Kennedy Park, Mississauga. **Right:** Tree Quilts, Hurontario St., Mississauga.



# Section III

## Conclusion and Next Steps



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# 3.0

## Conclusion and Next Steps

It is intended that the Vision, Principles and Community Recommendations will inspire residents, business owners and other interested parties to come together and proactively create the dynamic community envisioned through the process. It is also a launch pad for the City to review existing policies and procedures and/or undertake further study to contribute to achieving the Vision.

Following receipt of this Vision Report by City Council, the City will:

- Circulate the Vision document to all departments through the project steering committee and to key external partners.
- Use it to inform the engagement process for upcoming infrastructure projects.
- Identify implementation actions through a City interdepartmental

project team to determine which departments are best suited to investigate a recommendation, initiate a new project or seek further studies.

- Review how the Vision complements or validates current City business plans, master plans and future directions or where updates may be required.

Action Plans that result from the interdepartmental review will be an addendum to the Vision, ensuring that it remains relevant as development and revitalization occur.



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# Appendix



# Appendix

## Figure References and Credits

Page	Figure	Description	Credit
2	1.1	Vision Cooksville study area	Urban Strategies Inc.
3	1.2	Cooksville is one of the key areas that make up Mississauga’s downtown	Urban Strategies Inc.
5	1.3	Growth projections for Cooksville	Urban Strategies Inc.
6	1.4	Cooksville Mobility Hub Area	City of Mississauga; Metrolinx
7	1.5	Image from the Hurontario LRT Project - Streetscape and Urban Design Strategy.	Hurontario - Main LRT Project - Appendix A.2 Streetscape and Urban Design Strategy: <a href="http://lrt-mississauga.brampton.ca/EN/EPR/Documents/Appendix%20A/A2_Streetscape%20and%20Urban%20Design%20Strategy.pdf?AspxAutoDetectCookieSupport=1">http://lrt-mississauga.brampton.ca/EN/EPR/Documents/Appendix%20A/A2_Streetscape%20and%20Urban%20Design%20Strategy.pdf?AspxAutoDetectCookieSupport=1</a>
8	1.6	Active development applications in the study area	Urban Strategies Inc.
9	1.7	Project timeline	Urban Strategies Inc.
10	1.8	The On-The-Spot Survey Day team.	Urban Strategies Inc.
12	1.9	Photographs from Vision Cooksville engagement sessions	Urban Strategies Inc. and City of Mississauga
15	1.10	Cooksville Compass 1 asked participants to describe their future Cooksville in one word	Urban Strategies Inc.
19	2.1	i) Enclosed bus/LRT shelter offering pedestrian weather protection ii) Streetscaping, garbage receptacles, street trees	i) <a href="https://farm5.staticflickr.com/4046/4578217691_dc11904357_s.jpg">https://farm5.staticflickr.com/4046/4578217691_dc11904357_s.jpg</a> ii) Mike Cohen Travels Blog; <a href="http://www.sandboxworld.com/travel/wp-content/uploads/2011/01/OakvilleDowntown-Oakville-01.jpg">http://www.sandboxworld.com/travel/wp-content/uploads/2011/01/OakvilleDowntown-Oakville-01.jpg</a>
20	2.2	Dundas St East of Confederation Pkwy (before)	Google Maps
21	2.3	Dundas St east of Confederation Pkwy (after)	Urban Strategies Inc. (modification based on original by Google Maps)
22	2.4	Pedestrian-friendly building design in Dunedin City, New Zealand.	<a href="https://www.dunedin.govt.nz/facilities/wall-street-mall">https://www.dunedin.govt.nz/facilities/wall-street-mall</a>



Page	Figure	Description	Credit
23	2.5	i) Wide sidewalks ii) Curb bump-out to aid pedestrians and clam traffic iii) Safe-pedestrian crossing	i) <a href="http://www.framinghamma.gov/1811/Transit-Oriented-Development">http://www.framinghamma.gov/1811/Transit-Oriented-Development</a> ii) Salida Daily Posts.com; <a href="http://www.fourcornersdailypost.com/UserFiles%20Image/2014/01/08CurbExtensions2.jpg">http://www.fourcornersdailypost.com/UserFiles Image/2014/01/08CurbExtensions2.jpg</a> iii) <a href="http://centerforactivedesign.org/_centerforactivedesign.org/dynamic/user_side_images-image-295.jpg?1396030578">http://centerforactivedesign.org/_centerforactivedesign.org/dynamic/user_side_images-image-295.jpg?1396030578</a>
24	2.6	Confederation Pkwy and Agres St (before)	Google Maps
25	2.7	Confederation Pkwy and Agres St (after)	Urban Strategies Inc. (modification based on original by Google Maps)
26	2.8	i) Self service bicycle repair station in Minneapolis, MN. ii) Creatively designed bicycle parking in Toronto. iii) Covered bicycle parking in Arlington, VA.	i) <a href="http://bikefixtation.com/custom/nice-ride-repair-station.html">http://bikefixtation.com/custom/nice-ride-repair-station.html</a> ii) <a href="http://1.bp.blogspot.com/-fPh6bwwtEkY/Tb2eqPEdH2I/AAAAAAAAA3o/4hhJTWed9Y/s400/FishBikeRack.jpg">http://1.bp.blogspot.com/-fPh6bwwtEkY/Tb2eqPEdH2I/AAAAAAAAA3o/4hhJTWed9Y/s400/FishBikeRack.jpg</a> iii) <a href="http://www.bikearlington.com/tasks/sites/bike/assets/Image/stand4.jpg">http://www.bikearlington.com/tasks/sites/bike/assets/Image/stand4.jpg</a>
27	2.9	i) Possible pedestrian connections map ii) A pedestrian pathway through a parking lot iii) A pedestrian pathway through a development	i) Urban Strategies Inc. ii) Urban Strategies Inc. iii) <a href="https://torontosavvy.files.wordpress.com/2015/08/mcgillpark1.jpg?w=585&amp;h=439">https://torontosavvy.files.wordpress.com/2015/08/mcgillpark1.jpg?w=585&amp;h=439</a>
28	2.10	Shepard Ave, Newin Centre Mall and King Shepard Square Plaza (before)	Google Maps
29	2.11	Shepard Ave, Newin Centre Mall and King Shepard Square Plaza (after)	Urban Strategies Inc. (modification based on original by Google Maps)
30	2.12	i) Park benches integrated into landscape design, Hamburg, Germany ii) Lighting in Maenouchi Children's Park, Hitachi, Japan	i) <a href="http://www.allinx.eu/content/hamburgs-answer-climate-change">http://www.allinx.eu/content/hamburgs-answer-climate-change</a> ii) <a href="http://www.eye.co.jp/lighting/urbanscape/application/maenouchi.html">http://www.eye.co.jp/lighting/urbanscape/application/maenouchi.html</a>
31	2.13	Community garden in Vancouver	Urban Strategies Inc.
32	2.14	Sgt David Yakichuk Park (before)	Google Maps
33	2.15	Sgt David Yakichuk Park (after)	Urban Strategies Inc. (modification based on original by Google Maps)
34	2.16	i) New York City ii) Wellington, New Zealand iii) Boston, MA. iv) Toronto	i) <a href="http://www.pocketparksnyc.com/blog/category/history/2">http://www.pocketparksnyc.com/blog/category/history/2</a> ii) <a href="http://www.waal.co.nz/our-projects/urban/logan-plaza/">http://www.waal.co.nz/our-projects/urban/logan-plaza/</a> iii) <a href="http://www.landezine.com/index.php/2014/12/channel-center-park-and-iron-street-park-by-halvorson-design-partnership/">http://www.landezine.com/index.php/2014/12/channel-center-park-and-iron-street-park-by-halvorson-design-partnership/</a> iv) <a href="http://www.pmalarch.ca/wp-pma/wp-content/uploads/urban_LeeCentre5.jpg">http://www.pmalarch.ca/wp-pma/wp-content/uploads/urban_LeeCentre5.jpg</a>
35	2.17	Urban plaza or park on underutilized GO station lands	Urban Strategies Inc. (modification based on original by Google Maps)
36	2.18	i) Publicly accessible private open space, Port Credit ii) Publicly accessible private open space, Shops at Don Mills, Toronto	i) Google Earth Pro Image Search ii) Flickr, user: Kaeko, "Shop at Don Mills in Toronto, Canada"
37	2.19	i) Seating and beautification ii) Performers enliven a public square iii) Performers enliven a public square	i) <a href="https://www.canadianarchitect.com/architecture/csla-awards-of-excellence-announced/1002957127/">https://www.canadianarchitect.com/architecture/csla-awards-of-excellence-announced/1002957127/</a> ii) <a href="http://www.harvardsquare.com/artist-submissions-available-8th-annual-make-music-fete-de-la-musique">http://www.harvardsquare.com/artist-submissions-available-8th-annual-make-music-fete-de-la-musique</a> iii) <a href="http://www.ebroadsheet.com/Entries/2014/10/14_CB1_Panel_Endorses_Strong_Rent_Protections_Full_Board_to_Consider_Resolution_Later_This_Month.html">http://www.ebroadsheet.com/Entries/2014/10/14_CB1_Panel_Endorses_Strong_Rent_Protections_Full_Board_to_Consider_Resolution_Later_This_Month.html</a>
38	2.20	Cooksville Four Corners (before)	Google Maps
39	2.21	Cooksville Four Corners (after)	Urban Strategies Inc. (modification based on original by Google Maps)



Page	Figure	Description	Credit
40	2.22	i) A library integrated with new development ii) Performers at a Malton community festival	i) <a href="http://anotherangle.eu/posts/the-fort-york-library-in-toronto/">http://anotherangle.eu/posts/the-fort-york-library-in-toronto/</a> ii) <a href="http://maltonwomencouncilmwc.blogspot.ca/p/malton-community-festival-2012.html">http://maltonwomencouncilmwc.blogspot.ca/p/malton-community-festival-2012.html</a>
41	2.23	i) Levezzorio Community Center, Chicago ii) Community kitchen, Vancouver iii) Multi-purpose recreational gymnasium space	i) <a href="http://assets.inhabitat.com/wp-content/blogs.dir/1/files/2011/08/Levezzorio-Community-Center-Studio-Gang-Architects-7.jpg">http://assets.inhabitat.com/wp-content/blogs.dir/1/files/2011/08/Levezzorio-Community-Center-Studio-Gang-Architects-7.jpg</a> ii) <a href="http://www.rccq.org/en/community-kitchen-018/">http://www.rccq.org/en/community-kitchen-018/</a> iii) <a href="http://shotokankaratelondon.co.uk/?gallery=gradings">http://shotokankaratelondon.co.uk/?gallery=gradings</a>
42	2.24	Edmonds Community Centre Burnaby, British Columbia	<a href="http://phoenixglassinc.com/wp-content/uploads/2014/06/1500x1000-Edmonds1-1140x760.jpg">http://phoenixglassinc.com/wp-content/uploads/2014/06/1500x1000-Edmonds1-1140x760.jpg</a>
43	2.25	Burnhamthorpe Community Centre in Mississauga	
44	2.26	Re-imagined community hub/facility	Urban Strategies Inc. (modification based on original by Google Maps)
45	2.27	Re-imagined community hub/facility	Urban Strategies Inc. (modification based on original by Google Maps)
46	2.28	Park Side Village, Burnhamthorpe Road West, Mississauga	Parkside Village, Mississauga - <a href="http://www.lifeatparkside.com/img/media/define_1.jpg">http://www.lifeatparkside.com/img/media/define_1.jpg</a>
47	2.29	Encourage improvements in the existing rental housing stock	Urban Strategies Inc.
48	2.30	i) Low rise affordable condos, Eglinton Ave West & Winston Churchill Blvd, Mississauga ii) Options for Homes Development, Mill Street, Toronto	i) Moses Structural Engineers - <a href="http://mosesstructures.com/wp-content/uploads/2015/08/HOT-Condos_@2x.jpg">http://mosesstructures.com/wp-content/uploads/2015/08/HOT-Condos_@2x.jpg</a> ii) Option for Homes - <a href="http://www.optionsforhomes.ca/mill_street/">http://www.optionsforhomes.ca/mill_street/</a>
49	2.31	i) Pedestrian street retail and coordinated storefront signage ii) Albion Islington Square BIA event	i) <a href="https://s-media-cache-ak0.pinimg.com/564x/e9/00/6d/e9006da5be128cf6cd9bcacbe158dcf1.jpg">https://s-media-cache-ak0.pinimg.com/564x/e9/00/6d/e9006da5be128cf6cd9bcacbe158dcf1.jpg</a> ii) <a href="http://365etobicoke.com/wp-content/uploads/2010/07/Fusion_of_Taste_2012-07-21_001.jpg">http://365etobicoke.com/wp-content/uploads/2010/07/Fusion_of_Taste_2012-07-21_001.jpg</a>
50	2.32	Small independent retail with engaging storefronts	Urban Strategies Inc.
51	2.33	Community members’ ideas for a new Downtown Cooksville identity	Urban Strategies Inc.
52	2.34	i) Gateway signage, Streetsville ii) Islington Mosaic Heritage Mural Project	i) Mississauga Kids, Event Tags Archive: Streetsville - <a href="http://mississaugakids.com/events_tags/streetsville/">http://mississaugakids.com/events_tags/streetsville/</a> ii) <a href="https://www.pinterest.com/villageofisling/the-murals-of-the-village-of-islington/">https://www.pinterest.com/villageofisling/the-murals-of-the-village-of-islington/</a>
53	2.35	i) Cooksville CP Railway Bridge at Hurontario looking south (before) ii) Cooksville CP Railway Bridge at Hurontario looking south (after)	i) Google Maps ii) Urban Strategies Inc. (modification based on original by Google Maps)
54	2.36	i) ‘Familia’ public art, Harold E. Kennedy Park, Mississauga  ii) Tree Quilts, Hurontario Street, Mississauga	i) City of Mississauga, Gallery of Permanent Art Pieces; <a href="https://culture.mississauga.ca/collection/gallery-permanent-art-pieces">https://culture.mississauga.ca/collection/gallery-permanent-art-pieces</a> ii) Randy Selzer’s Real Estate Blog; <a href="https://randyselzer.wordpress.com/2015/01/28/mississauga-public-art-tree-quilts/">https://randyselzer.wordpress.com/2015/01/28/mississauga-public-art-tree-quilts/</a>



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## Guiding Principles and Community Recommendations

### Principle 1 - A Vibrant Public Realm and Walkable Streets

Walkability is part of what gives Cooksville its authentic urban vibe. While Cooksville is a place with many people getting around on foot it is not yet a place for pedestrians. Participants would like to see Downtown Cooksville with vibrant and walkable streets, that are connected and safe, with more bike routes and pathways, and where attractive, well designed buildings line the streets.

#### Community Recommendations

1. Provide improved pedestrian amenities
2. Ensure pedestrian-friendly building design
3. Increase pedestrian safety
4. Improve cycling infrastructure
5. Improve pedestrian connections

### Principle 2 - Connected and Engaging Parks and Open Spaces

Community members enjoy the parks and would like to see improvement to existing parks and creating new parks and open spaces to gather, socialize and enjoy the outdoors. They envision a dynamic square at the Four Corners parkette. As the area grows, additional open and green spaces are desired.

#### Community Recommendations

1. Improve existing parks
2. Create new parks in strategic locations
3. Encourage publicly accessible private open spaces
4. Create a dynamic square at the Four Corners

### Principle 3 - Community Facilities for Recreation, Library and Services

The community envisions more community spaces for recreation, social and cultural activities and sports and would like to see a local community centre type of facility within the community that is home to a larger more, visible library.

#### Community Recommendations

1. Provide more community and recreation spaces
2. Create a Cooksville community facility



#### Principle 4 - Housing Opportunities and Choices

The community acknowledges the socio economic challenges in the area. They would like to see housing for all members of the community, new and established, young and old. Housing affordability is a priority. They also would like to see housing that is a mix of tall and low rise buildings rise and town houses and where ownership is a more available option.

##### Community Recommendations

1. Increase the range of housing options through new development
2. Encourage improvements in the existing rental housing stock
3. Create opportunities for homeownership

#### Principle 5 - Local and Unique Businesses

The vibrancy of this neighbourhood is reflected in the diversity of its shops, restaurants and overall small business landscape. People come from all over Mississauga and the GTA to shop, eat and do business here. Strengthening and retaining Downtown Cooksville's small independent businesses is priority for the future and better coordination amongst local businesses will result in well maintained store fronts and organized activities to market the area's retail.

##### Community Recommendations

1. Encourage coordination among local businesses
2. Support small independent retail

#### Principle 6 - A New Identity

The community would like to bring a feeling of pride back to Cooksville through a distinctive Cooksville identity, and to celebrate its diversity and history.

##### Community Recommendations

1. Create a distinctive Cooksville identity
2. Establish gateways and signage for Cooksville
3. Support public art and beautification



Vision Cooksville Multi-Year Action Plan							
Principle 1 - A Vibrant Public Realm and Walkable Streets							
Community Recommendation	Proposed Staff Actions	Lead Division	Partner(s)	Timeframe			
				Year 1 2016/17	Short (Year 2-5) 2018-22	Medium (Year 6-10) 2023-26	Long (Year 11-20) 2027-36
1.1 Provide Improved Pedestrian Amenities	Launch a program to work with community members to develop and implement tactical urbanism initiatives that will provide temporary pilots or solutions for community improvements, examples could include way finding signage	Culture	Transportation and Infrastructure Planning, Works Operations and Maintenance, Sport and Community Development	•			
	Refer Vision Cooksville Report to the HLRT Project team to be considered for the preliminary engineering specifications to request a higher level of landscaping treatment, e.g. trees, plants	Strategic Community Initiatives		•			
	Request purchase of additional benches in the public right of way or sidewalks in the capital budget process	Transportation and Infrastructure Planning	Works Operations and Maintenance, Park Planning, Park Development		•		
	Conduct a review of the existing MiWay stops and shelters in DT Cooksville to assess for any shelter improvements or enhancements	MiWay Transit			•		
	Amend the Official Plan (OP) to ensure pedestrian amenities as per the Vision	Policy Planning	Transportation and Infrastructure Planning, Development and Design		•		
	Designate a portion or all of DT Cooksville as a Community Improvement Plan Area (CIP)	Policy Planning	Development and Design		•		
1.2 Ensure Pedestrian-friendly Building Design	Develop Built Form Standards for the DT Cooksville area to provide urban design direction and guidance for proposed development to influence building design, set backs, sidewalk width, public realm, streetscape and landscaping	Development and Design	Policy Planning		•		
1.3 Increase Pedestrian Safety	Review specific intersections and locations identified by residents through the engagement process to assess crossing times, need for higher visibility cross walks and enhanced traffic signals	Works Operations and Maintenance	Transportation and Infrastructure Planning	•			
	Amend the Official Plan (OP) to ensure pedestrian amenities as per the Vision, e.g. wider sidewalks	Policy Planning	Transportation and Infrastructure Planning, Development and Design		•		



Principle 1 - A Vibrant Public Realm and Walkable Streets							
Community Recommendation	Proposed Staff Actions	Lead Division	Partner(s)	Timeframe			
				Year 1 2016/17	Short (Year 2-5) 2018-22	Medium (Year 6-10) 2023-26	Long (Year 11-20) 2027-36
1.4 Improve Cycling Infrastructure	Integrate the Vision Cooksville Report into the current and future updates to the Mississauga Cycling Master Plan and Mississauga Cycling Master Plan Implementation Strategy	Transportation and Infrastructure Planning	Policy Planning, Works Operations and Maintenance		•		
	Integrate the Vision Report into the Dundas Connects Project to be considered through the Dundas Corridor Master Plan with specific reference to cycling amenities on Dundas	Policy Planning	Transportation and Infrastructure Planning, Metrolinx		•		
1.5 Improve Pedestrian Connections	Develop new policies in the Official Plan (OP) to require publicly accessible easements on privately owned lands	Policy Planning			•		
	Amend the Official Plan (OP) to implement the Cooksville Mobility Hub Master Plan and the HLRT Master Plan that identifies the additional street network and smaller blocks	Policy Planning	Transportation and Infrastructure Planning, Development and Design, HLRT Project Office		•		



Vision Cooksville Multi-Year Action Plan							
Principle 2: Connected and Engaging Parks and Open Spaces							
Community Recommendation	Proposed Staff Actions	Lead Division	Partner(s)	Timeframe			
				Year 1 2016/17	Short (Year 2-5) 2018-22	Medium (Year 6-10) 2023-26	Long (Year 11-20) 2027-36
2.1 Improve Existing Parks	Refer the Vision Cooksville Report and community recommendation for community gardens to Ecosource Mississauga for their consideration	Strategic Community Initiatives		•			
	Review of the current parks in the area to assess community recommendations and improvements to play equipment, seating, landscaping, lighting	Parks and Forestry	Culture Planning		•		
2.2 Create New Parks in Strategic Locations	Increase parkland and the Cooksville greenbelt which would allow for more trail connectivity and access to additional parkland through the Cooksville Parkland and Greenbelt Securement Strategy	Parks and Forestry	Credit Valley Conservation, Policy Planning, Realty Services, Transportation and Infrastructure Planning	•			
	Acquire additional parkland through the variety of planning and financial tools outlined in the Mississauga Downtown Growth Area Park Provision Strategy	Parks and Forestry	Legal Services, Realty Services, Policy Planning	•	•	•	•
2.3 Encourage Publicly Accessible Private Open Spaces	Assess opportunities through development application process	Parks and Forestry	Development and Design, Park Development, Legal Services	•	•	•	•
2.4 Create a Dynamic Square at the Four Corners	Undertake a pilot for entertainers/buskers, community events and outreach library services	Culture	Cooksville Library, Sport and Community Development	•			
	Develop partnership opportunities with local community agencies and groups to activate the Four Corners and other areas with events, e.g. festivals	Recreation	Culture, Local community agencies, Local business owners	•			
	Explore and assess the possibility of an additional square as part of the new Cooksville Mobility Hub on the GO Station lands	Parks and Forestry	Development and Design, Policy Planning, Legal Services, GO Transit, Metrolinx			•	



Vision Cooksville Multi-Year Action Plan							
Principle 3: Community Facilities for Recreation, Library and Services							
Community Recommendation	Proposed Staff Actions	Lead Division	Partner(s)	Timeframe			
				Year 1 2016/17	Short (Year 2-5) 2018-22	Medium (Year 6-10) 2023-26	Long (Year 11-20) 2027-36
3.1 Provide More Community and Recreation Spaces	Collaborate with Peel District School Board to utilize T.L. Kennedy Secondary School for non-school activities to provide programming and services in any underutilized space	Recreation	Culture, Peel District School Board	•			
	Examine opportunities to purchase vacant lands to build small sports pads or stand-alone recreation facilities for a range of programming and activities, or to lease vacant buildings for City programming and community use	Recreation	Facilities and Property Management, Realty Services, Legal Services, Park Planning		•	•	•
	Develop a plan for a new Cooksville library as part of a community centre or a stand-alone facility	Library Services	Facilities and Property Management, Realty Services, Legal Services		•		
3.2 Create a Cooksville Community Facility	Conduct a feasibility study to consider options for an urban-style community centre or hub, which would include a new library	Recreation	Facilities and Property Management, Realty Services, Park Planning, Library Services		•		
Principle 4: Housing Opportunities and Choices							
4.1 Increase Range of Housing Options Through New Development	The City is currently working on an affordable housing strategy and new development will be required to adhere to it	Policy Planning	Development and Design, Region of Peel				
4.2 Encourage Improvements in the Existing Rental Housing Stock	The City's jurisdiction is on external property standards and will continue to enforce property standards	Building					
4.3 Create Opportunities for Homeownership	This is beyond the City's jurisdiction. The City will continue to work with other levels of government to support efforts to increase housing options	Policy Planning					



Vision Cooksville Multi-Year Action Plan							
Principle 5: Local and Unique Businesses							
Community Recommendation	Proposed Staff Actions	Lead Division	Partner(s)	Timeframe			
				Year 1 2016/17	Short (Year 2-5) 2018-22	Medium (Year 6-10) 2023-26	Long (Year 11-20) 2027-36
5.1 Encourage Coordination Among Local Businesses	Facilitate local businesses to work together to coordinate responses to common issues	TBD	Local businesses owners, Sport and Community Development, Economic Development	•			
	Investigate interest in opportunities for a Business Improvement Association (BIA)	TBD	Local business owners, Sport and Community Development, Policy Planning, Economic Development	•			
5.2 Support Small Independent Retail	Facilitate local businesses to work together to coordinate responses to common issues	TBD	Local business owners, Sport and Community Development, Economic Development	•			
Principle 6: A New Identity							
6.1 Create a Distinctive Cooksville Identity	Develop partnership opportunities with local community members and groups to develop a process to create an identity	Culture	Sport and Community Development, Communications, Local community		•		
6.2 Establish Gateways and Signage for Cooksville	Develop partnership opportunities with local community members and groups to explore further	Culture	Park Planning, Works Operations and Maintenance, Communications		•		
6.3 Support Public Art and Beautification	Develop a Cultural District Plan in partnership with community partners to facilitate programming and designate DT Cooksville as a future cultural district	Culture	Policy Planning		•		
	Collaborate with local agencies to initiate pilot programs e.g. with local youth groups and achieve through temporary public art installations	Culture	Local community agencies		•		
	Continue efforts to encourage new development to provide public art funding	Culture	Development and Design, Park Planning		•	•	•







City of Mississauga

# Corporate Report



Date: June 7, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:  
CD.21-MISMeeting date:  
2016/06/27

## Subject

**PUBLIC MEETING (Wards 1, 2, 8 and 11)****Mississauga Road Scenic Route Policies Review****Study Area: Along the Mississauga Road Corridor between Streetsville (south of the CPR tracks) and Port Credit (ending at Lakeshore Road West)****File: CD.21-MIS**

## Recommendation

1. That the report dated June 7, 2016, from the Commissioner of Planning and Building titled "Mississauga Road Scenic Route Policies Review – Public Meeting" be received for information.
2. That the submissions made at the public meeting held at the Planning and Development Committee meeting on June 27, 2016, be received.
3. That staff report back to Planning and Development Committee on the submissions made.

## Report Highlights

- This report provides an update on feedback received from area residents and ratepayer groups as part of community consultation on the proposed changes to Official Plan policies for the Mississauga Road Scenic Route
- Additional changes to the policies are now proposed as a result of public feedback
- A statutory public meeting is a requirement under the *Planning Act* and represents the next step in the process of amending the Official Plan to incorporate updated policies related to the Mississauga Road Scenic Route



## Background

On September 8, 2015, the Planning and Development Committee received for information an August 18, 2015 staff report titled "Mississauga Road Scenic Route Policies Review" (Appendix 1). The Planning and Development Committee passed Recommendation PDC-0053-2015 which was adopted by Council as follows:

1. That the Report dated August 18, 2015, from the Commissioner of Planning and Building titled "Mississauga Road Scenic Route Policies Review" be received for information;
2. That a City initiated Official Plan Amendment be prepared consistent with Appendix 3 of this report and be considered at a future statutory Public Meeting;
3. That the letter distributed by Mr. Peter Jakovcic, Director of Land Development, Dunpar Homes, be received.

The City initiated Official Plan Amendment (OPA) was to be based on the proposed policies found in the August 18, 2015 staff report.

The report was circulated to local ratepayer groups and posted on the City's website along with other study information ([www.mississauga.ca/mississaugascenicroute](http://www.mississauga.ca/mississaugascenicroute)). The City also hosted an open house community meeting on January 25, 2016 to present the proposed policies and receive feedback from area residents. This meeting was well attended by local residents and the Ward 2, 5, 8 and 11 Councillors.

## Comments

The community consultation resulted in a range of comments that have been summarized in Appendix 2. Some of these comments have resulted in changes to the proposed Official Plan policies, which are also identified in Appendix 2. These include:

- Specific policies to achieve the highest design and architectural quality development on lands with existing and planned non-residential uses located at the north end of the Study Area
- Requiring lots for detached dwellings to generally have lot depths of at least 40 m (131 ft.) where abutting Mississauga Road
- Removal of the "Corridor" identification of Mississauga Road between Dundas Street West and the CPR tracks just south of Streetsville

The full list of revised policies including changes proposed since the August 18, 2015 staff report is in Appendix 3.

Appendix 4 presents a graphic summary of the key features that currently exist along various sections of Mississauga Road. This illustration highlights the fact that the streetscape and built



form character differs along the Study Area and has assisted in refining some of the proposed policies.

The public meeting of the Planning and Development Committee on June 27, 2016 is the statutory public meeting to fulfill the requirements of the *Planning Act*. The purpose is to provide an opportunity for the public to make submissions on the proposed changes to the Official Plan policies.

## Financial Impact

There is no financial impact.

## Conclusion

Following the statutory public meeting, a report on comments will be prepared for consideration by the Planning and Development Committee, which will address comments received from the public and circulation of the policies to City and external agency staff.

## Attachments

- Appendix 1: Staff Report dated August 18, 2015
- Appendix 2: Summary of Community Comments and Resulting Policy Changes
- Appendix 3: Current Policies and Proposed Amendments to Mississauga Official Plan
- Appendix 4: Graphic Summary of Scenic Route Key Features



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Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: Ben Phillips, Planner



City of Mississauga

**Corporate Report****PDC**

SEP - 8 2015



Date: 2015/08/18	Originator's files: CD21-MS
To: Chair and Members of Planning and Development Committee  From: Edward R. Sajecki, Commissioner of Planning and Building	Meeting date: 2015/09/08

**Subject**

Mississauga Road Scenic Route Policies Review

**Recommendation**

1. That the Report dated August 18, 2015, from the Commissioner of Planning and Building titled "Mississauga Road Scenic Route Policies Review" be received for information; and,
2. That a City initiated Official Plan Amendment be prepared consistent with Appendix 3 of this report and be considered at a future statutory Public Meeting.

**Report Highlights**

- This report provides the results of a recent review of policies related to the Mississauga Road Scenic Route consistent with Council Resolution 0222-2012;
- Several revised and new Mississauga Official Plan policies are recommended in order to strengthen the existing policies, particularly given redevelopment interest along this Scenic Route;
- Community consultation is proposed to obtain feedback from area residents and ratepayer groups.

**Background**

Council passed Resolution 0222-2012, (see Appendix 1), directing staff to undertake a review of policies associated with the 1997 Mississauga Road Scenic Route Study Report and related policies that were subsequently incorporated into the City's Official Plan (see Appendix 3 for current policies). The resolution dealt with three major issues:



- Council's concern that increasing redevelopment pressures on lands adjacent to the Mississauga Road Scenic Route may undermine the key features that contribute to its scenic value;
- The outcome of this review should strengthen the Mississauga Road Scenic Route policies;
- The need to examine the cumulative traffic impacts of potential future development along the Scenic Route corridor.

Consistent with Resolution 0222-2012 and the 1997 Mississauga Road Scenic Route Study, the study area does not include the Scenic Route as it passes through Streetsville (between the CP Railway tracks located just south of Reid Drive and Britannia Road), where the road is known as Queen Street South. The portion of the Scenic Route for which policy changes are being recommended in this report is illustrated in Appendix 2.

The purpose of this report is to provide an overview of the findings of the study and to seek permission to circulate this report to affected ratepayer groups and to hold a future public meeting on proposed changes to the policies that apply to the Mississauga Road Scenic Route.

## Comments

The 1997 Mississauga Road Scenic Route Study was prepared to establish criteria by which development applications along this corridor could be evaluated. The criteria and related policies were created to help preserve Mississauga Road's unique qualities in the face of increasing development pressures.

### 1. Key Features and Issues

Staff have reviewed the 1997 Study and have found that many of its findings on the corridor's key features and issues of concern are still valid today. Key features and current issues are summarized below:

Key Feature	Summary of Issues
<b>Existing Street Trees and Greenbelt Vegetation</b> – the quality of the existing street trees within the boulevard and on private property, and the bordering greenbelt vegetation	The loss of existing trees from road upgrades, utility construction, and the action of private landowners is negatively impacting the Scenic Route.
<b>Road Type</b> – the winding, undulating road alignment and narrow pavement width	Increases to the Mississauga Road pavement width (e.g. adding general purpose lanes, turning lanes and slip-off lanes) are having a cumulative negative impact on the quality of the Scenic Route.
<b>Residential Character</b> – the larger lots and house sizes with generous front and side yard setbacks which is the primary land use	Intensification along the Scenic Route is changing the visual character through new built form and lot patterns such as townhouses.  New homes need to maintain the existing residential character.
<b>Heritage Quality</b> – the heritage components of the Scenic Route	Historic buildings, community linkages (primarily between Streetsville and Port Credit) and their relationship to the Credit River valley as an historic natural route need to be preserved.



Key Feature	Summary of Issues
	Existing landscape features, including fences, stone walls and hedgerows link the present with the past and should be maintained.

These key features make the Scenic Route special and worthy of preservation. Infill development has the potential to erode these characteristics (e.g. tree removal, smaller lots, introduction of more intense housing forms than detached homes, reduced building setbacks and increased road pavement widths), resulting in changes to the look and feel of the Scenic Route.

## 2. Traffic Impacts

As part of the review, the Transportation and Works Department with the assistance of the Planning and Building Department performed a modelling exercise to assess the cumulative traffic impact on Mississauga Road of possible future infill development along the Scenic Route. A fairly intense residential infill density was applied to several vacant and/or large properties along the Scenic Route as part of this evaluation. The density assumption used was taken from the Dunpar Developments Inc. residential development that was approved by the Ontario Municipal Board (OMB) on April 10, 2013. The development, located at 4390 Mississauga Road (west side of Mississauga Road, north of Highway 403), consists of 57 townhouses and 8 semi-detached homes on a private condominium road. The project is currently under construction.

Active and recently approved development applications were also incorporated into the modelling. While this analysis concluded that additional traffic lanes would not be warranted for Mississauga Road in this "worst case" intensification scenario, improvements at some intersections and new turn lanes would likely be required. This could result in increased pavement widths at certain locations, which would conflict with efforts to keep the width of Mississauga Road the same.

## 3. Proposed Policy Changes

Although the current land use permissions and Mississauga Official Plan policies generally support the retention of the key Scenic Route features, the policies could be strengthened given intensification pressures. Staff from the Planning and Building Department, Transportation and Works Department, and the Community Services Department jointly reviewed these Official Plan policies with respect to their clarity, strength and relevance. Staff also identified gaps where new policies should be introduced to further protect the key features of the Scenic Route. Certain themes, principles and priorities evolved during this evaluation, which include:

- Detached homes are the only form of new residential development that should have frontage on the Scenic Route;
- Even small pavement widenings will cumulatively erode the scenic quality of Mississauga Road over time and should be restricted as much as possible;
- Minor text changes will strengthen and clarify the policies (e.g. from "should be" to "will be");
- Preservation of the tree canopy closest to the road needs to be prioritized;
- The "Corridor" status of the Scenic Route between Eglinton Avenue West and Dundas Street, as outlined in Mississauga Official Plan, needs to be re-evaluated;
- Changes to the City's Zoning By-law are not required to implement the recommended Official Plan changes.

Appendix 3 outlines the current policies and proposed changes to Mississauga Official Plan, including a specific rationale for each change.



#### 4. Public Engagement

Staff recommend that this report be circulated to ratepayer groups adjacent to the Scenic Route to obtain their comments and that an open house meeting be held to explain the recommended Official Plan changes and receive further input from the community. A formal Public Meeting, as required under the *Planning Act*, will be held at a future Planning and Development Committee meeting.

### Financial Impact

There is no financial impact.

### Conclusion

Existing Mississauga Official Plan policies associated with the Mississauga Road Scenic Route need to be strengthened to enhance their effectiveness, particularly given intensification pressures along this corridor. Staff recommend that a City initiated Official Plan Amendment be prepared consistent with Appendix 3 of this report and be considered at a future statutory Public Meeting.

### Attachments

Appendix 1: Council Resolution 0222-2012

Appendix 2: Map and Air Photos of Mississauga Road Scenic Route Study Area

Appendix 3: Current Policies and Proposed Changes to Mississauga Official Plan

Appendix 4: Key Features



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ben Phillips, Development Planner



## Council Resolution 0222-2012

WHEREAS on April 26, 1996, City Council passed Resolution 131-96 which stated in part: 'That no approvals be given to new rezoning, committee of adjustment and/or land division applications received after April 24, 1996, for lands fronting on both sides of Mississauga Road from the CPR tracks to the Queen Elizabeth Way until a study which establishes the criteria for a 'Scenic Route' and determines the impact of the existing and proposed development on Mississauga Road has been carried out.'

AND WHEREAS on October 15, 1997, City Council passed Resolution 286-97, which adopted the Mississauga Road Scenic Route Study Report dated September 4, 1997 from the Commissioner of Planning and Building that required amendment to Official Plan policies to identify lands abutting Mississauga Road as a Special Site Area with related urban design guidelines in recognition of Mississauga Road from Lakeshore Road to the St. Lawrence and Hudson Railway as a Scenic Route;

AND WHEREAS the primary function of the term 'Scenic Route' as defined by the Mississauga Road Scenic Route Study is to preserve or enhance the aesthetic quality of Mississauga Road and the existing man-made and natural features that border the street;

AND WHEREAS the four key features of the Special Site Area of Mississauga Road that contribute to its scenic value as defined in the Mississauga Road Scenic Route Study are: the existing street trees and greenbelt vegetation; the winding road alignment and narrow width; the larger lot and house sizes with generous front and side yard setbacks; and the heritage components of the route;

AND WHEREAS in recent years there has been increasing redevelopment pressure on lands adjacent to the Mississauga Road Scenic Route in the form of development proposals, applications and approvals for residential intensification, particularly between Eglinton Avenue West and lands south of Dundas Street West;

AND WHEREAS the qualitative and quantitative cumulative impacts of residential intensification pressure along the Mississauga Road Scenic Route corridor may undermine the identified four key features that contribute to its scenic value and the associated Official Plan policies;

NOW THEREFORE LET IT BE RESOLVED THAT:

1. The Planning and Building Department, in consultation with the Transportation and Works and Community Services Departments be directed to undertake a review of policies within the Mississauga Road Scenic Route Study and associated Official Plan policies with the intent of strengthening the policies in the context of increasing residential intensification pressures along the Mississauga Road corridor.
2. As part of this review, the Planning and Building Department identify the location and nature of potential residential development sites and their potential impact on the character of the Scenic Route. As part of the impact analysis, the Transportation and Works Department is to examine future cumulative traffic impacts, including approved

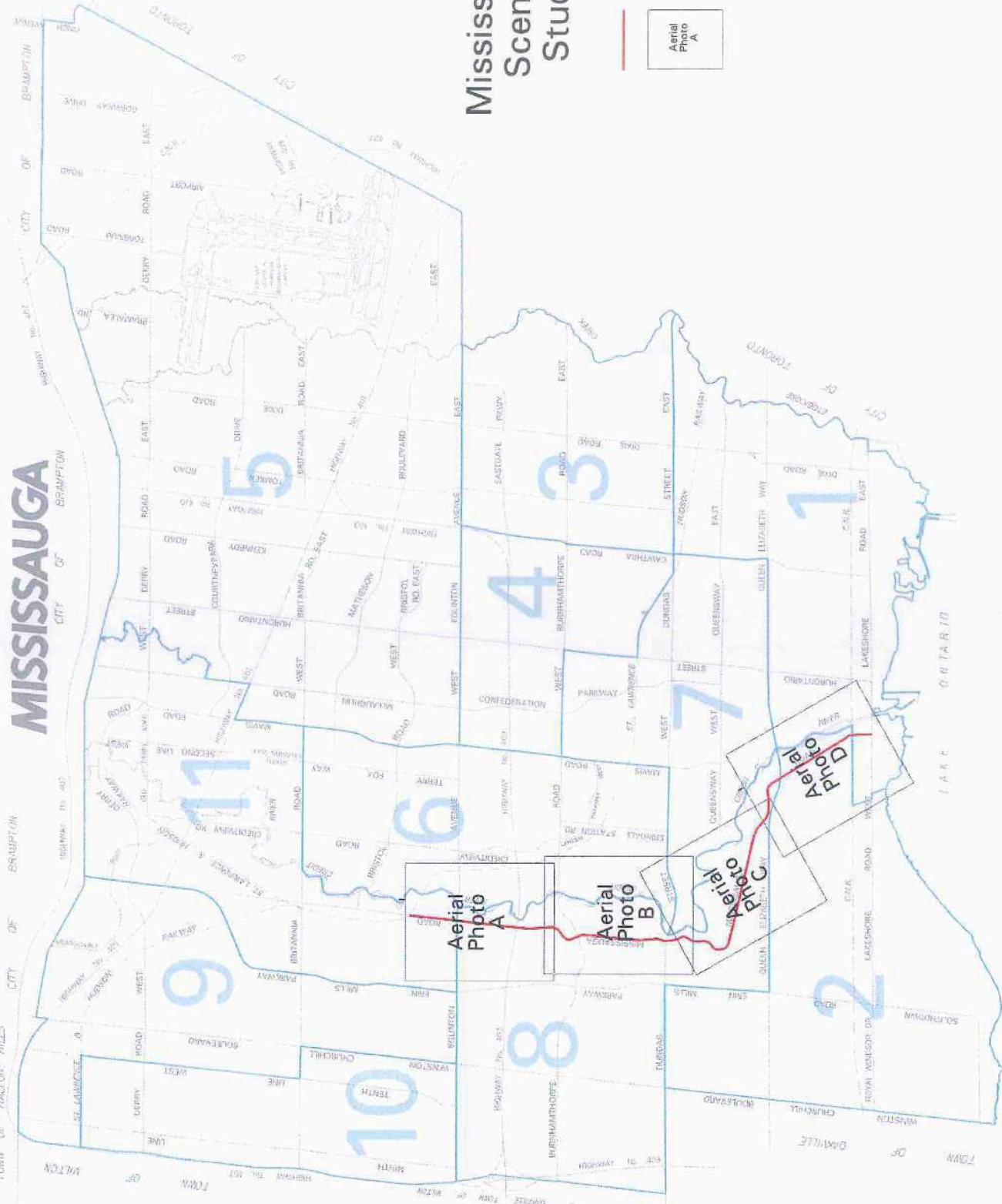


and potential residential development scenarios adjacent to Mississauga Road between Eglinton Avenue West and the Queen Elizabeth Way, in the context of current policies that preclude major road upgrades such as new general purpose lanes.

3. No planning approvals for residential development applications received by the City after the passing of this Resolution, on lands with any frontage or potential vehicular access to Mississauga Road from the CPP tracks in Streetsville to the CN Rail tracks, be granted until City Council has made a decision on the outcomes of a review, report and recommendations of the Mississauga Road Scenic Route Study policies. Site Plan applications for detached dwellings (new homes, replacement housing and additions), as well as related minor variance applications shall be exempt from these provisions.
4. Appropriate staff resources be allocated for this review in the 2013 Work Programs for the Planning and Building Department and the Transportation and Works Department.



# MISSISSAUGA



## Mississauga Road Scenic Route Study Area

Study Area

Aerial Photo Index

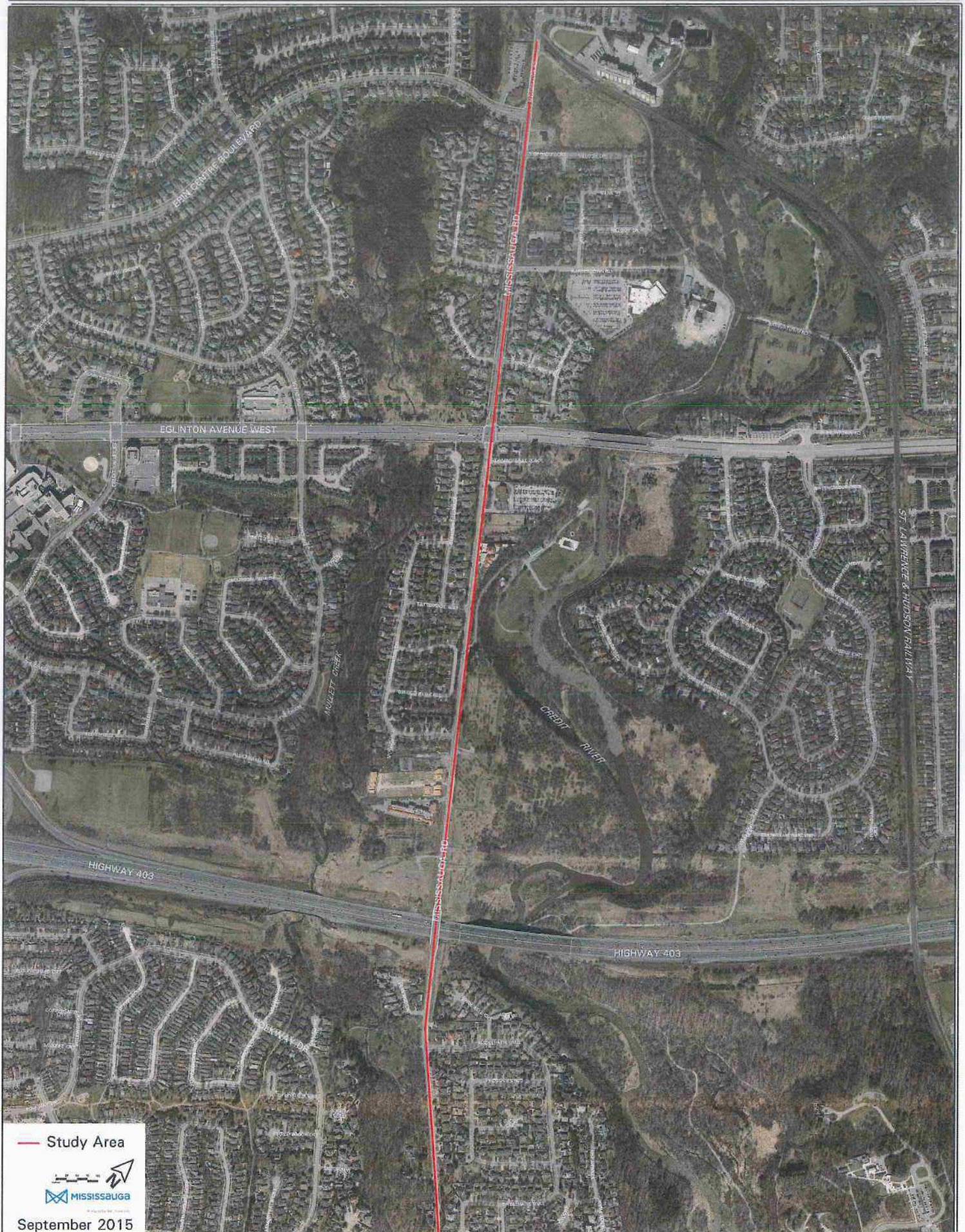
Aerial Photo A



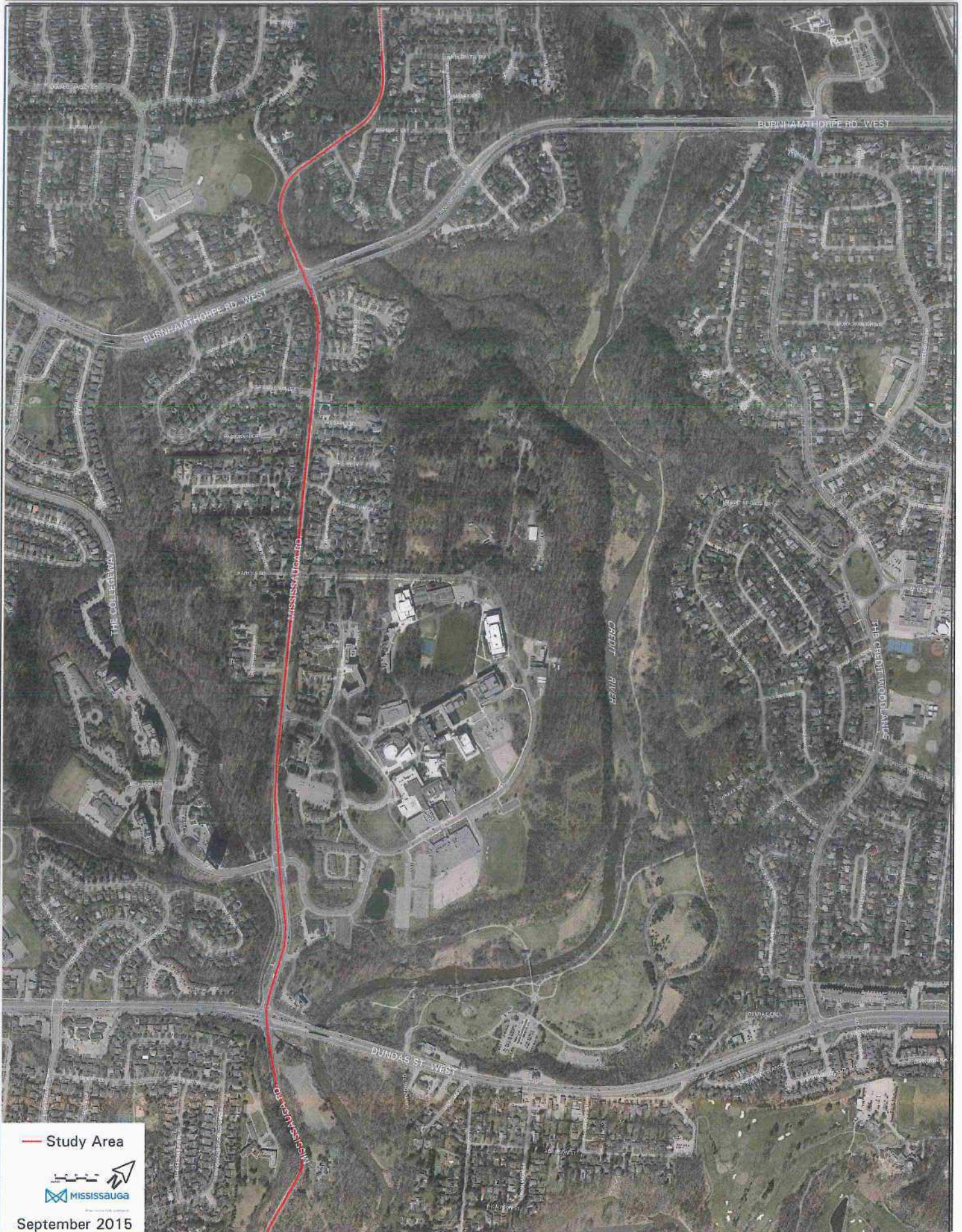
Prepared by T&N, Geomatics

September 2015



















## Current Policies and Proposed Changes to Mississauga Official Plan

Current Policy	Proposed Policy	Comment
9.3.3.10 Special care will be taken with development along <i>scenic routes</i> to preserve and complement the scenic historical character of the street.	9.3.3.10 Special care will be taken with development along <i>scenic routes</i> to preserve and complement the scenic historical character of the street.	No change proposed.
9.3.3.11 Lands abutting the Mississauga Road right-of-way between the St. Lawrence and Hudson Railway and Lakeshore Road West (frontage, flankage and rear yards) which is a designated <i>scenic route</i> , will be subject to the following:	9.3.3.11 Lands abutting the Mississauga Road <del>right-of-way</del> ( <i>i.e.</i> frontage, flankage and rear yards) between the <del>St. Lawrence and Hudson Railway</del> <i>Canadian Pacific Railway (located just south of Reid Drive)</i> and Lakeshore Road West ( <del>frontage, flankage and rear yards</del> ) which is <i>are part of</i> a designated <i>scenic route</i> . <i>These lands</i> will be subject to the following:	Wording changed. The St. Lawrence and Hudson Railway no longer exists (former subsidiary of CPR) but was changed back to CPR ownership in 2001. As such, all references to the St. Lawrence and Hudson Railway throughout Mississauga Official Plan will be changed. Wording has also been modified to improve readability. The Scenic Route goes up to Britannia Road but these policies only apply to this specified portion of the Scenic Route.
n/a	<i>a. in order to preserve its historic streetscape character, residential development of the portion of lands with frontage along Mississauga Road will be in the form of detached dwellings. Other forms of residential development will not be permitted abutting Mississauga Road.</i>	New policy. This change would affect the north portion of the corridor between CPR tracks to Dundas Street (Erin Mills and Central Erin Mills Neighbourhood Character Areas). The predominant "Residential Low Density I" designation allows for singles and semis between this stretch (but further south, Sheridan and Clarkson-Lorne Park Neighbourhood Character Areas already prohibit semis or denser housing in "Residential Low Density I"); this policy will prohibit semis or other more intense forms of housing abutting Mississauga Road. It will help ensure that the appearance of the corridor



Current Policy	Proposed Policy	Comment
		maintains its current built form character. Would require revising Erin Mills and Central Erin Mills Neighbourhood Character Area policies as well to permit only detached dwellings in the "Residential Low Density I" designation where abutting Mississauga Road (see below). Other existing official plan policies (including 16.1.2) and new Policy f. below address the importance of maintaining consistency in lot frontages.
a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;	<p><del>a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;</del></p> <p><i>b. lots abutting Mississauga Road will be encouraged to have direct vehicular access to Mississauga Road;</i></p> <p><i>c. lots abutting Mississauga Road will have upgraded building elevations (including principal doors and windows) facing Mississauga Road;</i></p>	Policies strengthened. Wording clarified by creating two separate policies. Upgraded building elevations facing the street required on all lots abutting Mississauga Road, but only encourage direct vehicular access.
b. service road and reverse frontage lot development will be discouraged;	d. service road and reverse frontage lot development <del>will be discouraged;</del> <i>will not be permitted on lots abutting Mississauga Road.</i>	Policy strengthened. "Will not be permitted" instead of "will be discouraged". This type of development erodes the scenic character. Also, revised policy c) requires abutting lots to have homes facing Mississauga Road.
c. existing residential lot frontages will be retained;	Deleted.	The existing wording is unclear. If taken literally, no severances or other redevelopment of even the largest residential lots are permitted, which conflicts with



Current Policy	Proposed Policy	Comment
		other official plan policies permitting infill development and limited intensification, as well as permissions under the zoning by-law. This is now addressed by adding "lot frontages" to new policy f).
n/a	<i>e. Notwithstanding 8.3.1.4, development of lands abutting Mississauga Road will not be permitted if it will require an increase in the existing Mississauga Road pavement width;</i>	New policy. This restrictive policy has the potential to limit denser forms of development behind lots that front onto Mississauga Road. Incremental changes in the paved portion (e.g. left turn lanes and slip off lanes) even for safety reasons have a cumulative impact on the overall corridor character. This new policy would not prohibit safety improvements warranted by a general increase in background traffic volumes from existing and proposed development that is not abutting Mississauga Road.
d. building massing, design and setback should be consistent with buildings on surrounding lots;	f. building massing, design, <del>and setbacks</del> and lot frontages <del>should</del> <i>will</i> be consistent with buildings on surrounding lots; <i>surrounding buildings and lots;</i>	Policy strengthened. "Will be" instead of "should be". Lot frontages added to prevent lot frontages that are not in keeping with those in the surrounding area (see other official plan policies, including 16.1.2).
e. projecting garages will be discouraged;	g. projecting garages will be discouraged;	No wording change proposed.
f. tree preservation, enhancement and replacement on private lands will be required;	h. tree preservation <i>and</i> enhancement <del>and replacement on private lands</del> will be required <i>in order to maintain the tree canopy.</i>	Policy strengthened. Broadened to apply to both public and private lands. The expectation is that tree preservation and enhancement will be achieved. Tree replacement will be considered as a last resort.
g. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged to reduce reverse movements and the number of driveway	i. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged <i>in order</i> to reduce reverse movements and the number of	Policy strengthened. Circular driveways now discouraged. The words "in order" have been added for clarity.



Current Policy	Proposed Policy	Comment
entrances. Circular driveways will be evaluated on an individual basis;	driveway entrances. Circular driveways will be evaluated on an individual basis <b>discouraged</b> ;	
h. preservation of existing landscape features (retaining walls, fences, hedgerows) will be encouraged; and	j. <del>preservation</del> <b>removal</b> of existing landscape features <b>(including but not limited to stone retaining walls, fences and hedgerows)</b> will be <del>encouraged</del> <b>discouraged</b> ;	Policy strengthened by rewording.
i. the location of utilities should minimize the impact on existing vegetation.	k. the location of utilities <del>should</del> <b>will be situated to</b> minimize the impact on existing vegetation;	Policy strengthened. "Will be" instead of "should".
n/a	<b>l. grading of new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. The introduction of retaining walls as a grading solution will be discouraged; and</b>	New Policy. Maintaining grading as much as possible will help preserve the scenic route corridor.
n/a	<b>m. Opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged.</b>	New Policy. Protecting the scenic route corridor should not prevent the enhancement of trail connections.
n/a	<b>16.3.1 Notwithstanding the policies of this Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.</b>	Modification to Central Erin Mills land use policies to ensure only detached dwellings abutting Mississauga Road.
n/a	<b>16.10.1.2 Notwithstanding the policies of the Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.</b>	Modification to Erin Mills land use policies to ensure only detached dwellings abutting Mississauga Road.



Current Policy	Proposed Policy	Comment
n/a	Schedules 1 (Urban System) and 1c (Urban System – Corridors) – re-evaluate the “Corridor” identification of Mississauga Road between Dundas Street West and Eglinton Avenue West.	Several Mississauga Official Plan policies encourage increased density and a mixture of uses along Corridors (e.g. Section 5.4 and 9.2.2). This is not consistent with efforts to preserve the existing scenic route character and as such, the Corridor identification should be re-evaluated. One option is to add clarification to Section 5.4 that would prioritize the scenic route policies if they conflict with Corridor policies. Schedules 1 and 1c could also be amended to delete the Corridor identification of Mississauga Road between Dundas Street West and Eglinton Avenue West.



**Appendix 4:** Photos of Key Features

Existing Street Trees and Greenbelt Vegetation



Road Type





### Residential Character



### Heritage Quality





## Appendix 2: Summary of Community Comments and Resulting Policy Changes

Note: underlining indicates changes since the August 18, 2015 Staff Report

Item	Respondent	Date	Section	Issue/Summary of Comment	Staff Comment	Recommendation
1	Dunpar Homes	September 8, 2015	9.3.3.11 a)	Does not support a policy that restricts land use to semis abutting the Scenic Route. This can be addressed through architectural design to achieve the same residential character as detached homes.	Introducing semi-detached homes begins to erode the unique built form quality found along the corridor. It also affects lot frontages, lot sizes, tree preservation efforts, the amount of driveways/hard surfacing and parking. Design policies will not ensure a certain architectural outcome. A requirement for detached homes provides more control in maintaining the existing character.	No further policy changes recommended.
2	Dunpar Homes	September 8, 2015	9.3.3.11 d)	Concerned with prohibition of service roads, as this is an effective way to service rear garages and allow for greater landscape treatment.	Intent was to prohibit service roads immediately abutting Mississauga Road, not local roads that service lots from the rear as “double frontage” lots. Clarification wording needed for policy.  Note: Transportation and Works indicated that “buffer road” is the correct term for the Official Plan (instead of “service road”).	That policy 9.3.3.11 d) be revised to read:  <u>Buffer Road (ie. a parallel road abutting Mississauga Road)</u> and reverse frontage lot development will not be permitted for lots abutting Mississauga Road.
3	Public	November 30, 2015	General	Any development in the area should be detached homes. The corridor should look the same from Port Credit to Streetsville.	See proposed revised policy 9.3.3.11 a) which will require new residential development closest to the corridor to be detached homes. Development that is set back an appropriate distance from Mississauga Road will have limited visual	No further policy changes recommended.



Item	Respondent	Date	Section	Issue/Summary of Comment	Staff Comment	Recommendation
					impact on the character of the road. There are other OP policies addressing appropriate infill development in Neighbourhoods.	
4	Public	November 3, 2015 and November 30, 2015	General	<p>Scope of Scenic Route policies needs to be expanded to ensure that properties currently zoned in categories other than residential also be subject to restrictions that respect the intent of the scenic route character.</p> <p>Commercial development of lands currently zoned residential along the corridor is not compatible or warranted.</p>	<p>Most of the policies unless noted otherwise pertain to all land uses. Proposed revised policy 9.3.3.11 a) speaks to proposed residential development, not existing zoning or land use designations. Due to the mix of non-residential uses and planning permissions north of Eglinton Avenue East, new policies are proposed for this transitional area into Streetsville (see Item 7).</p> <p>Policy 10.4.6. already discourages the dispersion of retail uses beyond currently designated commercial areas. There are several other OP policies that speak to neighbourhood compatibility.</p>	See Policy 9.3.3.11 n) below.
5	Public	November 30, 2015	General	Does not support the new proposals and development applications in the area. The scenic and heritage policies are not strong enough and the current ones are not being adhered to.	The proposed new wording will further strengthen the policies.	No further policy changes recommended.
6	Public	November 30, 2015	General	1. Several comments relating to the Credit		No further policy changes recommended.



Item	Respondent	Date	Section	Issue/Summary of Comment	Staff Comment	Recommendation
				Mills application. 2. The strengthened policies will hopefully positively impact future developments north of Eglinton Avenue West		
7	Affected Neighbours	November 30, 2015	General and 9.3.3.11 c), 9.3.3.11 h)	<ol style="list-style-type: none"> <li>1. Concerned about development proposals north of Eglinton Ave. W.</li> <li>2. Requesting a moratorium on development until the Study is complete</li> <li>3. Needs to be a clear distinction between residential and commercial development issues along the corridor</li> <li>4. Questions related to the effect of the Corridor status of a portion of Mississauga Road</li> <li>5. Questions related to traffic, pavement widenings and the Credit Mills development</li> <li>6. Questions related to Council's Resolution 0222-2012</li> <li>7. Recommend to keep policy 9.3.3.11 c) to</li> </ol>	<ol style="list-style-type: none"> <li>1. This review will not address concerns with specific applications.</li> <li>2. Council has ability to refuse applications it deems premature or inappropriate.</li> <li>3. Agree that non-residential uses north of Melody Drive should have specific design-related policies – see new Policy 9.3.3.11 n).</li> <li>4. Staff now recommending removal of “Corridor” identification in the Official Plan for entire length of Study Area.</li> <li>5. No further changes to the proposed policies were recommended by Affected Neighbours.</li> <li>6. No further changes to the proposed policies were recommended by Affected Neighbours.</li> <li>7. As indicated in the Staff Report, policy 9.3.3.11 c) has been replaced by 9.3.3.11. f), as the current policy conflicts directly with other policies in the OP and</li> </ol>	<p>Response to No. 3:</p> <p>That new Policy 9.3.3.11 n) be introduced:</p> <p><u>The existing and planned non-residential uses located along Mississauga Road north of Melody Drive shall be developed with the highest design and architectural quality. These developments shall incorporate the scale, massing, patterns, proportions, materials, character and architectural language of that found in the best executed examples of the commercial conversions of former residential buildings within Streetville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided.</u></p> <p><u>Should any of these sites be developed for residential uses, they shall maintain the</u></p>



Item	Respondent	Date	Section	Issue/Summary of Comment	Staff Comment	Recommendation
				<p>preserve “residents’ interests”</p> <p>8. Suggest to add “on public and private lands” for policy 9.3.3.11 h)</p> <p>9. Prohibition of all commercial developments</p>	<p>is unclear.</p> <p>8. Agree with proposed additional wording for policy 9.3.3.11 h) as this will aid in clarity that it is to apply to both public and private lands.</p> <p>9. Some lands along the corridor already have commercial zoning and OP permissions. Wholesale land use changes (e.g. from commercial to residential) will not be recommended as part of this Study and are not part of the concern that Council articulated as part of the 2012 Resolution. Its concern specifically related to residential intensification pressures; these are primarily design policies to shape the character of development.</p>	<p><u>character of the rest of Mississauga Road as outlined in the policies of 9.3.3.11.</u></p> <p>Response to No. 4:</p> <p>That the “Corridor” identification of the Scenic Route be removed between Dundas Street West and the <u>CPR tracks just south of Streetsville.</u></p> <p>Response to No. 8:</p> <p>That policy 9.3.3.11 h) be revised to read:</p> <p>Tree preservation and enhancement will be required <u>on public and private lands</u> in order to maintain <u>existing</u> trees.</p>
8	Mississauga Kane Road Ratepayers Association	December 1, 2015		<p>Suggest promoting the creation of architecturally consistent features along the corridor.</p> <p>Some reference needed to speed limits and traffic flow.</p>	<p>Policy 9.3.3.11 f) contains strengthened language that states building design will be consistent with surrounding buildings. This would include architectural consistency.</p> <p>The four features that make up the scenic character of the route are not related to speed limits and traffic flow but are design, landscape and heritage</p>	No further policy changes recommended.



Item	Respondent	Date	Section	Issue/Summary of Comment	Staff Comment	Recommendation
					elements.	
9	Sherwood Forrest Residents Association	December 1, 2015	n/a	Does not support changes along the Scenic Route.	n/a	No further policy changes recommended.
10	University of Toronto Mississauga (UTM)	January 18, 2016	Genral	Concern with any policy that would require detached homes on the UTM property.	UTM campus development should have regard for the Scenic Route Policies (S. 18.3.2). Need to consider the principles behind policies in any redevelopment proposal.	No further policy changes recommended.
11	Affected Neighbours	January 19, 2016	n/a	Request that Council unanimously support designation of the Corridor as a Heritage Conservation District under the <i>Ontario Heritage Act</i> and that no new development take place until this designation is in place.	This request has been forwarded to the City's Culture Division. It is outside of the scope of Council's 2012 Resolution directing staff to update the Scenic Route policies. Culture Division has indicated that it will wait on Council for further direction on this matter.	No further policy changes recommended.
12	Public (General)	January 25, 2016	9.3.3.11 a)	Several residents indicated that more intense forms of housing (e.g. townhomes) should not be located along the corridor as it changes the visual character. Views from the road need to be protected from change.	Introducing a minimum lot depth and explicitly stating that these are to be detached homes would better protect the existing character and views from the road. At the same time it should be made clear that these policies do not apply in Port Credit, which has an urban built form, density and land use context that differs from the rest of the corridor (mix of land uses, zoning, heights, setbacks, lot fabric, etc.).	That policy 9.3.3.11 a) be revised to read:  In order to preserve its historic streetscape character <u>and appearance</u> , residential development of the portion of lands with frontage along Mississauga Road will <u>generally be on lots with a minimum depth of 40 m. These lots will be developed with detached dwellings. This policy does not apply within the Port Credit Local Area Plan (i.e. south of the CN/Metrolinx rail corridor).</u>



Item	Respondent	Date	Section	Issue/Summary of Comment	Staff Comment	Recommendation
13	Public (anonymous)	January 25, 2016	n/a	Supports a Heritage Conservation District for the corridor. Council should try harder to help the area north of Eglinton Avenue West.	No specific concerns with the proposed policies (but see Item 11 response). See Item 7 response regarding the area north of Eglinton Avenue West.	See Item 7 recommended policy changes.
14	Public (anonymous)	January 25, 2016	n/a	We need to stop the OMB.	No specific concerns with the proposed policies.	No further policy changes recommended.
15	Public (anonymous)	January 25, 2016	n/a	Question related to development north of Eglinton Avenue West.	No specific concerns with the proposed policies (but see Item 7 response).	See Item 7 recommended policy changes.
16	Public	January 25, 2016	General	<ol style="list-style-type: none"> <li>1. Concerned that semis or townhomes could be built behind detached homes fronting the corridor, just as Dunpar has done.</li> <li>2. Traffic comments/ recommended improvements related to specific locations.</li> <li>3. Retail on Credit Mills site should have heritage design.</li> </ol>	<ol style="list-style-type: none"> <li>1. Revised policy recommends only detached homes with lot depths of generally at least 40 m to limit impact of other forms of housing on deep lots. Other OP policies speak to Neighbourhood compatibility and appropriate land uses.</li> <li>2. No specific concerns with proposed policies.</li> <li>3. Non-residential design policies are now proposed for the north end of the Study Area.</li> </ol>	See newly proposed policies related to Items 7 and 12.
17	Public	January 28, 2016	General	The new policies only apply to Residential Low Density I lands – this does not help with lands north of Eglinton Avenue West.	The new policies apply to all the lands abutting Mississauga Road. Some policies apply specifically to residential proposals, while others apply to any development.	No further policy changes recommended.
18	Public	January 29, 2016	n/a	Provided comments related to a desire for OMB reform.	This does not relate to the proposed policies.	No further policy changes recommended.
19	Public	January	n/a	This review is timely		No further policy changes



Item	Respondent	Date	Section	Issue/Summary of Comment	Staff Comment	Recommendation
		31, 2016		and important. History of the Scenic Route provided. The proposed policies are supported.		recommended.
20	Public	February 1, 2016	n/a	How did the Dunpar development get approved, as it is inappropriate given the scenic route corridor.	The concern relates to previous development, not the proposed policies.	No further policy changes recommended.



## Appendix 3: Current Policies and Proposed Amendments to Mississauga Official Plan

Note: underlining indicates changes since the August 18, 2015 Staff Report

Current Policy	Proposed Policy	Comment
9.3.3.10 Special care will be taken with development along <b><i>scenic routes</i></b> to preserve and complement the scenic historical character of the street.	9.3.3.10 Special care will be taken with development along <b><i>scenic routes</i></b> to preserve and complement the scenic historical character of the street.	No change proposed.
9.3.3.11 Lands abutting the Mississauga Road right-of-way between the St. Lawrence and Hudson Railway and Lakeshore Road West (frontage, flankage and rear yards) which is a designated <b><i>scenic route</i></b> , will be subject to the following:	9.3.3.11 Lands abutting the Mississauga Road <del>right-of-way</del> <b><i>(i.e. frontage, flankage and rear yards)</i></b> between the <del>St. Lawrence and Hudson Railway</del> <b><i>Canadian Pacific Railway (located just south of Reid Drive)</i></b> and Lakeshore Road West ( <del>frontage, flankage and rear yards</del> ) which <del>is</del> <b><i>are part of</i></b> a designated <b><i>scenic route</i></b> . <b><i>These lands</i></b> will be subject to the following:	Wording changed. The St. Lawrence and Hudson Railway no longer exists (former subsidiary of CPR) but was changed back to CPR ownership in 2001. As such, all references to the St. Lawrence and Hudson Railway throughout Mississauga Official Plan will be changed. Wording has also been modified to improve readability. The Scenic Route goes up to Britannia Road but these policies only apply to this specified portion of the Scenic Route.
n/a	<b><i>a. in order to preserve its historic streetscape character and appearance, residential development of the portion of lands with frontage along Mississauga Road will generally be on lots with a minimum depth of 40 m. These lots will be developed with detached dwellings. This policy does not apply within the Port Credit Local Area Plan (i.e. south of the CN/Metrolinx rail corridor).</i></b>	New policy. This change would affect the entire length of the corridor. Wording has been added so that lots are a minimum depth of 40 m, which will further strengthen this policy. It will help ensure that the appearance of the corridor maintains its current built form character. Would require revising Erin Mills and Central Erin Mills Neighbourhood Character Area policies as well to permit only detached dwellings in the "Residential Low Density I" designation where abutting Mississauga Road (see below).



Current Policy	Proposed Policy	Comment
		Other existing Official Plan policies (including 16.1.2) and new Policy f. below address the importance of maintaining consistency in lot frontages.
a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;	<del>a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;</del>  <b>b. lots abutting Mississauga Road will be encouraged to have direct vehicular access to Mississauga Road;</b>  <b>c. lots abutting Mississauga Road will have upgraded building elevations (including principal doors and fenestrations) facing Mississauga Road;</b>	<p>Policies strengthened. Wording clarified by creating two separate policies. Upgraded building elevations facing the street required on all lots abutting Mississauga Road, but only encourage direct vehicular access.</p> <p>The wording regarding upgraded building elevations is now consistent with language in Section 9.5.3.2 of the Official Plan (i.e. using “fenestrations” instead of “windows”).</p>
b. service road and reverse frontage lot development will be discouraged;	d. <b>buffer road (i.e. a parallel road abutting Mississauga Road)</b> and reverse frontage lot development <del>will be discouraged;</del> <b>will not be permitted on lots abutting Mississauga Road.</b>	<p>Policy strengthened. “Will not be permitted” instead of “will be discouraged”. This type of development erodes the scenic character. Also, revised policy c) requires abutting lots to have homes facing Mississauga Road.</p> <p>Wording in brackets added for clarification following public comment on what a “service road” constitutes.</p> <p>Transportation and Works has indicated that “buffer road” is the correct wording for the Official Plan (instead of “service road”) and has been used previously.</p>
c. existing residential lot frontages will be retained;	Deleted.	The existing wording is unclear. If taken literally, no severances or other redevelopment of even the largest residential lots are



Current Policy	Proposed Policy	Comment
		permitted, which conflicts with other Official Plan policies permitting infill development and limited intensification, as well as permissions under the zoning by-law. This is now addressed by adding “lot frontages” to new policy f).
n/a	<b>e. Notwithstanding 8.3.1.4, development of lands abutting Mississauga Road will not be permitted if it will require an increase in the existing Mississauga Road pavement width;</b>	<p>New policy. This restrictive policy has the potential to limit denser forms of development behind lots that front onto Mississauga Road. Incremental changes in the paved portion (e.g. left turn lanes and slip off lanes) even for safety reasons or as a “standard road improvement” as currently permitted under Section 8.3.1.4 have a negative cumulative impact on the overall corridor character.</p> <p>This new policy would not prohibit safety improvements warranted by a general increase in background traffic volumes from existing and proposed development that is not abutting Mississauga Road.</p>
d. building massing, design and setback should be consistent with buildings on surrounding lots;	<b>f. building massing, design, and setbacks and lot frontages will be consistent with buildings on surrounding lots; surrounding buildings and lots;</b>	Policy strengthened. “Will be” instead of “should be”. Lot frontages added to prevent lot frontages that are not in keeping with those in the surrounding area (see other Official Plan policies, including 16.1.2).
e. projecting garages will be discouraged;	g. projecting garages will be discouraged;	No wording change proposed.
f. tree preservation, enhancement and replacement on private lands will be required;	<b>h. tree preservation and enhancement and replacement on private lands will be required on public and private lands in order to maintain existing trees.</b>	<p>Policy strengthened. Broadened to apply to both public and private lands per comments from the public.</p> <p>The expectation is that tree preservation and enhancement will be</p>



Current Policy	Proposed Policy	Comment
		<p>achieved. Tree replacement will be considered as a last resort.</p> <p>The word “canopy” has been removed from the previously recommended wording, as there is not a continuous tree canopy along the entire corridor.</p>
g. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged to reduce reverse movements and the number of driveway entrances. Circular driveways will be evaluated on an individual basis;	i. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged <b>in order</b> to reduce reverse movements and the number of driveway entrances. Circular driveways will be <del>evaluated on an individual basis</del> <b>discouraged</b> ;	Policy strengthened. Circular driveways now discouraged. The words “in order” have been added for clarity.
h. preservation of existing landscape features (retaining walls, fences, hedgerows) will be encouraged; and	j. preservation <b>removal</b> of existing landscape features ( <b>including but not limited to stone</b> retaining walls, fences <b>and</b> hedgerows) will be encouraged <b>discouraged</b> ;	Policy strengthened by rewording.
i. the location of utilities should minimize the impact on existing vegetation.	k. the location of utilities should <b>will be situated to</b> minimize the impact on existing vegetation;	Policy strengthened. “Will be” instead of “should”.
n/a	<b><i>l. grading of new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. The introduction of retaining walls as a grading solution will be discouraged;</i></b>	New Policy. Maintaining grading as much as possible will help preserve the scenic route corridor.
n/a	<b><i>m. Opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged; and</i></b>	New Policy. Protecting the scenic route corridor should not prevent the enhancement of trail connections.



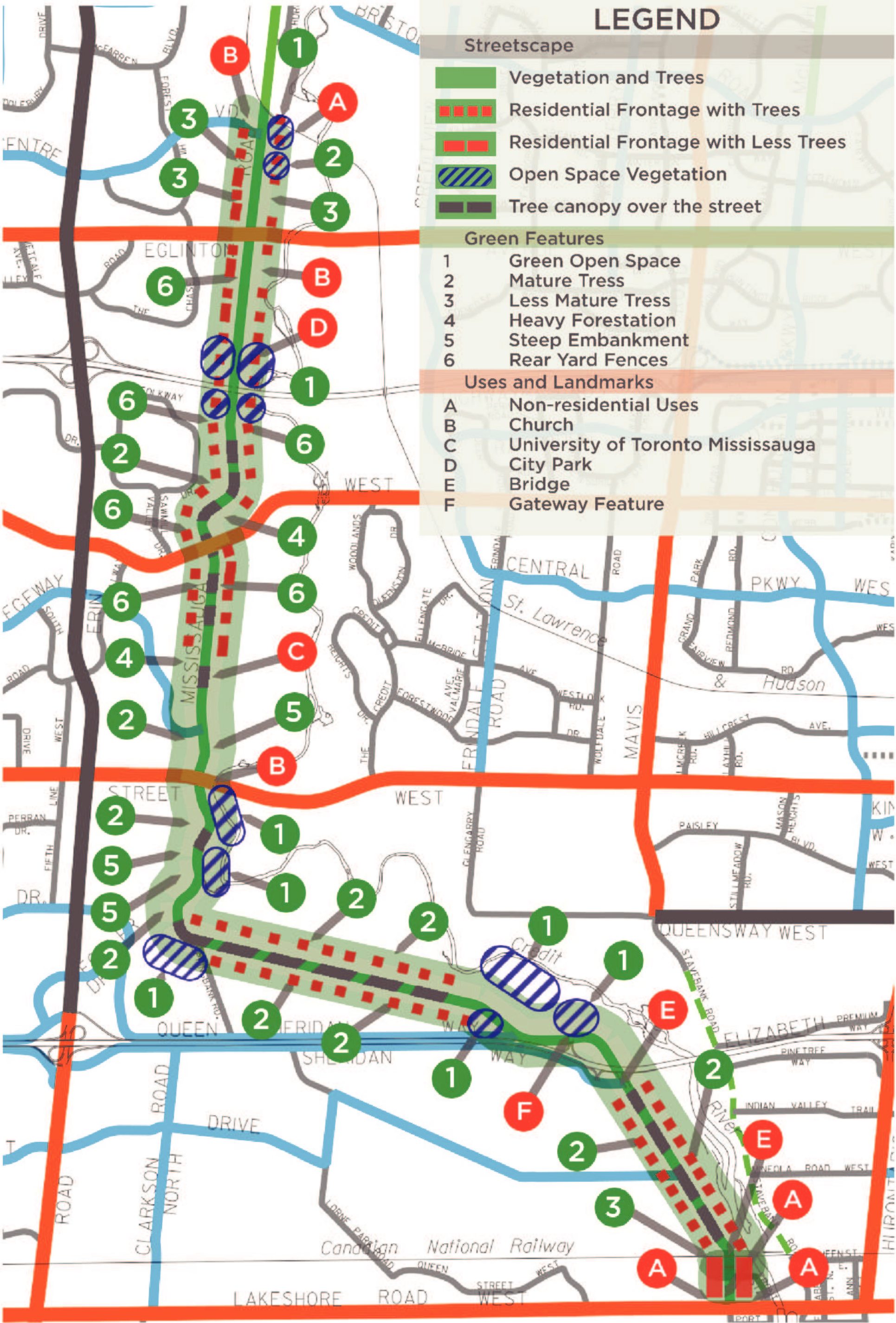
Current Policy	Proposed Policy	Comment
n/a	<p><b><u>n. The existing and planned non-residential uses located along Mississauga Road north of Melody Drive shall be developed with the highest design and architectural quality. These developments shall incorporate the scale, massing, patterns, proportions, materials, character and architectural language of that found in the best executed examples of the commercial conversions of former residential buildings within Streetville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided.</u></b></p> <p><b><u>Should any of these sites be developed for residential uses, they shall maintain the character of the rest of Mississauga Road as outlined in the policies of 9.3.3.11.</u></b></p>	<p>New Policy. Added after public comments to recognize the land use and built form transition south of Streetsville and the need for specific policies for this stretch of the corridor dealing with non-residential development. Wording has been reworked to address the non-residential land uses north of Melody Drive and give more specifics on the desired character of new built form.</p>
n/a	<p><b><u>16.3.1 Notwithstanding the policies of this Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.</u></b></p>	<p>Modification to Central Erin Mills land use policies to ensure only detached dwellings abutting Mississauga Road.</p>
n/a	<p><b><u>16.10.1.2 Notwithstanding the policies of the Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.</u></b></p>	<p>Modification to Erin Mills land use policies to ensure only detached dwellings abutting Mississauga Road.</p>



Current Policy	Proposed Policy	Comment
n/a	Schedules 1 (Urban System) and 1c (Urban System – Corridors) – <u>remove</u> the “Corridor” identification of Mississauga Road between Dundas Street West and <u>the CP Railway (just south of Streetsville).</u>	Several Mississauga Official Plan policies encourage increased density and a mixture of uses along Corridors (e.g. Section 5.4 and 9.2.2). This is not consistent with efforts to preserve the existing scenic route character and as such, the Corridor identification should be removed from the entire extent of the Study Area.



# Mississauga Road Scenic Route Study









City of Mississauga

# Corporate Report



Date: June 7, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:  
OZ 15/010 W2Meeting date:  
2016/06/27

## Subject

### PUBLIC MEETING INFORMATION REPORT (WARD 2)

**Applications to permit a two storey office building at 1516 and 1526 Southdown Road, west side of Southdown Road, between South Sheridan Way and Truscott Drive**

**Owner: JG & G Holdings Inc.**

**File: OZ 15/010 W2**

## Recommendation

That the report dated June 7, 2016, from the Commissioner of Planning and Building regarding the application by JG & G Holdings Inc. to permit a two storey office building under File OZ 15/010 W2, 1516 and 1526 Southdown Road, be received for information.

## Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The project does not conform with the **Residential Low Density II** designation and requires an official plan amendment and rezoning
- Community concerns identified to date relate to traffic, noise and site design
- Prior to the next report, matters to be considered include the appropriateness of the proposed amendments and the satisfactory resolution of other technical requirements and studies related to the project

## Background

The applications have been circulated for technical comments and a community meeting has been held. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.



## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontage:	51.97 m (170.51 ft.)
Depth:	52.71 m (172.93 ft.)
Gross Lot Area:	0.26 ha (0.64 ac.)
Existing Uses:	Detached dwelling on 1516 Southdown Road and demolished dwelling on 1526 Southdown Road

The properties are located within the Clarkson Lorne-Park Neighbourhood Character Area on the west side of Southdown Road, south of South Sheridan Way and north of Truscott Drive. Access to these lots is from Southdown Road which is designated an arterial road in Mississauga Official Plan. The area is an established residential neighbourhood made up mostly of detached homes. Properties located further south of the subject property, both north and south of Truscott Drive, contain other uses as outlined below. Across Southdown Road are detached homes on reverse frontage lots with access onto Davebrook Road (see Appendix 1).

The surrounding land uses are:

North: Detached homes

East: Detached homes on reverse frontage lots

South: Detached homes, offices, a day care facility, a Bell Canada switching centre and a veterinary clinic

West: Detached homes

### DETAILS OF THE PROJECT

The applications are to permit a two storey office building with parking at the rear of the property.

Development Proposal	
Application submitted:	Received: October 14, 2015 Deemed complete: December 4, 2015
Owner:	JG & G Holdings Inc.
Applicant:	W.E. Oughtred & Associates
Height:	2 storeys
Lot Coverage:	23.1%
Floor Space Index:	0.47
Landscaped Area:	40%



Development Proposal	
Gross Floor Area:	1 238 m <sup>2</sup> (13,325.7 ft <sup>2</sup> )
Net Floor Area – Non Residential:	1 012 m <sup>2</sup> (10,893.1 ft <sup>2</sup> ) (for parking calculation)
Parking Required:	33 parking spaces, including 2 accessible parking spaces
Parking Provided:	38 parking spaces, including 2 accessible parking spaces

Additional information is provided in Appendices 1 to 9.



Image of existing site conditions



Rendering of proposed two storey office building

## LAND USE CONTROLS

The subject lands are located within the Clarkson-Lorne Park Neighbourhood Character Area and are designated **Residential Low Density II**. The proposal requires an amendment to Mississauga Official Plan from **Residential Low Density II** to **Residential Low Density II – Special Site** to permit the proposed office building. Appendix 7 contains more detailed information of the existing and proposed Mississauga Official Plan policies.



A rezoning is proposed from **R3** (Detached Dwellings – Typical Lots) to **R3 – Exception** (Detached Dwellings – Typical Lots) to permit a two storey office building in accordance with the proposed zone standards contained within Appendix 8.

### **WHAT DID THE COMMUNITY SAY?**

A community meeting was held by Ward 2 Councillor Karen Ras on February 11, 2016.

Comments made by the community are listed below. They will be addressed along with comments raised at the public meeting in the Recommendation Report, which will come at a later date.

- The proposed parking area at the rear of the property will negatively impact on adjacent residential properties;
- The proposed development will impact traffic on Southdown Road, including increased braking and turning movements in and out of the site resulting in increased noise and air pollution that will in turn impact the existing homes;
- The need for additional landscape buffering/screening to reduce impacts on surrounding properties.

### **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix 6. Based on the comments received and the Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Are the proposed zoning standards appropriate?
- Is the design and functioning of the site sensitive to the surrounding residential context?
- Have all other technical requirements and studies related to the project been submitted and found to be acceptable?

### **OTHER INFORMATION**

The applicant has submitted the following information in support of the applications:

- Survey, Concept Plan, Elevations and Rendering
- Planning Justification Report
- Draft Official Plan Amendment and Zoning By-law
- Noise Study
- Traffic Impact and Parking Study
- Arborist Report and Tree Preservation Plan
- Functional Servicing Report

### **Development Requirements**



There are engineering matters including: grading, servicing and stormwater management which will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

## Financial Impact

Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.

## Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved.

## Attachments

- Appendix 1: Aerial Photograph
- Appendix 2: Excerpt of Clarkson-Lorne Park Neighbourhood Character Area Land Use Map
- Appendix 3: Existing Land Use and Proposed Zoning Map
- Appendix 4: Concept Plan
- Appendix 5: Elevations
- Appendix 6: Agency Comments
- Appendix 7: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 8: Summary of Existing and Proposed Zoning Provisions
- Appendix 9: General Context Map

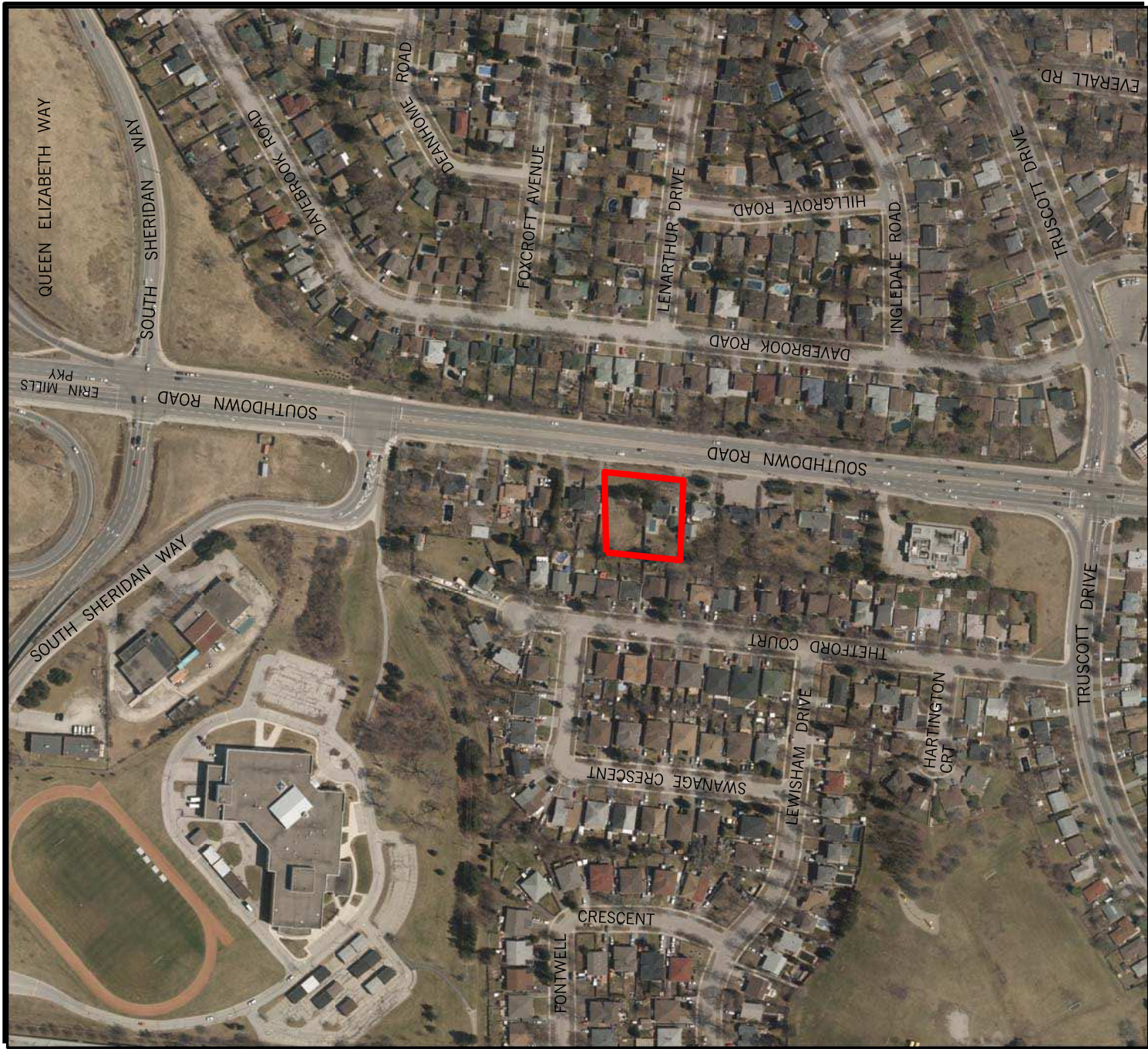


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Edward R. Sajecki,  
Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner





SUBJECT LANDS

3.3 - 6



NOTE: DATE OF AERIAL IS SPRING 2015

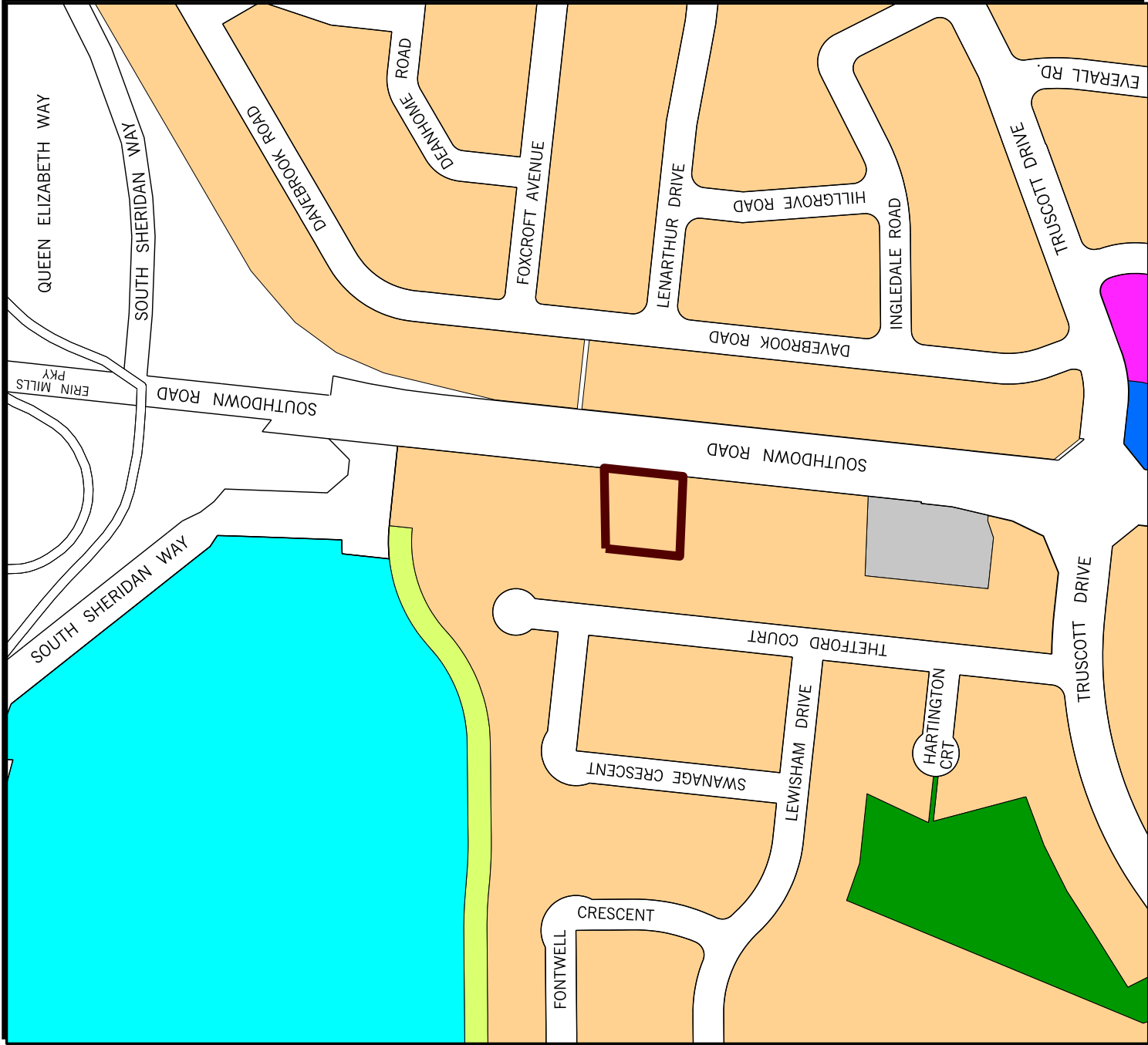
SUBJECT: JG & G HOLDINGS

FILE NO: OZ 15010 W2		Appendix 1	
DWG. NO: 15010A		PDC DATE: 2016 06 27	
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Produced by T&W, Geomatics			



MISSISSAUGA





**PART OF SCHEDULE 10 LAND USE DESIGNATIONS  
OF MISSISSAUGA OFFICIAL PLAN**

**LAND USE DESIGNATIONS**

Residential Low Density I

Residential Low Density II

Residential Medium Density

Residential High Density

Mixed Use

Convenience Commercial

Motor Vehicle Commercial

Office

Business Employment

Industrial

Airport

Institutional

Public Open Space

Private Open Space

Greenlands

Parkway Belt West

Utility

Special Waterfront

Partial Approval Area

**BASE MAP INFORMATION**

Heritage Conservation District

1996 NEP/2000 NEF

Composite Noise Contours

LBPIA Operating Area Boundary

See Aircraft Noise Policies

Area Exempt from LBPIA Operating Area

Natural Hazards

Civic Centre (City Hall)

City Centre Transit Terminal

GO Rail Transit Station

Public School

Catholic School

Hospital

Community Facilities

**SUBJECT LANDS**

City Structure

Downtown

Major Node

Community Node

Neighbourhood

Corporate Centre

Employment Area

Special Purpose Area

3.3 - 7

**SUBJECT: JG & G HOLDINGS**

**FILE NO:**  
OZ 15010 W2

**DWG. NO:**  
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**SCALE:**  
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**PDC DATE:**  
2016 06 27

**DRAWN BY:**  
B. KRUGER

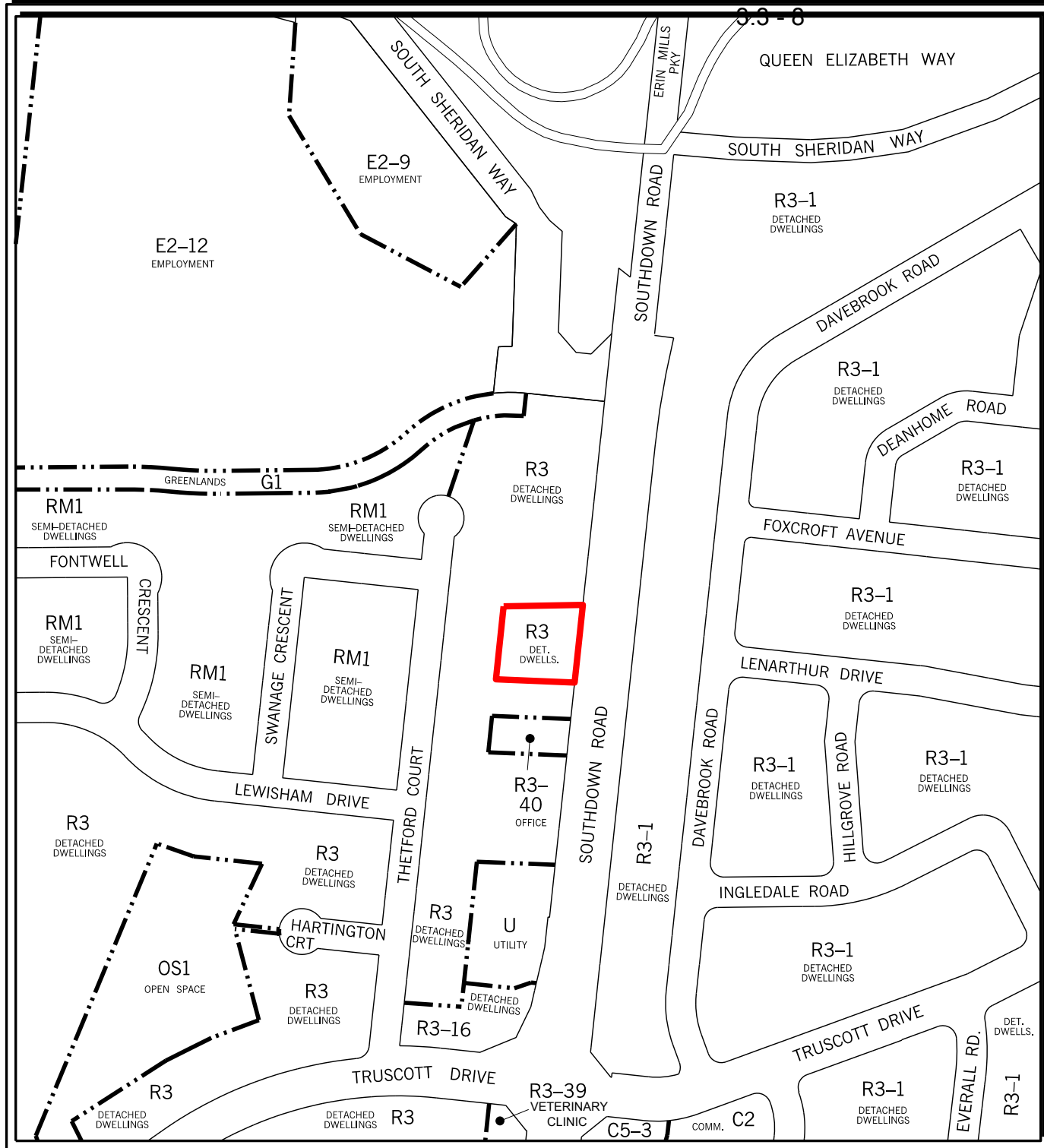
**Appendix 2**

**MISSISSAUGA**


Produced by  
T&W, Geomatics

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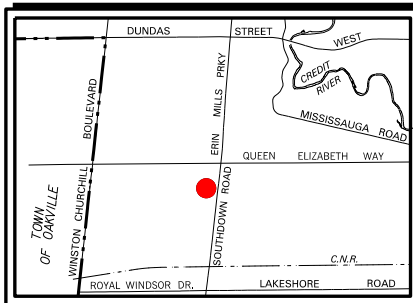


LEGEND:

 PROPOSED OFFICIAL PLAN AMENDMENT AND PROPOSED REZONING FROM 'R3' TO 'R3 - EXCEPTION' TO PERMIT A 2 STOREY OFFICE BUILDING.



SUBJECT: **JG & G HOLDINGS**



FILE NO:  
**OZ 15/010 W2**

DWG. NO:  
**15010R**

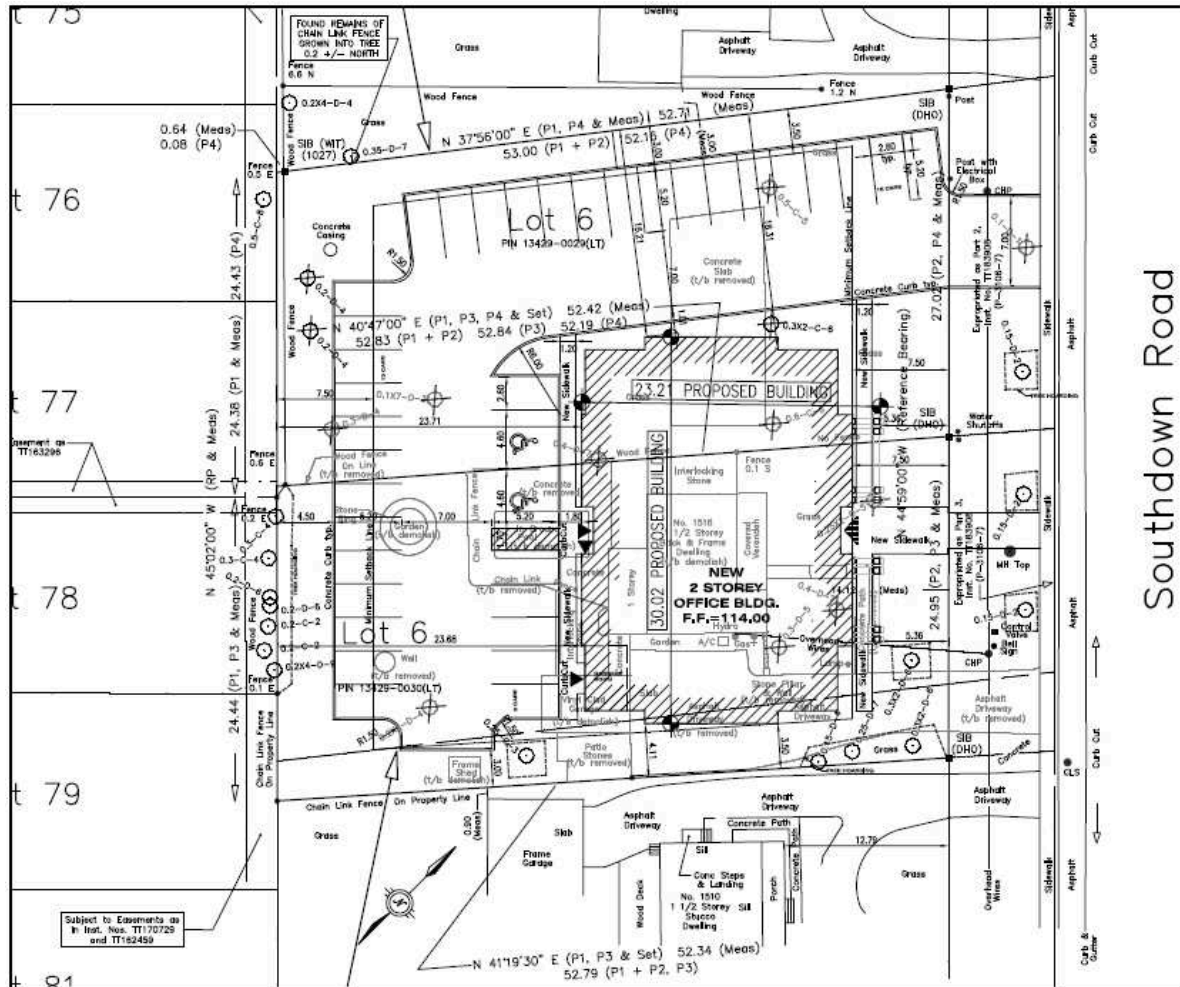
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PDC DATE:  
**2016 06 27**

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**B. KRUGER**



## Concept Plan





# Elevations



Front Elevation



North Elevation



South Elevation



Rear Elevation



JG + G Holdings Inc.

File: OZ 15/010 W2

**Agency Comments**

The following is a summary of comments from agencies and departments regarding the applications.

Agency / Comment Date	Comment
Region of Peel (January 15, 2016)	There are 3 watermain on Southdown Road, 2 of which are large diameter feeder mains. Therefore water connection will only be possible to the 400 mm (16 in.) diameter watermain on the east side of Southdown Road. An existing 250 mm (10 in.) diameter sanitary sewer is located on Southdown Road.
City Community Services Department – Parks and Forestry Division/Park Planning Section (February 19, 2016)	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 of the <i>Planning Act</i> and in accordance with the City's Policies and By-laws.
City Transportation and Works Department (March 14, 2016)	<p>This department confirmed receipt of a Functional Servicing Report, Grading/Servicing/Site Plans, Noise Feasibility Study, Transportation and Impact Study, Environmental Site Screening Questionnaire and Declaration form circulated by the Planning and Building Department.</p> <p>Notwithstanding the findings of these reports and drawings, the applicant has been requested to provide additional technical details. Development matters currently under review and consideration by the department include:</p> <ul style="list-style-type: none"> <li>• Grading, Servicing and Site Plan details</li> <li>• Functioning Servicing Report details</li> <li>• Transportation Impacts</li> <li>• Land dedication</li> </ul> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
City Community Services Department – Fire (January 11, 2016)	Fire has no concerns as emergency response time to the site and the water supply available are acceptable.
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> <ul style="list-style-type: none"> <li>• Ministry of Transportation</li> <li>• Enersource Hydro</li> <li>• Enbridge Gas</li> </ul>

**JG + G Holdings Inc.****File: OZ 15/010 W2**

Agency / Comment Date	Comment
	<ul style="list-style-type: none"><li>• Canada Post</li><li>• Economic Development</li><li>• Mississauga Transit</li></ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"><li>• Bell Canada</li><li>• Rogers Cable</li></ul>



JG &amp; G Holdings Inc.

File: OZ 15/010 W2

### Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies

#### Current Mississauga Official Plan Designation and Policies for Clarkson – Lorne Park Neighbourhood Character Area

The subject lands **Residential Low Density II** which permits only detached, semi-detached and duplex dwellings for the area west of Southdown Road. Notwithstanding the **Residential Low Density II** policies of this Plan, for the area west of Southdown Road, any lot occupied by a detached dwelling prior to May 6, 2003 will only be developed for a detached dwelling.

#### Proposed Official Plan Amendment Provisions

The lands are proposed to be designated **Residential Low Density II – Special Site** which permits offices in addition to detached dwellings.

#### Summary of Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Chapter 4 - Vision	Section 4.5	<p>Mississauga will direct growth by:</p> <ul style="list-style-type: none"> <li>• Focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities.</li> <li>• Protecting stable areas and natural and cultural heritage; and</li> <li>• Achieving balanced population and employment growth.</li> </ul> <p>Mississauga will complete communities by:</p> <ul style="list-style-type: none"> <li>• Promoting an urban form and development that supports public health and active living;</li> <li>• Ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs for residents through all stages of their lives; e.g. housing, transportation, employment, recreation, social interaction and education.</li> </ul> <p>Mississauga will foster a strong economy by:</p> <ul style="list-style-type: none"> <li>• Supporting existing and future office, industrial, institutional and commercial businesses;</li> <li>• Promoting new office development in strategic locations;</li> </ul>

JG &amp; G Holdings Inc.

File: OZ 15/010 W2

	Specific Policies	General Intent
Chapter 5 – Direct Growth	Section 5.3.5 - Neighbourhoods	<p>...Neighbourhoods are characterized as physically stable areas with a character that is to be protected. Therefore, Mississauga's Neighbourhoods are not appropriate areas for significant intensification. This does not mean that they will remain static or that new development must imitate previous development patterns, but rather that when development does occur it should be sensitive to the Neighbourhood's existing and planned character.</p> <p>5.3.5.1 Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>5.3.5.3 Where higher density uses are proposed, they should be located along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>5.3.5.5 Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this plan.</p> <p>5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p>
Chapter 9 – Build a Desirable Urban Form	Section 9.2.2 – Non-intensification Areas	<p>9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> <li>a. respect existing lotting patterns;</li> <li>b. respect the continuity of front, rear and side yard setbacks;</li> <li>c. respect the scale and character of the surrounding area;</li> <li>d. minimizing overshadowing and overlook on adjacent neighbours;</li> <li>g. be designed to respect the existing scale, massing, character and grades of the surrounding area.</li> </ul> <p>9.2.2.6 Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> <li>a. assemble small land parcels to create efficient development parcels;</li> <li>b. face the street, except where predominant development patterns dictate otherwise;</li> <li>c. not locate parking between the building and the street;</li> <li>d. site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall;</li> </ul>



JG &amp; G Holdings Inc.

File: OZ 15/010 W2

	Specific Policies	General Intent
Chapter 16 - Neighbourhoods	Section 16.5.1	16.5.1.1 Developments should be compatible with and enhance the character of Clarkson- Lorne Park as a diverse established community by integrating with the surrounding area.
Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>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;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>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.</li> </ul>

JG &amp; G Holdings Inc.

File: OZ 15/010 W2

**Summary of Existing and Proposed Zoning Provisions****Existing Zoning By-law Provisions****R3 (Detached Dwellings – Typical Lots)**, which permits detached dwellings.**Proposed Zoning Standards**

	<b>Existing and Required R3 Zoning By-law Standards</b>	<b>Proposed R3 - Exception Zoning By-law Standards</b>
Office Use	Not Permitted	Permitted
Parking Rate for Offices	N/A	3.2 spaces/100.00 m <sup>2</sup> (1,076.42 ft <sup>2</sup> ) GFA
Loading Space	N/A	No Changes
Minimum Landscaped Open Space – Front Yard	40%	No Changes
Minimum Front Yard Setback	7.5 m (24.6 ft.)	No Changes
Minimum Rear Yard Setback	7.5 m (24.6 ft.)	No Changes
Minimum Interior Side Yard Setback	1.8 m (5.9 ft.) + 0.61 m (2.0 ft.) for each additional storey or portion thereof above 1 storey	No Changes
Maximum Floor Space Index (FSI)	N/A	0.47
Maximum Building Height	10.7 m (35.1 ft.) (2 storeys)	No Changes
Minimum Landscaped Buffer	N/A	4.5 m (14.8 ft.) From rear lot line to parking area
Maximum Lot Coverage	35%	23.1%
Maximum Gross Floor Area (GFA)	N/A	1 238 m <sup>2</sup> (13, 325.7 ft <sup>2</sup> )
Net Gross Floor Area (GFA) – Non Residential (for parking calculations)	N/A	1 012 m <sup>2</sup> (10, 893.1 ft <sup>2</sup> )









City of Mississauga

# Corporate Report



Date: June 7, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:  
CD.06.MAL

Meeting date:  
2016/06/27

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 5)**

### **Malton Infill Housing Study: Potential Zoning By-law Amendments**

**File CD.06.MAL**

## Recommendation

1. That the report dated June 7, 2016, from the Commissioner of Planning and Building, titled "Malton Infill Housing Study: Potential Zoning By-law Amendments" be received for information.
2. That the Planning and Building Department report back on any public submissions received and make recommendations on potential zoning amendments for detached dwellings within the Malton Infill Housing Study Area.

## Report Summary

- This report provides background information on a review of the existing zoning standards within the Malton Infill Housing Study Area. The Planning and Building Department has also included some potential zoning amendments that would maintain neighbourhood character and address compatibility issues associated with replacement houses and additions to existing detached dwellings.
- The effect of reduced lot coverage and height provisions and the introduction of maximum gross floor area provisions, both individually and collectively are being studied among other considerations.

## Background

At the request of Ward 5 Councillor Parrish, the Planning and Building Department have undertaken an infill housing study to determine if changes are required to the Zoning By-law to address the issue of replacement housing and large additions that are significantly larger than existing homes, thereby impacting the established character of Malton neighbourhoods.

## Comments

### Replacement (Infill) Housing

Regulating replacement housing and additions through amendments to zoning by-law provisions is not new in Mississauga. Areas within the Clarkson-Lorne Park, Mineola, Streetsville, Lakeview, Port Credit and Meadowvale Village Neighbourhood Character Areas are subject to specific zoning standards that were designed to reduce incompatibility between existing houses and replacement houses and additions. In these areas, the Zoning By-law was modified to include regulations that reduce lot coverage and dwelling heights, increase side yard setbacks, restrict garage projections, impose gross floor area limits, and/or impose a maximum dwelling unit depth, in addition to the base zone standards.

### Area of the Malton Infill Housing Study

The Planning and Building Department began this study by determining which neighbourhoods in Malton were most likely to experience the greatest degree of potential incompatibility between the existing houses and replacement houses and additions. This was accomplished by comparing the existing lot sizes and zoning with the existing homes in each of the zones in Malton. Areas with smaller, predominantly one or one and a half storey detached dwellings, and generally larger lots were included. Semi-detached and townhouse dwellings were excluded from consideration since the lot sizes are typically smaller than the detached dwelling lots and are less likely to be redeveloped due to shared party walls.

Appendix 1 delineates the area of the study, and identifies the zones under consideration for the potential zoning amendments.

### Official Plan

The subject lands are located within the Malton Neighbourhood and Community Node Character Areas and are designated **Residential Low Density I and Residential Low Density II**. No changes are proposed to the Mississauga Official Plan designations.

### Existing Zoning

**R3 (Detached Dwellings)**, which permits detached dwellings on lots with minimum lot frontages of 15.0 m (49.2 ft.) and minimum lot areas of 550 m<sup>2</sup> (5,920.3 ft.<sup>2</sup>).

**R4 (Detached Dwellings)**, which permits detached dwellings on lots with minimum lot frontages of 12.0 m (39.4 ft.) and minimum lot areas of 365 m<sup>2</sup> (3,928.8 ft.<sup>2</sup>).

**R4-1 (Detached Dwellings) – Exception**, which permits detached dwellings generally in accordance with the provisions of the **R4** zone, with increased restrictions on lot coverage, and increased setbacks for the front and side yards and the front garage face.



**RM1 (Semi-Detached Dwellings)**, which permits semi-detached dwellings on lots with minimum lot frontages of 9.0 m (29.5 ft.) and minimum lot areas of 340 m<sup>2</sup> (3,659.7 ft.<sup>2</sup>), and also permits detached dwellings in compliance with **R4** zone regulations. Under this zone, only lots with detached dwellings that are located within the study area are being considered for potential zone changes. There are only nine detached dwellings in the **RM1** zone located within the Study Area.

### Potential Zoning By-law Amendments

All of the applicable detached dwelling zone regulations were examined. The zoning regulations that are most effective at addressing compatibility issues are those that control the mass of a home. Building mass consists of the width, height and depth of a building. Massing controls that have been considered in this study include:

- Reducing lot coverage
- Two different maximum gross floor area (GFA) options for each zone
- Use of an alternate definition of GFA that includes the area of an attached garage
- Decreasing maximum height of dwellings with sloped roofs and
- Utilizing combinations of the potential zone amendments

Each of the massing controls are described in greater detail below. Other massing control regulations which could be introduced include: increased front, side and rear yard setback provisions, a maximum dwelling unit depth requirement, height restrictions on dwellings with flat roofs, a maximum height to the underside of roof eaves and a restriction on garage projections.

For the purpose of assessing the impact of each potential zoning amendment, typical **R3**, **R4** and **R4-1** lots in Malton were examined. Lot sizes for the **R3** zoned lots were assumed to have a minimum lot frontage of 15.0 m (49.2 ft.), and a lot depth of 38.0 m (124.6 ft.). The **R4** and **R4-1** zoned lots were assumed to have a minimum lot frontage of 12.0 m (39.4 ft.) and a lot depth of 30.4 m (99.7 ft.). Assessment of the **R4** zone provisions also apply to the nine detached dwellings located in the **RM1** zone within the Study Area.

### Reduced Lot Coverage

Lot coverage is the percentage of the lot area that is covered by all buildings and structures, such as sheds, gazebos and detached garages. The existing **R3** and **R4-1** zones permit a maximum lot coverage of 35% and the existing **R4** zone permits a maximum lot coverage of 40%. Appendices 2, 8 and 11 demonstrate a typical two storey dwelling built to the maximum lot coverage and maximum height permitted in the **R3**, **R4** and **R4-1** zones, respectively, and compares them to the typical Malton dwellings in those zones. Appendix 3 demonstrates what these dwellings would look like if the lot coverage was reduced by 5% in the **R3** zone. Applying the lot coverage reduction to the **R4** and **R4-1** zones would have similar effects. Although lot coverage does reduce the permitted size of the dwelling, it does not address height incompatibilities and, if reduced significantly further, may not allow the construction of a one

storey addition if the existing dwelling and accessory structure(s) are at or close to the maximum lot coverage permitted.

### Maximum Gross Floor Area

Maximum gross floor area limits when combined with an alternate definition of gross floor area (**Gross Floor Area (GFA) – Infill Residential**) that includes the area of an attached garage, is a zoning regulation that has been used elsewhere in Mississauga to reduce massing. There are two options which include GFA – Infill Residential limits under consideration for each zone. The less restrictive option being considered is 190 m<sup>2</sup> (2,045.1 ft.<sup>2</sup>) plus 0.2 times the lot area for the **R3** and **R4** zones, and 150 m<sup>2</sup> (1,614.6 ft.<sup>2</sup>) plus 0.2 times the lot area for the **R4-1** zone. The more restrictive option is 150 m<sup>2</sup> (1,614.6 sq. ft.) plus 0.2 times the lot area for the **R3** and **R4** zones, and 100 m<sup>2</sup> (1,076.4 sq. ft.) plus 0.2 times the lot area for the **R4-1** zone. Rather than simply limiting the GFA at a fixed amount, these regulations acknowledge that all lots are not the same size and therefore permit the gross floor area to be relative to the size of the lot. Appendices 4 and 5 demonstrate the reduction in dwelling sizes using both GFA options in addition to the reduced lot coverage for the **R3** zone. Similar reductions in dwelling size would occur for the **R4** and **R4-1** zones.

**Table 1 – Effect of Potential Zoning Amendments on Dwelling Size** demonstrates the impact, individually and collectively, that each of the potential zoning amendments would have on the size of the dwellings in each zone.

**TABLE 1 – EFFECT OF POTENTIAL ZONING AMENDMENTS ON DWELLING SIZE**

	APPROXIMATE MAXIMUM DWELLING SIZE		
	ZONE		
POTENTIAL ZONING AMENDMENT	R3	R4	R4-1
Average Existing Dwelling in Malton	167 m <sup>2</sup> (1,800 ft. <sup>2</sup> )	139 m <sup>2</sup> (1,500 ft. <sup>2</sup> )	102 m <sup>2</sup> (1,100 ft. <sup>2</sup> )
Permitted Under Current Zoning By-law	400 m <sup>2</sup> (4,300 ft. <sup>2</sup> )	292 m <sup>2</sup> (3,100 ft. <sup>2</sup> )	255 m <sup>2</sup> (2,700 ft. <sup>2</sup> )
Reduced Lot Coverage by 5%	330 m <sup>2</sup> (3,600 ft. <sup>2</sup> )	260 m <sup>2</sup> (2,800 ft. <sup>2</sup> )	219 m <sup>2</sup> (2,400 ft. <sup>2</sup> )
Reduced Lot Coverage by 5% + Less Restrictive GFA Limit	300 m <sup>2</sup> (3,200 ft. <sup>2</sup> )	260 m <sup>2</sup> (2,800 ft. <sup>2</sup> )	219 m <sup>2</sup> (2,400 ft. <sup>2</sup> )
Reduced Lot Coverage by 5% + More Restrictive GFA Limit	260 m <sup>2</sup> (2,800 ft. <sup>2</sup> )	223 m <sup>2</sup> (2,400 ft. <sup>2</sup> )	173 m <sup>2</sup> (1,900 ft. <sup>2</sup> )

If the most restrictive zoning amendments are combined, the maximum dwelling size for the **R3** zone within the Study Area would be reduced from approximately 400 m<sup>2</sup> (4,300 ft.<sup>2</sup>) to 260 m<sup>2</sup> (2,800 ft.<sup>2</sup>), whereas 167 m<sup>2</sup> (1,800 ft.<sup>2</sup>) is typical of the existing dwellings. Similarly, the maximum dwelling size would be reduced from approximately 292 m<sup>2</sup> (3,100 ft.<sup>2</sup>) to 223 m<sup>2</sup>



(2,400 ft.<sup>2</sup>), whereas 139 m<sup>2</sup> (1,500 ft.<sup>2</sup>) is typical for the existing dwellings on lots zoned **R4**. Lastly, the maximum dwelling size for the **R4-1** zone would be reduced from approximately 255 m<sup>2</sup> (2,700 ft.<sup>2</sup>) to 173 m<sup>2</sup> (1,900 ft.<sup>2</sup>), whereas 102 m<sup>2</sup> (1,100 ft.<sup>2</sup>) is typical for the existing dwellings.

### Reduced Dwelling Heights

The **R3**, **R4** and **R4-1** zones permit a maximum height of 10.7 m (35.1 ft.) for detached dwellings, measured from average grade of the lot to the mid-point of a sloped roof. This means that the highest point of a roof can be significantly higher depending on the pitch of the roof. In the other areas of the City where Infill Housing regulations have been implemented, the maximum dwelling height is measured between the average grade of the lot and the highest ridge of a sloped roof. The maximum height in these areas is either 9.0 m (29.5 ft.) or 9.5 m (31.2 ft.) depending on the lot frontage. Appendices 6, 9 and 12 demonstrate the imposition of a 9.0 m (29.5 ft.) maximum height regulation in addition to the reduced lot coverage and most restrictive GFA limit. Appendices 7, 10 and 13 provide an alternative streetview to visually demonstrate the reduction in dwelling height.

### Detached Dwellings in the RM1 (Semi-Detached Dwellings) Zone

The existing **RM1** zone permits detached dwellings to be constructed in compliance with the **R4** zone provisions. There are nine residential properties in the Malton Infill Housing Study Area where detached dwellings currently exist within an **RM1** zone. Therefore, amendments made to the **R4** zone could also be applied to these properties to ensure that future replacement houses and additions would be subject to the same zone provisions.

### Other Potential Zone Amendments

Staff will also be considering the following zone amendments:

- Maximum height of 7.5 m (24.6 ft.) for dwellings with a flat roof
- Maximum dwelling depth of 20.0 m (65.6 ft.)
- Maximum garage projections of 2.0 m (6.56 ft.)
- Maximum height of 6.4 m (21.0 ft.) to underside of roof eaves, and
- For the **R4** zone, minimum interior side yard of 1.2 m (3.94 ft.) + 0.61 m (1.97 ft.) for each additional storey, or portion thereof, above one storey

### WHAT DID THE COMMUNITY SAY?

A community meeting was held by Ward 5 Councillor Carolyn Parrish on May 5, 2016. The majority of residents who attended this meeting expressed support for amending the existing zoning regulations to combine the most restrictive potential regulations.

Four written submissions were received, and two of the residents suggested stricter zoning regulations than those proposed by staff such as restricting the building footprint of new dwellings to 10 percent larger than the original dwelling.

## Financial Impact

Not applicable.

## Conclusion

Once public input has been received, and all issues are identified, the Planning and Building Department will be in a position to make recommendations regarding potential amendments to the Zoning By-law for the **R3, R4 and R4-1 (Detached Dwelling)** zones, and the lands zoned **RM1 (Semi-Detached Dwelling)** containing detached dwellings within the Malton Infill Housing Study Area.

## Attachments

- Appendix 1: Malton Infill Housing Study – Detached Dwellings
- Appendix 2: Maximum Dwelling Size Permitted Under the Existing R3 Residential Zone
- Appendix 3: R3 Residential Zone – Reduced Lot Coverage
- Appendix 4: R3 Residential Zone – Reduced Lot Coverage + GFA Limit #1
- Appendix 5: R3 Residential Zone – Reduced Lot Coverage + GFA Limit #2
- Appendix 6: R3 Residential Zone – Reduced Lot Coverage + GFA Limit #2 + Height Limit
- Appendix 7: R3 Residential Zone – Height Limit Elevations
- Appendix 8: Maximum Dwelling Size Permitted Under the Existing R4 Residential Zone
- Appendix 9: R4 Residential Zone – Reduced Lot Coverage + GFA Limit #2 + Height Limit
- Appendix 10: R4 Residential Zone – Height Limit Elevations
- Appendix 11: Maximum Dwelling Size Permitted Under the Existing R4-1 Residential Zone
- Appendix 12: R4-1 Residential Zone – Reduced Lot Coverage + GFA Limit #2 + Height Limit
- Appendix 13: R4-1 Residential Zone – Height Limit Elevations



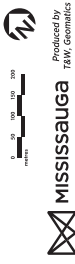
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Edward R. Sajecki,  
Commissioner of Planning and Building

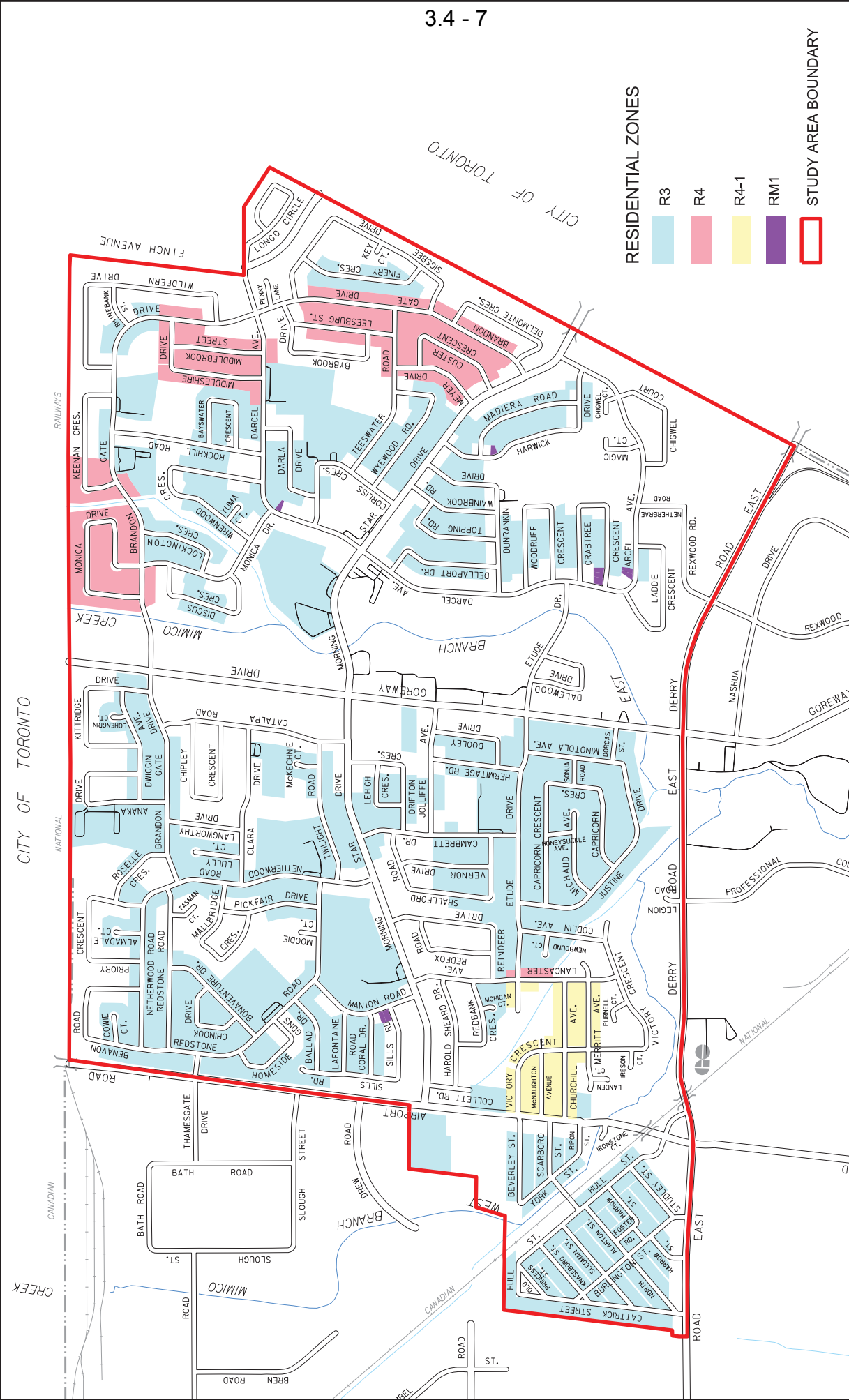
Prepared by: Jordan Lee, Development Planner



# MALTON INFILL HOUSING STUDY-DETACHED DWELLINGS

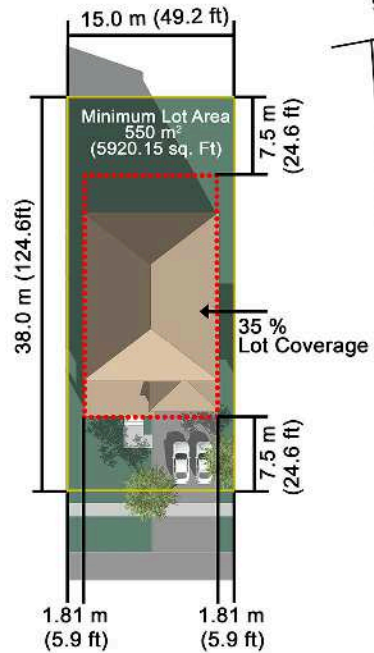


3.4 - 7



Maximum Lot Coverage 35 %

Maximum Height to Midpoint of the Roof 10.7 m (35.1 ft)



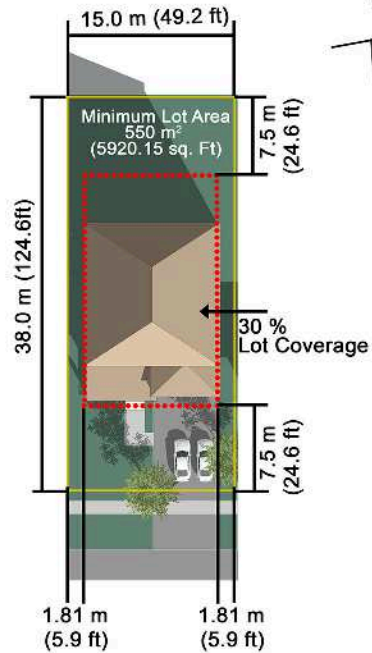
Maximum Dwelling Size (GFA):  
 - One Storey 200 m² (2153 sq.ft.)  
 - Two Storey 400 m² (4306 sq.ft.)





Maximum Lot Coverage 30 %

Maximum Height to Midpoint of the Roof 10.7 m (35.1 ft)



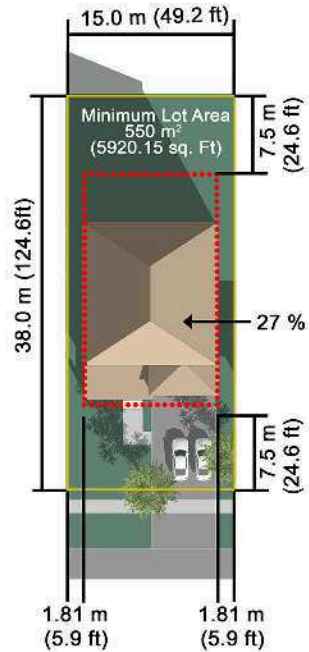
Maximum Dwelling Size (GFA):  
 - One Storey 165 m² (1776 sq.ft.)  
 - Two Storey 330 m² (3552 sq.ft.)



**Maximum Infill Gross Floor Area (GFA) = 190 m<sup>2</sup> + 0.2 Lot Area = 300 m<sup>2</sup>**

**Maximum Lot Coverage 30 %**

**Maximum Height to Midpoint  
of the Roof 10.7 m (35.1 ft)**



**Maximum Dwelling Size (GFA):**  
 - One Storey 165 m<sup>2</sup> (1776 sq.ft.)  
 - Two Storey 300 m<sup>2</sup> (3229 sq.ft.)

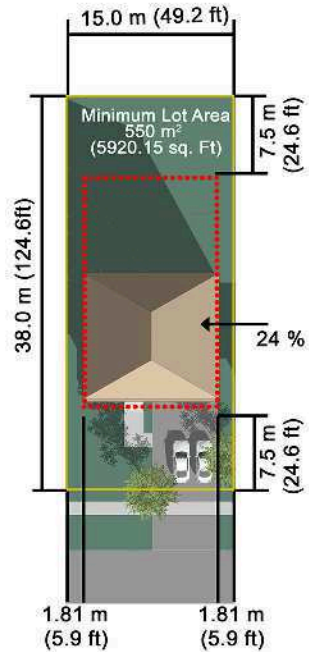




Maximum Infill Gross Floor Area  
(GFA) =  $150 \text{ m}^2 + 0.2 \text{ Lot Area}$   
=  $260 \text{ m}^2$

Maximum Lot Coverage 30 %

Maximum Height to Midpoint  
of the Roof 10.7 m (35.1 ft)



Maximum Dwelling Size (GFA):

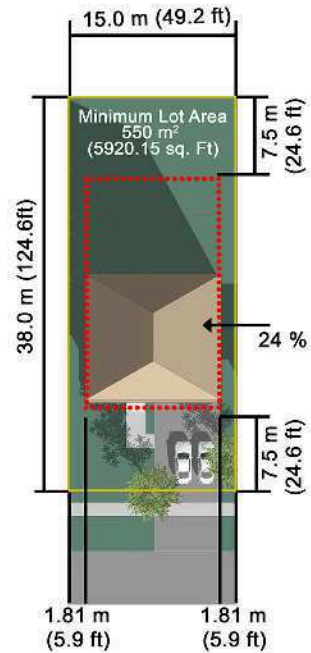
- One Storey  $165 \text{ m}^2$  (1776 sq.ft)
- Two Storey  $260 \text{ m}^2$  (2798 sq.ft)



Maximum Infill Gross Floor Area  
(GFA) =  $150 \text{ m}^2 + 0.2 \text{ Lot Area}$   
=  $260 \text{ m}^2$

Maximum Lot Coverage 30 %

Maximum Height to Ridge of  
the Roof 9.0 m (29.5 ft)



Maximum Dwelling Size (GFA):

- One Storey  $165 \text{ m}^2$  (1776 sq.ft)
- Two Storey  $260 \text{ m}^2$  (2798 sq.ft)

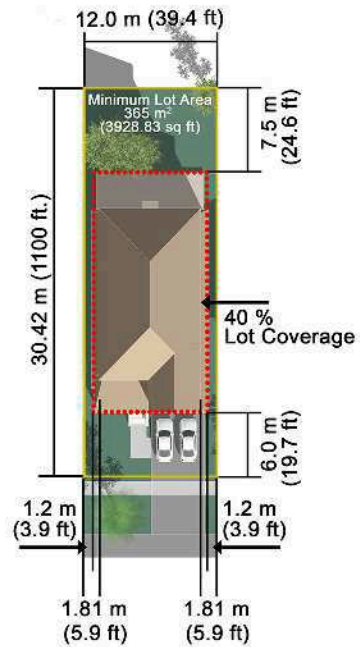






Maximum Lot Coverage 40 %

Maximum Height to Midpoint of the Roof 10.7 m (35.1 ft)



Maximum Dwelling Size (GFA):  
 - One Storey 146 m² (1571.5 sq.ft.)  
 - Two Storey 292 m² (3142 sq.ft.)





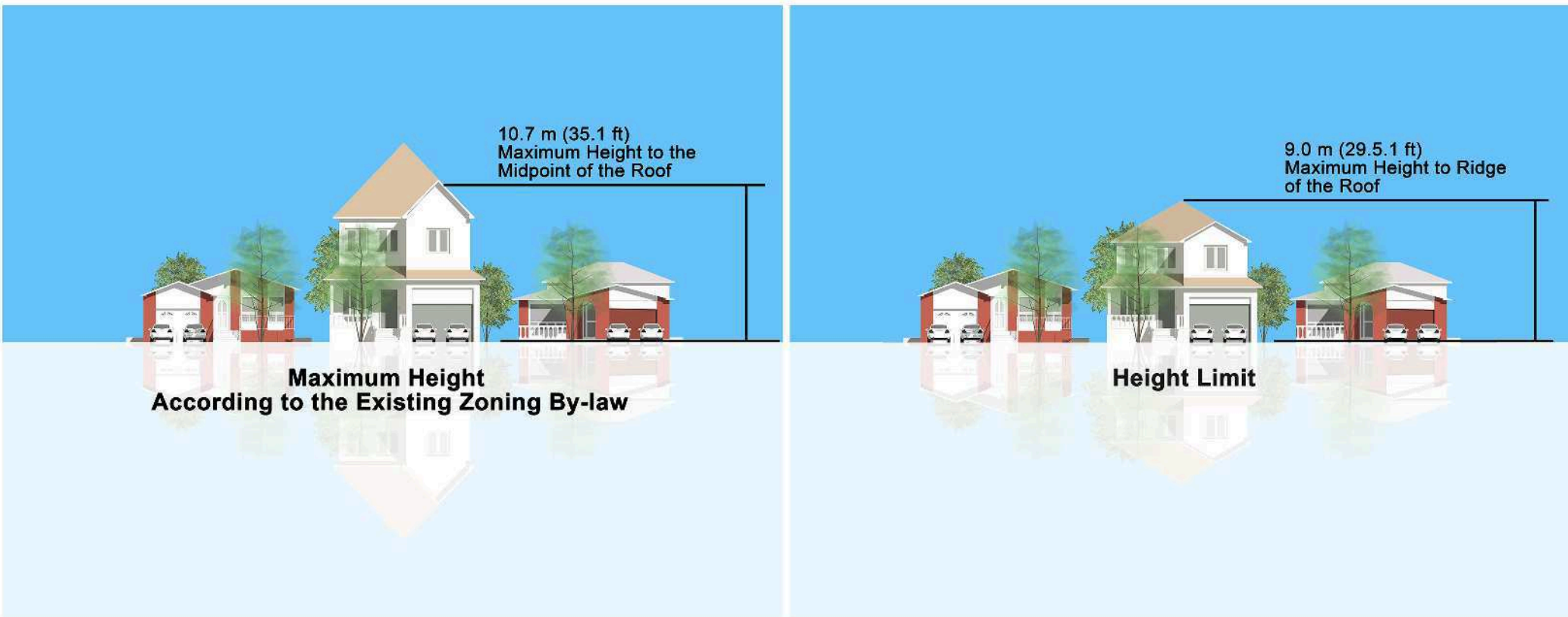
Maximum Infill Gross Floor  
Area =  $150 \text{ m}^2 + 0.2 \text{ Lot Area}$   
=  $223 \text{ m}^2$  (2400 sq. ft.)

Maximum Lot Coverage 35 %

Maximum Height to Ridge of  
the Roof 9.0 m (29.5 ft)



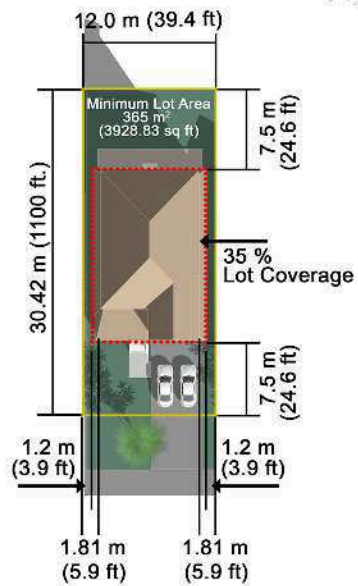
Maximum Dwelling Size (GFA):  
- One Storey  $130 \text{ m}^2$  (1399 sq.ft.)  
- Two Storey  $223 \text{ m}^2$  (2400 sq.ft.)





Maximum Lot Coverage 35 %

Maximum Height to Midpoint of the Roof 10.7 m (35.1 ft)



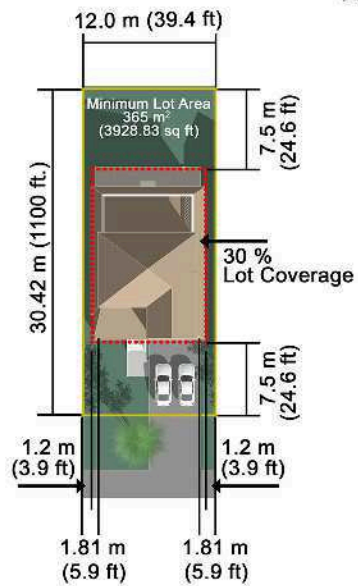
Maximum Dwelling Size (GFA):  
 - One Storey 127.5 m² (1372.5 sq.ft.)  
 - Two Storey 255 m² (2745 sq.ft.)



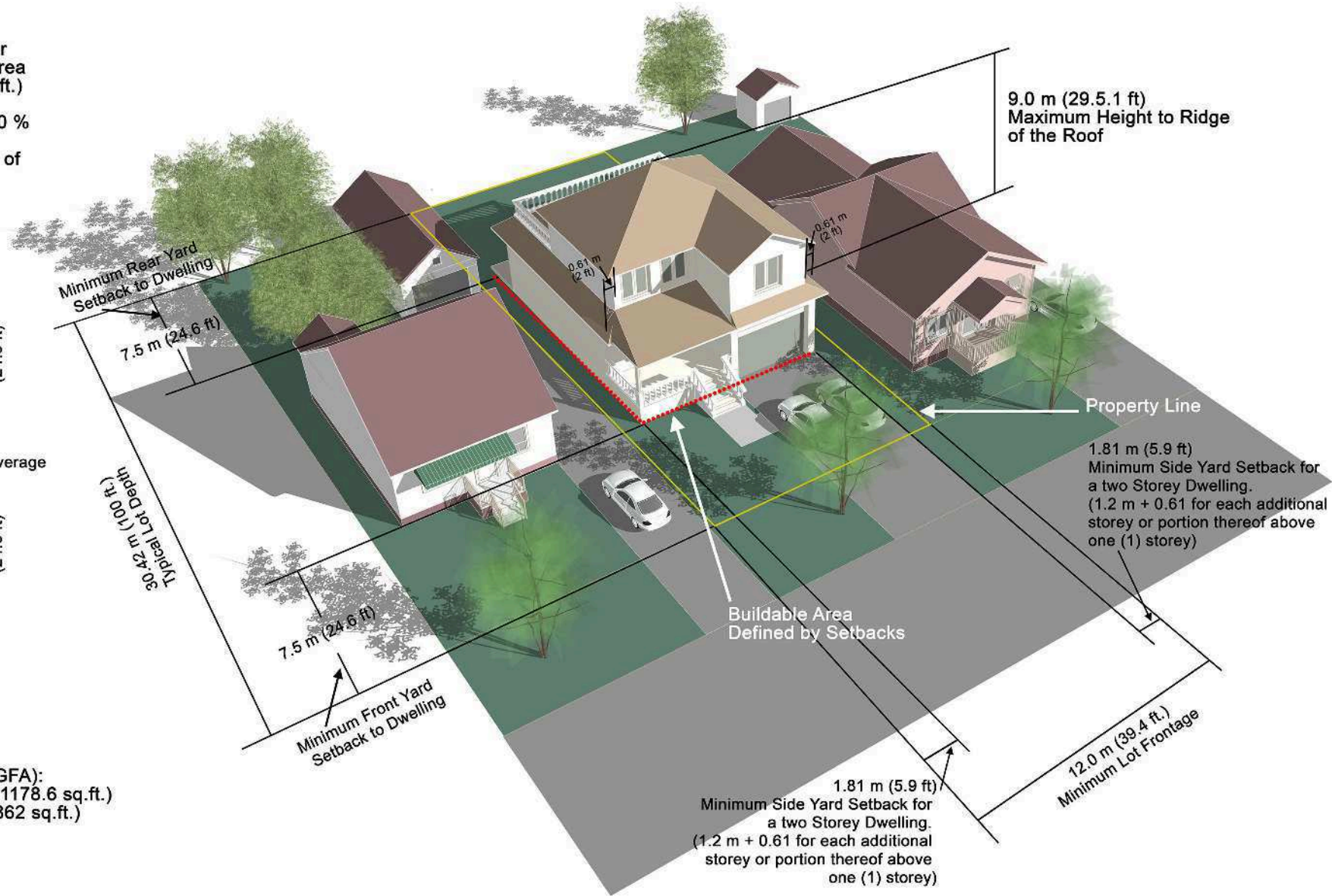
Maximum Infill Gross Floor  
Area =  $100 \text{ m}^2 + 0.2 \text{ Lot Area}$   
=  $173 \text{ m}^2$  (2400 sq. ft.)

Maximum Lot Coverage 30 %

Maximum Height to Ridge of  
the Roof 9.0 m (29.5.1 ft)



Maximum Dwelling Size (GFA):  
- One Storey  $109.5 \text{ m}^2$  (1178.6 sq.ft.)  
- Two Storey  $173 \text{ m}^2$  (1862 sq.ft.)







City of Mississauga

# Corporate Report



Date: 2016/06/07

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:  
CD.04-POR

Meeting date:  
2016/06/27

## Subject

**Report On Comments (Ward 1)**

**Port Credit GO Station Southeast Area Master Plan**

**Implementation – Proposed Changes To Mississauga Official Plan**

**File: CD.04-POR**

## Recommendation

That the amendments to Mississauga Official Plan proposed in the report titled “Report on Comments (Ward 1) Port Credit GO Station Southeast Area Master Plan Implementation – Proposed Changes To Mississauga Official Plan ” dated June 7, 2016, from the Commissioner of Planning and Building, be approved.

## Report Highlights

- A public meeting was held on February 1, 2016 to hear comments regarding the proposed amendment to Mississauga Official Plan to implement the findings of the Port Credit GO Station Southeast Area Master Plan.
- The proposed amendment allows for intensification on lands generally located between the Port Credit GO Station and the future Hurontario/Main Light Rail Transit Station.
- Through the circulation of the proposed amendment to agencies and departments, along with the public consultation process, a number of comments were provided, reviewed and proposed modifications recommended, where appropriate.
- As per Council direction, City staff continue to dialogue with Metrolinx on issues related to the size of the parking structure, and City review of development proposals for the Port Credit GO station southeast parking lot.



## Background

On October 26, 2015, the Planning and Development Committee considered the report titled “Port Credit GO Station Southeast Area Master Plan Study” and approved that planning staff be directed to prepare an amendment to Mississauga Official Plan and the Port Credit Local Area Plan, amongst four other recommendations (Appendix 1).

On February 1, 2016, a public meeting of the Planning and Development Committee was held to consider proposed revised policies intended to implement the Port Credit GO Station Master Plan (Appendix 2). Submissions were received at the public meeting and staff were directed to report back. In addition, the draft policies were circulated to departments and agencies for comment.

The purpose of this staff report is to provide a summary of comments received from agencies, departments and the public, and to recommend modifications to the draft policies.

As identified in the October 26, 2015 staff report, the City has concerns regarding the size of the proposed parking structure. Additionally, in order to ensure development proposals are responsive to the Master Plan, the City has requested involvement in the review of development proposals for the GO parking lot. Metrolinx has advised that they have commenced an update on the need for parking and have suggested face-to-face meetings to review potential options for the City’s role in the review of development proposals (Appendix 3). City and Metrolinx staff continue to discuss these and other issues (e.g. use of lawn bowling lands for interim parking, transfer of Queen Street East road allowance) and will report back on these matters in the future.

## Comments

The proposed Official Plan Amendment is intended to allow for appropriate intensification in the area and is based upon the findings of the Master Plan. Through the circulation and public consultation process a number of questions/concerns were raised and modifications suggested which have been summarized and discussed (Appendix 4). Where modifications are recommended deletions are shown as “~~strikeouts~~” and additions are “in italics and underlined”.

A summary of the proposed policies illustrating the recommended modifications to those presented at the February 1, 2016 Public Meeting has been prepared (Appendix 5). The revised proposed Official Plan Amendment has been prepared (Appendix 6).

### Department and Agency Comments:

In general, modifications from departments and agencies are intended to provide greater clarity and consistency in language; however, two new policies have been added and are discussed below:

- **Heritage:** At the request of the Community Services Department, a new policy has been added to reinforce the importance of heritage resources in the area and to help ensure heritage issues are considered early in the development approval process.
- **Affordable Housing:** At the request of the Region of Peel and the Mississauga Planning and Building Department a new policy has been added to reinforce the importance of affordable housing and to ensure through the development approval process that affordable housing initiatives are considered. The City is currently preparing an Affordable Housing Program which will provide further direction.

#### Public Comments:

The following comments were made by the public and are also included in Appendix 4:

- **Public input:** More public discussion on the master plan and proposed policies are required. City staff note that preparation of the Master Plan included public consultation, and the Official Plan Amendment included a statutory public meeting. Further, any rezonings associated with development will include a public process including a public meeting.
- **Connections & Funding For Bridge:** A pedestrian bridge across the Credit River was supported and bonus zoning or development charges used to pay for its construction should be contemplated. City staff are investigating the opportunity of accessing the Metrolinx Mobility Hub Active Transportation Fund for potential crossing of the Credit River, and that the Lakeshore Road Transportation Master Plan will be examining the need and justification of any additional crossings of the Credit River.
- **Parking Structure Size:** Concern about the size of the parking structure and increase in free parking being contrary to the goal of supporting transit. City Council has also raised this issue and passed a resolution requesting Metrolinx to consider a smaller parking structure. Metrolinx has advised they are examining the issue but have not finalized the study. City staff note that Metrolinx has responsibility and jurisdiction over parking for GO Stations and will continue to discuss this matter with them.
- **Density, Built Form & Design:** Concern about the prospect of impermeability on the ground level, wall effect of the parking structure, and high rises above the parking structure. City staff note a number of objectives (e.g. large parking structure, LRT station, future regional express rail, transit oriented development) are required on a relatively small site which results in a very compact built form. The subject lands, given proximity to higher order transit, are intended to be the focal point of the hub with the greatest heights and densities. A draft policy is included that encourages full block buildings to provide connections and provide variation in the façade to break up the massing. There is the opportunity to advocate for design excellence through City



involvement in Metrolinx's process of redeveloping their parking lot. City staff will continue to discuss these issues with Metrolinx.

- **Maintain Context (Green Space):** Concerns were raised about the future development of the former lawn bowling site and it was suggested these lands should be preserved as a park, remain public, contribute to the liveability of the area and be surrounded by development which enhances this role. One resident believes the lands were a gift from the Town of Port Credit to the City at the time of amalgamation that should be preserved. City staff note that the City acquired the lands when it rebuilt the lawn bowling facility as part of the Carmen Corbasson Community Centre. The site is designated Mixed Use in Mississauga Official Plan and the proposed amendment does not change the designation. Mixed Use permits a range of uses including parkland and community gardens and therefore does not preclude the use of the site as green space. The designation provides the City with greater flexibility and opportunities in the future should it wish to consider using a portion or all of the site (potentially in conjunction with adjacent lands) to achieve City goals such as additional employment or affordable housing. Given City ownership and control of the lands, any long term redevelopment would undergo appropriate review to ensure it contributes to liveability and enhances the area. As an interim use the City is discussing with Metrolinx the use of these lands for replacement parking during construction of the parking structure.
- **Economic Development:** It is important to ensure office development happens and that proposed development provides both an appropriate built form (e.g. height) and an appropriate built function (e.g. mixed uses). City staff note that the proposed policy includes requirements for a minimum amount of space for non-residential uses and includes incentives which allow an additional two storeys along Hurontario Street if occupied by office uses. City input into the RFP evaluation may also provide an opportunity to emphasize the importance of office space.
- **Oversight:** Concern about making the Master Plan “stick” once developers are selected. City staff note, Plan policy creates the vision and general criteria for evaluating new development. Development applications will be required to undergo further detailed review (e.g. zoning by-law and site plan approval processes) which will consider how the proposal addresses the Master Plan, along with other relevant policies, regulations, and guidelines. City involvement in the RFP process may also assist in ensuring proposed development is responsive to the Master Plan.
- **Expropriation:** A question was asked whether expropriation of private land in order to implement the Master Plan would occur. Expropriation is not required. The area can evolve over time. Existing regulations, policies and guidelines will mitigate impacts of new development (e.g. require sun shadow studies). Intensification in the area will cause disruptions (traffic, construction, etc.) however, these disruptions will be temporary and the City has some ability to manage them (e.g. noise by-law).

- **Alternative Parking Locations:** Does the Master Plan nullify the idea of adding a second level of parking to the existing GO station parking lot on the north side of the railway? Staff note the previous Port Credit Mobility Hub study (2011) concluded that the north site had a number of constraints (e.g. Mary Fix Creek) and was the most expensive option. The southeast parking lot was the recommended location and formed a base assumption used in the preparation of the GO Station Master Plan and OPA. Staff are not aware of any future plans for a parking structure on the north side of the railway, but expect Metrolinx would contact the City if they had new plans.
- **Incentives:** A comment was made that the construction of commercial and retail spaces are difficult to finance and that investment should be incentivized. Staff concur with this comment and note the draft policy includes incentives (i.e. maximum permitted height along Hurontario Street may be exceeded by one storey for every storey of additional office use up to a maximum of two storeys, and there is the potential to reduce parking standards).

## Financial Impact

Not applicable.

## Conclusion

The proposed Official Plan amendment should be approved as it meets the overall intent, goals, objectives and policies of the Official Plan and implements the recommendations of the Port Credit GO Station Southeast Area Master Plan. Discussions continue between Metrolinx and the City on issues pertaining to the size of the GO station parking structure and City involvement in the review of development proposals.

## Attachments

Appendix 1: October 26, 2015 Planning and Development approved recommendations

Appendix 2: February 1, 2016 Planning and Development Public Meeting Report

Appendix 3: December 22, 2015 letter from Metrolinx

Appendix 4: Response to Comments Table

Appendix 5: Revisions To Proposed Policies Presented At February 1, 2016 Public Meeting

Appendix 6: Draft Proposed Official Plan Amendment



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Paul Stewart, Planner



The following PDC Recommendations were approved at the Planning and Development Committee Meeting held on October 26, 2015, and subsequently adopted by Council at its meeting held on October 28, 2015 via Resolution 0253-2015:

**PDC-0065-2015**

1. That the report entitled “Port Credit GO Station Southeast Area Master Plan Study”, dated October 2, 2015 from the Commissioner of Planning and Building, be endorsed; and
2. That planning staff be directed to prepare an Official Plan Amendment to Mississauga Official Plan and the Port Credit Local Area Plan that implements the Port Credit GO Station Southeast Area Master Plan Study.
3. That realty services staff be directed to initiate the process of declaring the City owned closed Queen Street East road allowance lands surplus for the purposes of negotiating the transfer of these lands to Metrolinx in support of the redevelopment of the Port Credit GO station southeast parking lot.
4. That the Planning and Building Department advise Metrolinx of City Council’s request that staff be formally included in the review of redevelopment proposals for the Port Credit GO station southeast parking lot.
5. That the Planning and Building Department advise Metrolinx of City Council’s request that a smaller parking structure be considered at the Port Credit GO Station in order to promote active transportation and transit usage.

File: CD.04-POR

City of Mississauga

# Corporate Report



<p>Date: January 12, 2016</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Originator's files:</p> <p>CD.04-POR</p> <hr/> <p>Meeting date:</p> <p>2016/02/01</p>
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## Subject

### **PUBLIC MEETING**

Port Credit GO Station Southeast Area Master Plan Implementation - Proposed Changes To Mississauga Official Plan

## Recommendation

1. That the submissions made at the Planning and Development Committee Public Meeting held on February 1, 2016, regarding the report titled "Port Credit GO Station Southeast Area Master Plan Implementation - Proposed Changes To Mississauga Official Plan - Public Meeting" dated January 12, 2016, from the Commissioner of Planning and Building, be received.
2. That staff report back to Planning and Development Committee on the submissions made from the public, and comments made from circulated departments and agencies, regarding the proposed changes to Mississauga Official Plan to implement the Port Credit GO Station Southeast Area Master Plan.

## Report Highlights

- The City is proposing changes to Mississauga Official Plan policies for the Port Credit Local Area Plan to allow for intensification on lands generally located between the Port Credit GO Station and the future Hurontario/Main Light Rail Transit station.
- The changes implement the findings of the Port Credit GO Station Southeast Area Master Plan and provide direction on built form, land use and height.
- A statutory public meeting is a requirement under the *Planning Act* and represents the next step in the process of amending the Official Plan to incorporate the findings of the Master Plan.



## Background

On October 28, 2015, Council considered the report titled Port Credit GO Station Southeast Area Master Plan Study (see Appendix 1) and approved a number of recommendations including that planning staff be directed to prepare an Official Plan Amendment to Mississauga Official Plan and the Port Credit Local Area Plan that implements the Port Credit GO Station Southeast Area Master Plan Study.

The proposed amendment will affect 12 separate parcels totalling approximately 5 acres (2.0 hectares). These lands are generally located between the Port Credit GO Station and the future Hurontario/Main Light Rail Transit station and are identified as Special Site 12 in the Local Area Plan (see Figure 1).

These lands include the GO Station southeast parking lot which Metrolinx plans to redevelop with a new garage and mixed-use transit oriented development.

The purpose of this report, and associated public meeting, is to provide information and seek comments from the community on the proposed changes. Additional information on the Master Plan and supporting documents can be viewed at:

<http://www.mississauga.ca/portal/residents/pcgomasterplan>.

A statutory public meeting is a requirement under the *Planning Act* and represents the next step in the process of amending the Official Plan. In addition to the public meeting, the proposed changes have been circulated to various departments and agencies for comment.

## Comments

The proposed changes are intended to allow for appropriate intensification in the area. The new policy ensures the findings of the completed Master Plan are implemented and adequate guidance is provided on matters of critical importance, such as built form, land use (e.g. required employment uses), and height.

The proposed amendment does not change any land use designations. The subject lands are currently designated either Mixed Use or Utility (see Figure 2).



Figure 1: Subject Lands / Master Plan Area – east of Hurontario Street, south of the CN Railway, west of Helene Street and North of High Street

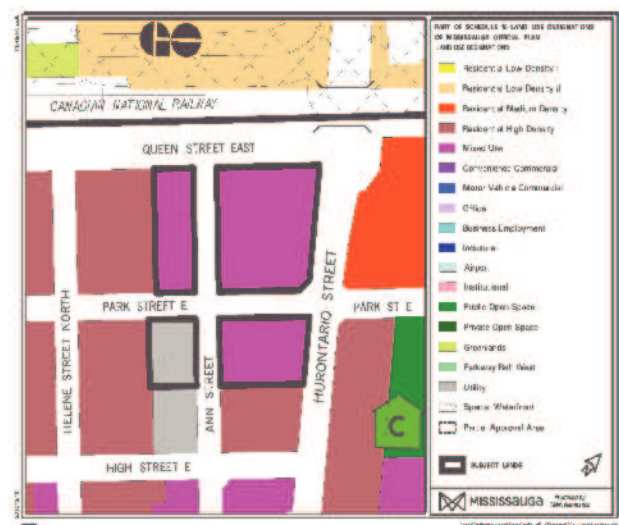


Figure 2: Official Plan Designations

The Mixed Use designation permits a range of uses including residential and employment. The Utility designation permits uses including telecommunication facility (site is currently owned by Bell) along with parking and accessory uses.

A general overview of the changes and rationale are provided in the table below. A specific comparison between current and proposed policies is provided in Appendix 2.

<b>Table 1 - Summary And Rationale For Proposed Major Changes To Mississauga Official Plan Policies</b>	
<b>Proposed Change</b>	<b>Rationale</b>
Delete desirable Urban Form policy 10.2.2.3 which requires a detailed land use study to verify appropriate heights in the vicinity of the GO Station and replace it with a policy that states the Port Credit GO Station Southeast Area Master Plan is to be used in the review of development applications.	The policy is redundant as a detailed study has been complete and adopted by Council. The proposed policy states the adopted master plan is to be used in the review of development applications. As the master plan provides clear direction while allowing for some flexibility and creativity, this policy is an appropriate implementation approach.
Delete Special Site policy 13.1.12 which outlines matters that had to be addressed by a master plan for lands in the vicinity of the GO Station and replace these with policies that provide direction on built form and land uses as recommended in the Port Credit GO Station Southeast Area Master Plan.	The policy is redundant as a detailed study has been complete and adopted by Council. The proposed policy provides appropriate direction on key matters including: <ul style="list-style-type: none"> <li>- Variation in height, separation distances between buildings, size of floor plates</li> <li>- Design of parking structures</li> <li>- Amount of required non-residential gross floor area and mix of uses</li> <li>- Achieving transit supportive design including reduced parking standards, and integration of modes of travel.</li> </ul>
Delete the requirement of Schedule 2B Port Credit Community Node Height Limits, for further study and amend the height limit on lands fronting Hurontario Street from either 2 to 3 or 2 to 6 storeys to 2 to 8 storeys with appropriate setbacks. Additionally, add a provision that the maximum height may be increased to 10 storeys to accommodate additional office space.	The width of Hurontario Street, including LRT station, and public realm (public walkway, landscaping, etc.) is sufficient to accommodate additional height without adversely impacting the surrounding lands.



**Next Steps:**

The following are the next steps that need to be undertaken:

- Respond to any questions from the public and stakeholders regarding the proposed policies.
- Continue discussions with Metrolinx regarding Council's requests for City involvement in the review of development proposals and development of a smaller parking structure.
- A report on comments will be prepared for consideration by the Planning and Development Committee, which will address comments received from the public and from the circulation of the Draft policies.
- Metrolinx and City staff will confirm issues such as application fees, cash-in-lieu of parkland and any potential future community benefits, such as funds for public art, as part of any Section 37 (Bonus Zoning) Agreement.
- Staff will review the current zoning for lands designated Mixed Use along Ann Street in order to determine appropriate changes necessary to permit additional commercial uses in the existing buildings.
- Staff will review detail site design and development applications upon submission by applicant.

**Financial Impact**

Not applicable.

**Conclusion**

The proposed amendment to Mississauga Official Plan for the Port Credit Local Area implements the findings from the Port Credit GO Station Southeast Area Master Plan. The public meeting provides members of the community the opportunity to provide comments on the proposed changes. A report on comments will be brought back to Planning and Development Committee for final consideration.

**Attachments**

Appendix 1: PDC Corporate Report October 2, 2015

Appendix 2: Current and Proposed (Amended) Policies




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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Paul Stewart, Planner

# City of Mississauga

## Corporate Report



<p>Date: October 2, 2015</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Originator's files:</p> <p>CD.04-POR</p> <hr/> <p>Meeting date:</p> <p>10/26/2015</p>
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### Subject

Port Credit GO Station Southeast Area Master Plan Study

### Recommendation

1. That the report entitled "Port Credit GO Station Southeast Area Master Plan Study", dated October 2, 2015 from the Commissioner of Planning and Building, be endorsed; and
2. That planning staff be directed to prepare an Official Plan Amendment to Mississauga Official Plan and the Port Credit Local Area Plan that implements the Port Credit GO Station Southeast Area Master Plan Study.
3. That realty services staff be directed to initiate the process of declaring the City owned closed Queen Street East road allowance lands surplus for the purposes of negotiating the transfer of these lands to Metrolinx in support of the redevelopment of the Port Credit GO station southeast parking lot.
4. That the Planning and Building Department advise Metrolinx of City Council's request that staff be formally included in the review of redevelopment proposals for the Port Credit GO station southeast parking lot.
5. That the Planning and Building Department advise Metrolinx of City Council's request that a smaller parking structure be considered at the Port Credit GO Station in order to promote active transportation and transit usage.

### Report Highlights

- Metrolinx is interested in redeveloping property within Special Site 12 (lands identified in the Port Credit Local Area Plan) for a new parking structure and mixed-use transit oriented development on their southeast parking lot.
- Plan Policy stipulates a comprehensive master plan is required before future redevelopment of Special Site 12. Further, the City must be satisfied the master



plan effectively addresses, among other matters, land use, built form, transportation and heritage.

- Metrolinx engaged IBI Consulting to complete a draft master plan including a public engagement program.
- The proposed Master Plan envisions a vibrant, pedestrian friendly and cohesive area with improved transit facilities and services, a concentrated mix of uses and activities, an engaging and attractive public realm, a minimized ecological foot print, and design excellence.
- The master plan recommendations satisfy the policies of the Port Credit Local Area Plan. The recommendations establish a planning framework to guide future redevelopment of this area and to ensure the built form, land use, heritage and transportation issues are appropriately managed.
- Additional issues and initiatives outside of the master plan, which may have bearing on the effectiveness of the Mobility Hub have been identified including: a pedestrian/cycling bridge over the Credit River and potential reduction in the overall amount of new GO Transit parking.

## Background

The redevelopment of the Port Credit GO Station plays an important role in building a City where transit underpins an environmentally responsible, inclusive, vibrant and successful community. As such, under Special Site 12 (see Appendix 1) of the Port Credit Local Area Plan, detailed planning for the site is required. Specifically, plan policy stipulates a comprehensive Master Plan be prepared to ensure a successful transformation of the site to support a mobility hub, addressing, among other matters, land use, built form, transportation and heritage.

### The Proposed Redevelopment

The Port Credit Mobility Hub Study completed in 2011 examined the opportunity for accommodating additional parking and mixed-use transit supportive development on their lands. Subsequently, Metrolinx approached the City of Mississauga in 2014 with respect to their interest in building a new 800 space parking structure (representing a new increase of 400 parking spaces) and mixed-use transit oriented development on their southeast parking lot. Metrolinx also proposed to consolidate the closed portion of the Queen Street East road which they currently lease from the City to support the redevelopment.



**Figure 1: Master Plan Area**

### Preparation Of Master Plan:

The Master Plan applies to lands shown in Figure 1. The Master Plan covers 12 separate parcels totaling approximately 2 hectares (5 acres), including both private and publicly owned land. This generally includes all of the land south of the Port Credit GO Station, west of Hurontario Street, south of the C.N. railway, east of Helene Street and north of High Street.

Metrolinx, with assistance from the City staff, retained IBI Group to prepare the Port Credit GO Station Southeast Area Master Plan. Preparation of the plan involved research and analysis which informed specific recommendations for managing change and redevelopment in the area.

A comprehensive consultation program supported the planning process including the establishment of a website: [www.mississauga.ca/portal/residents/pcgomasterplan](http://www.mississauga.ca/portal/residents/pcgomasterplan), an Advisory Panel, and using various public engagement opportunities. Each of these tactics were designed to solicit a broad range of input from all stakeholders including adjacent land owners, the general public, and advisory and external groups, including:

- Four Advisory Panel meetings;
- One Public Open House;
- One Urban Design Panel meeting;
- Notices were placed in the newspaper regarding initiation of the study and the public open house;
- Individual meetings with landowners; and
- Departmental and Agency discussions.

The Master Plan made a number of policy and guideline recommendations regarding built form and land use, illustrated in Figure 2, including:

- The GO Station southeast parking lot (Block1) could potentially accommodate two towers (up to 22 storeys in height). Most likely the towers would be residential, although if opportunity arises one tower could incorporate office uses within a 19 storey building. The site could also accommodate a minimum 2,800 sq. m. / 30,140 sq. ft. of employment generating space. Depending on market opportunities and success of proposed incentives, the amount of employment space could increase on the site. In addition to parking required for the mixed-use transit oriented development an 800 space parking structure (net increase of 400 spaces) for GO Transit users is to be accommodated on the site.
- The remaining lands designated mixed-use (Blocks 2 and 4) also have potential to accommodate additional development. Depending on issues such as heritage and property consolidation, an additional two towers containing a mix of residential and employment generating uses could be accommodated. Towers that are illustrated at 10 storeys and 18 storeys reflect size and configuration of properties, and

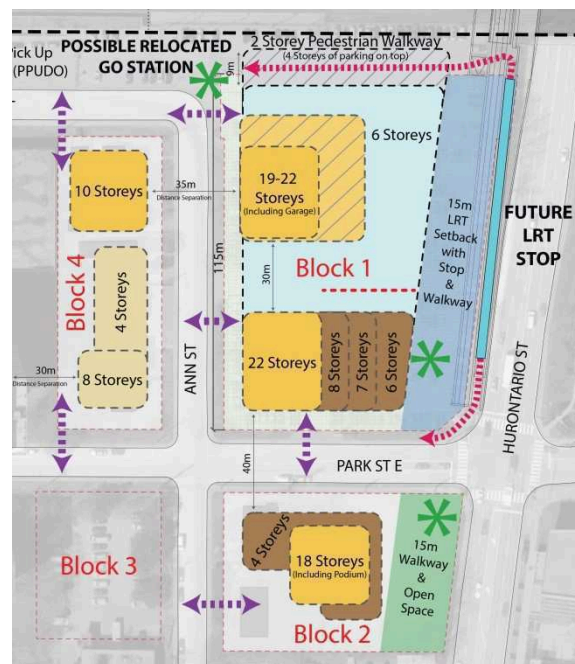


Figure 2: Potential Development/ Built Form (IBI)



further review is required to confirm whether or not the blocks can physically accommodate buildings up to 22 storeys. The Bell Parking lot which is currently designated Utility (Block 3) would require an Official Plan Amendment (OPA) to redevelop which would allow the proposal to be examined in detail.

## Comments

The Master Plan is an important document which forms the basis for future planning and evaluation of development applications in the vicinity of the Port Credit GO Transit station. Due to the size of the Master Plan it has not been attached but can be viewed at the following link: [http://www7.mississauga.ca/documents/pb/main/2015/Port Credit GO Station Area Master Plan.pdf](http://www7.mississauga.ca/documents/pb/main/2015/Port_Credit_GO_Station_Area_Master_Plan.pdf) The stated vision for the Master Plan area is:

- To create a vibrant, pedestrian friendly and cohesive area with improved transit facilities and services, seamless integration of modes of travel, a concentrated mix of uses and activities, an engaging and attractive public realm, a minimized ecological footprint, and design excellence;
- To build upon the success of Port Credit as a transit-supportive community. The Master Plan envisions development that respects and complements the character of the surrounding area; and
- To set a precedent for community planning where transportation, intensified land use and urban design are integrated in a sustainable manner to support a thriving Mobility Hub in Port Credit.

Overall, the Master Plan satisfies the Local Area Plan policy objectives. The following comments outline staff's rationale for supporting the Master Plan specifically as it relates to the following policy considerations:

- Built Form;
- Redevelopment of GO Parking Lot;
- Parking Structure Design;
- Employment; and
- Traffic Management.

### Is The Envisioned Redevelopment Appropriate?

The massing of buildings and structures is greater within the Master Plan area than elsewhere in the Port Credit Community Node; however, as illustrated in Figure 3 it is appropriate given:

- this mixed-use area represents the focal point of the Port Credit mobility hub, and is intended to have the



**Figure 3: Conceptual Bird's Eye 3-D Modelling – West View Across Hurontario Street (IBI)**

greatest heights, densities as well as a mix of uses;

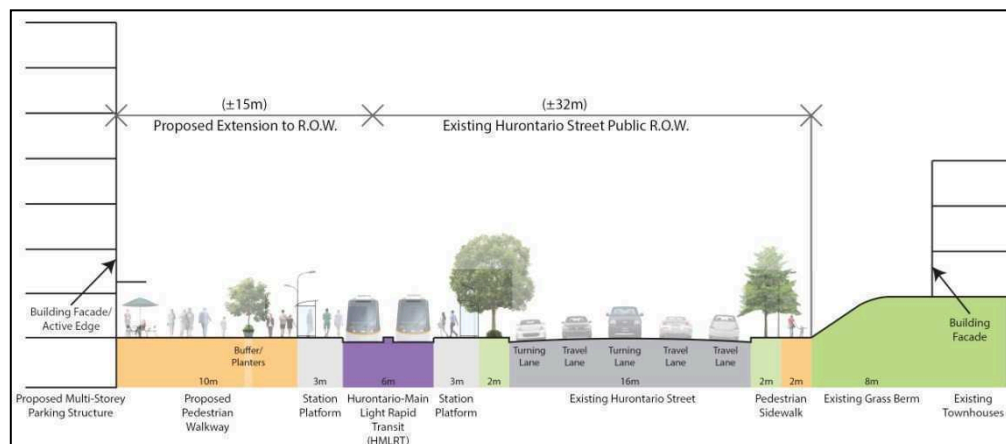
- the site is required to fulfill a number of objectives which impact built form, including accommodating a parking structure, Hurontario/Main Light Rail Transit (HMLRT) station and associated public realm, providing a connection between the HMLRT and GO Station, preserving land for future improvements to accommodate Regional Express Rail, and accommodating transit oriented development; and
- the context supports the envisioned redevelopment (e.g. railway and parking lot to the north act as a buffer; parking garage is a good use of land in immediate vicinity of railway, width of Hurontario Street and public realm support building heights).

### Is The Built Form Appropriate?

Built form policies and guidelines provide direction on height and building mass for the area. A maximum height of 22 storeys is proposed, with the exception of Hurontario frontage. This is consistent with the maximum height identified in the Local Area Plan. A maximum height along Hurontario Street frontage of 8 storeys is proposed. This is supportable based on the width of the street (see Figure 4).

Stepbacks to reinforce the transition between taller elements on the site and existing lower density development to the east (townhouses and mid-rise buildings) are also recommended. The Master Plan also makes provisions for respecting and integrating local heritage resources into the redevelopment. The built form will be reviewed in greater detail through the development approval process.

Is The



**Figure 4: Width And Potential Interface Across Hurontario Street (IBI)**

### Proposed Number of GO Transit Parking Spaces Appropriate?

It is clear that there is a need for more parking currently and in the future at the Port Credit GO Station. Metrolinx, an agency of the Government of Ontario, has the responsibility for determining an appropriate amount of parking for the site and have jurisdiction on transit facilities and supporting infrastructure. However, concern has been expressed from the public and City departments as to the necessity of having an 800 space parking structure (representing a new increase of 400 spaces) for GO Transit. Such a substantive addition in parking appears to be contrary to creating a transit supportive environment in the area. It is recommended that a more ambitious approach to strategic parking management be considered



which could result in a reduced number of spaces and smaller parking structure at the Port Credit GO Station, and promote active transportation and transit.

### Is The Design Of The Parking Structure Appropriate?

The Master Plan provides appropriate guidelines related to built form and design to guide the development of the parking structure. For the portions of the parking structure which cannot incorporate other uses (e.g. office, residential), the Master Plan requires the structure make a positive contribution to the streetscape.

Figure 5 and 6 provide additional examples of parking structures in Indianapolis and Cardiff which have been well designed and visually interesting. These parking structures serve as examples of how a typically utilitarian structure can incorporate design features which translate into urban art works.



Figure 5: Cardiff Bay, Wales (Light Bureau)



Figure 6: Eskenazi Hospital, Indianapolis (Serge Hoeltz)

However, the specific design of the parking structure and associated transit oriented development is ultimately the responsibility of the developer chosen by Metrolinx to develop the site. The proposed design elements will be assessed for appropriateness in the Port Credit context as well as feasibility and longevity given climate conditions, during the approval process.

### Why Lot Consolidation Is Appropriate:

The most appropriate use for these lands (see Figure 7) is a parking structure given proximity to railway which is both a constraint (e.g. sensitive land uses cannot be located in this area) and an opportunity (e.g. potential to provide weather protected environment for people travelling between the HMLRT and GO Station). Not including the closed portion of the Queen Street East road allowance in the development would result in a smaller site, accommodating the same amount of parking and likely less transit oriented development.



Figure 7: Southeast Parking Lot Ownership (IBI)

### How Will A Balance Of Residential and Employment Be Achieved?

It is desirable to enable employment uses at this site to ensure a balanced and well planned development. Although the area benefits from its close proximity to higher order transit, this

alone is not sufficient to foster significant new office or commercial development. The master plan recommends an appropriate approach to getting employment which utilizes a variety of strategies including:

- requiring a minimum amount of space for non-residential uses;
- using incentives (e.g. evaluating proposals based in-part on provision of additional employment space); and
- providing direction on built form.

This approach is reasonable for attaining an appropriate amount of employment uses, and for not over mandating the provision of office and commercial space which could have negative impacts on the area (e.g. create long-term vacancies).

#### How Will The Traffic Be Managed?

A transportation analysis was completed. The analysis concludes the local road network can accommodate future development. However, traffic studies will be required for all development applications to confirm findings.

The area benefits from excellent access to public transit and provides opportunities for shorter trips to be made by walking or cycling which helps reduce vehicular traffic demand. The Master Plan also made a number of important recommendations to minimize traffic impacts (e.g. require Transportation Demand Management in new development, examine how to prioritize bus access, etc.). In addition, staff recommend Metrolinx consider reserving parking spaces in their structure to be used solely during off-peak hours in order to better promote all day usage of the system and reduce traffic at peak periods.

#### Can More Be Done To Support Active Transportation (e.g. opportunity for a bridge over the Credit River)?

As part of the Lakeshore Road Transportation Master Plan and Implementation Strategy, the Transportation and Works Department will be examining any necessary improvements to the Port Credit transportation infrastructure, including the need and justification of an additional crossing (either for active transportation or a combined active transportation / automobile based crossing) of the Credit River (Figure 8). In advance of any findings from this study, the Transportation and Works Department, with support from other departments, is investigating the opportunity of accessing the Mobility Hub Active Transportation Fund for any crossings that maybe justified through the Lakeshore Road Transportation Master Plan study process. This investigation of funding is not intended to predetermine the outcome of the study but rather to off-set any future costs to the City should a new crossing be warranted.



Figure 8: Credit River and Railway Bridge (Adiseshan Shankar)



### Is There A Role For The City In The Metrolinx Request For Proposal (RFP) Process?

Metrolinx will release an Request For Proposal (RFP) in order to select a development partner. The Master Plan will form part of the RFP whereby the bidders will have a clear description of Metrolinx and the City's expectations for future development. Metrolinx has prepared a short-list of three companies that will be sent the RFP and Master Plan, as a result of a Request For Qualifications (RFQ) that was released earlier in the year.

In order to ensure proposed redevelopment of the GO Station Parking Lot is responsive to the Master Plan, it is recommended that City representation be included in the review of the developer submissions to Metrolinx. It should be noted that when the Sheridan Campus was being developed in downtown Mississauga, City staff had the opportunity to review submissions and provide comments. Given the City will be transferring land to the redevelopment site, and may be accommodating temporary parking on other City owned lands (e.g. former lawn bowling site) in order to facilitate the development, a strong case can be made for City participation in the selection process.

### Next Steps

The following are the next steps that need to be undertaken, subsequent to Council endorsement:

- Planning staff prepare the implementing OPA, based on the Master Plan, circulate to department and agencies for comment, and hold a statutory public meeting. It should be noted that the Region has advised they are generally satisfied with the Master Plan, and further detailed comments will be provided after review of the OPA and any subsequent development applications. Additional investigations regarding pumping station capacity will be required based on all potential development in the area, which the Region is undertaking as part of their Distribution and Collection System Master Plan for Greenfield and Intensification projects;
- Realty Services staff initiate the process of declaring the City owned closed Queen Street East road allowance lands surplus for the purpose of negotiating the transfer of the lands to Metrolinx for incorporation into Metrolinx's parking lot redevelopment;
- Council request Metrolinx to include City participation in review of proposals and consider a more ambitious approach to parking management at the GO Station;
- City staff continue discussions with Metrolinx regarding the opportunity of accessing the Mobility Hub Active Transportation Fund;
- Metrolinx and City confirm issues such as funds for public art, applications fees, cash-in-lieu of parkland, and any potential future community benefits and Section 37 bonus provisions associated with the transit oriented development in order to ensure all bidders for the Metrolinx RFP properly understand both planning and financial obligations;
- Planning staff review zoning for lands designated Mixed Use along Ann Street and determine appropriate changes in order to permit additional commercial uses in the existing buildings; and
- Detailed site design and development applications submitted to the City for evaluation.

## Strategic Plan

Aspects of the Master Plan touch upon a number of the Pillars in the Strategic Plan. Specifically it addresses the Pillar entitled “Move – Developing a Transit-Oriented City” and is consistent with the strategic goal to direct growth by supporting transit-oriented development policies and deliberate civic actions.

The Master Plan builds upon the successes of Port Credit as a transit-supportive community, while respecting and complementing the character of the surrounding area.

## Financial Impact

The cost of retaining the IBI Group to prepare the Master Plan was the responsibility of Metrolinx, with the exception of expenses associated with advertising and providing space for public and advisory panel meetings that were covered by the City.

The proposed policy framework is anticipated to result in new development appropriate for the area that will contribute to the City's tax base and finances as well as help support investments being made in higher order transit.

## Conclusion

The Master Plan, represents a comprehensive study that is appropriate to support an amendment to the Local Area Plan as well as to be used in the review of subsequent development applications. Based on the information available at this time (e.g. location of transit station, maximum 400 additional parking spaces, land reserved for Regional Express Rail, mixed use development) the study satisfies the requirements of Special Site policies. Should any key assumptions change then the findings may have to be revisited.

The Queen Street Road allowance should be included in the GO Transit parking lot redevelopment in order to provide a large area which can better accommodate uses envisioned for the site. City staff are investigating the opportunity to access funding in the Mobility Hub Active Transportation Hub for another crossing of the Credit River. City staff acknowledge the need for additional parking, however, suggest Metrolinx consider a more ambitious approach to strategic parking management which could result in a reduction in the number of spaces and promote active transportation and transit.

## Attachments

Appendix 1: Port Credit Local Area Plan Policies Special Site 12




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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Paul Stewart, Planner



### 13.1.12 Site 12



13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the C.N. Railway, east of Helene Street, and north of High Street.

13.1.12.2 Notwithstanding the provisions of the Mixed Use and Utility designations and the Desirable Urban Form policies, further study is required to determine the appropriate type of redevelopment on these lands.

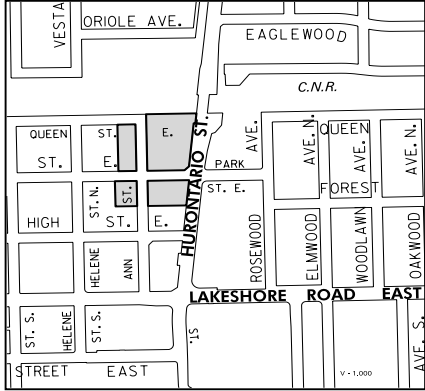
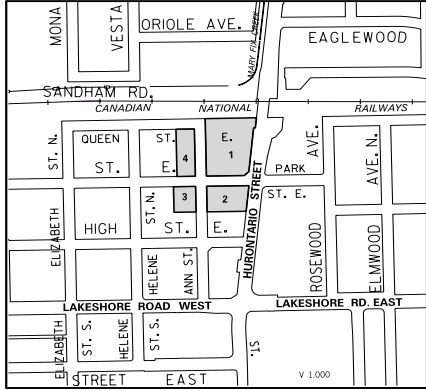
13.1.12.3 These lands are in an important location that can further the development of the Port Credit Mobility Hub. A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form, transportation and heritage resources. In addition, the master plan will:

- a) have regard for other City and Provincial plans, policies and reports such as those related to the future Light Rapid Transit on Hurontario and Mobility Hubs;
- b) determine appropriate access improvements and linkages for pedestrians,

cyclists, and commuters traveling between the GO station and future LRT stop;

- c) provide amenities such as secure storage facilities for bicycles, car share drop-off areas, heated waiting areas, traveler information centres, cafes and restaurants, as well as services such as daycares, or grocery stores;
- d) address appropriate design of any parking structures; and
- e) provide of opportunities to accommodate employment uses.

13.1.12.4 Consultation on the comprehensive master plan will occur with the landowners, local community and other stakeholders.

COMPARISON OF CURRENT AND PROPOSED MISSISSAUGA OFFICIAL PLAN POLICIES FOR THE PORT CREDIT LOCAL AREA PLAN THAT IMPLEMENT THE PORT CREDIT GO STATION SOUTHEAST AREA MASTER PLAN	
Current Policy	Proposed (Amended) Policy
<b>Desirable Urban Form Policies:</b>	
10.2.2.3 To achieve the maximum heights, as outlined on Schedule 2B, on the lands designated Mixed Use or Utility in the vicinity of the GO station, a detailed land use and urban design study will be required to verify appropriate heights, design, transition to adjacent lands and mix of uses.	10.2.2.3 The Port Credit GO Station Southeast Area Master Plan will be used in the review of development applications on lands designated Mixed Use or Utility in the vicinity of the GO Station.
<b>Special Site 12 Policies:</b>	
<p>13.1.12 Site 12</p>  <p>13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the C.N.Railway, east of Helene Street, and north of High Street.</p> <p>13.1.12.2 Notwithstanding the provisions of the Mixed Use and Utility designations and the Desirable Urban Form policies, further study is required to determine the appropriate type of redevelopment on these lands.</p> <p>13.1.12.3 These lands are in an important location that can further the development of the Port Credit Mobility Hub. A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form, transportation and heritage resources. In addition, the master plan will:</p> <ol style="list-style-type: none"> <li>have regard for other City and Provincial plans, policies and reports such as those related to the future Light Rapid Transit on Hurontario and Mobility Hubs;</li> <li>determine appropriate access improvements and linkages for pedestrians, cyclists, and commuters traveling between the GO station and future LRT stop;</li> </ol>	<p>13.1.12 Site 12</p>  <p>13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the C.N.Railway, east of Helene Street, and north of High Street. These lands are in an important location that has the potential to support further development of the Port Credit Mobility Hub.</p> <p>13.1.12.2 Notwithstanding the provisions of the Mixed Use and Utility designations and the Desirable Urban Form policies, the following provision shall apply, with the Port Credit GO Station Southeast Area Master Plan also to be used in the review of development applications:</p> <ol style="list-style-type: none"> <li>Minimum and maximum building heights are shown in Schedule 2B and described below:</li> <li>Maximum building heights of 22 storeys are permitted throughout the special site area, with the exception of lands fronting Hurontario Street, if the tower component of a building is primarily residential. Maximum building heights of 19 storeys are permitted where the tower component is constructed primarily for office or institutional purposes and is to have greater floor to ceiling heights.</li> </ol>



CURRENT AND PROPOSED PORT CREDIT LOCAL AREA PLAN POLICIES (Continued)	
Current Policy	Proposed (Amended) Policy
<p>c. provide amenities such as secure storage facilities for bicycles, car share drop-off areas, heated waiting areas, traveler information centres, cafes and restaurants, as well as services such as daycares, or grocery stores;</p> <p>d. address appropriate design of any parking structures; and</p> <p>e. provide of opportunities to accommodate employment uses.</p> <p>13.1.12.4 Consultation on the comprehensive master plan will occur with the landowners, local community and other stakeholders.</p>	<p>ii) Residential and non-residential buildings fronting Hurontario Street shall be no more than 8 storeys, with a setback consistent with a 45 degree angular plane generally required after 6 storeys.</p> <p>The maximum permitted height of buildings fronting Hurontario Street may be exceeded by one storey for every storey of additional office use provided beyond the recommended minimum requirement, up to a maximum of two storeys. The ability to achieve up to 10 storeys along Hurontario Street will require a proponent to provide further built form, design and planning justification, to the satisfaction of the City.</p> <p>iii) All buildings shall be a minimum of two storeys.</p> <p>b) Variation in building heights and form, including the position of towers relative to each other, should be achieved.</p> <p>c) A minimum of 30 metres shall be provided between any portion of a building that is 8 storeys or higher to another building that is 8 storeys or higher.</p> <p>d) The maximum size of residential floor plates beyond the 15th floor shall generally be 800 square metres or less.</p> <p>e) Long or full block buildings will be permitted but are encouraged to provide internal mid-block connections where possible and shall generally provide variation in the facade to break up the massing (e.g. physical vertical recesses, changes in materials or other forms of articulation).</p> <p>f) Above-grade structures must be contextually sensitive and provide for visual interest and elements that contribute to the streetscape, such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards and service kiosks), building entrances, community display cases, public art, street furniture and landscape features. Generally, a higher proportion of the building envelop that faces a public street or gateway entry point should be animated at street-level than not. The intent is to achieve visual animation, interest and streetscape improvements along each elevation of an above-grade parking structure, with a target of generally providing animation at street level along 2/3rds of a building envelope.</p>

<b>CURRENT AND PROPOSED PORT CREDIT LOCAL AREA PLAN POLICIES (Continued)</b>	
<b>Current Policy</b>	<b>Proposed (Amended) Policy</b>
	<p>g) All future developments over 1,000 sq. m. shall provide an appropriate mix of non-residential, employment-generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space.</p> <p>h) The following minimum gross floor area (GFA) of employment-generating uses will be required as part of future comprehensive block redevelopments:  Block 1: 2,800 sq. m.  Block 2: 1,400 sq. m.  Block 4: 250 sq. m.</p> <p>i) Developments should be encouraged to provide office space in larger, contiguous floorplates (at-grade or above-grade) in order to accommodate a variety of businesses and services.</p> <p>j) Development applications shall demonstrate how transit use, cycling, car and bike sharing, car pooling, shared parking and other travel demand management measures will be achieved.</p> <p>k) Reduced, transit-supportive parking standards are encouraged for future development within the Port Credit GO Station Southeast Area. Through the rezoning process, applicants are to provide a parking study to justify the appropriateness of the specific parking standards being proposed.</p> <p>l) Development applications shall demonstrate how a seamless integration of modes of travel and access is achieved, especially at-grade and on the lower floors of buildings.</p>
<b>Port Credit Community Node Height Limits – Schedule 2B</b>	
See Map A attached for existing height limits.	See Map A for proposed changes, including: removing cross-hatching indicating further study is required and changing the height limit for a portion of Hurontario Street from “2 to 3” storeys and “2 to 6” storeys to “2 to 8” storeys.






**METROLINX**

An agency of the Government of Ontario  
Une agence du gouvernement de l'Ontario

December 22, 2015

Edward Sajecki  
Commissioner, Planning and Development  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON  
L5B 3C1

**RE: COUNCIL RESOLUTION – PORT CREDIT GO STATION SOUTHEAST AREA MASTER PLAN STUDY**

Dear Mr. Sajecki,

I am writing today to thank City Council for its resolution to endorse the Port Credit GO Station South East Area Master Plan Study and the transfer of the Queen Street East road allowance lands to Metrolinx in support of the redevelopment of the Port Credit GO station southeast parking lot. I am also formally responding to the City's requests to be included in the review of redevelopment proposals for the Port Credit GO station southeast parking lot; and that a smaller parking structure is considered at the Port Credit GO Station in order to promote active transportation and transit usage.

City Participation

The City of Mississauga has played and continues to play a key role in the development of lands at Port Credit GO Station. The City demonstrated its strong support by consenting to the inclusion of its lands in the RFP process and by actively participating in the Master Plan for the Special Site 12 lands.

The Port Credit GO Station Southeast Area Master Plan established a shared vision for Metrolinx and the City of Mississauga. Metrolinx and the City share similar objectives and commitments to maximizing employment opportunities, active transportation, promoting shared parking and achieving innovative, effective and efficient parking management and operations commensurate with the expectations of GO Transit's Mississauga customers. Other shared objectives and commitments include the public realm, City-building and urban design excellence (evidenced by the steps being undertaken now to streamline the review of the selected design proposal by a joint design review panel comprising Mississauga Urban Design Advisory Panel and Metrolinx Design Review Panel).

Going forward, the RFP proponents will need to engage the City as the approval authority for land use planning matters. The RFP will include, as a technical submission requirement, the proponents' design proposals. Although likely to be key RFP considerations, urban design, public realm and built-form considerations will not constitute the sole technical evaluation criteria, given that the transaction involves delivery of certain components required to meet Metrolinx's operational requirements and business objectives. The proposals must conform to the requirements identified in the Master Plan and address applicable policies contained in other municipal documents.

Metrolinx and Infrastructure Ontario ("IO") will give careful consideration to your request and review options for formally engaging the City in the RFP Process taking into consideration the transaction contemplated in the RFP and the constraints of the RFP process and protocols, particularly as they relate to fairness, transparency and confidentiality.

To facilitate the request we propose face-to-face meetings to review the potential options for the City to have a role. Through our collective efforts, I am confident that Metrolinx, IO and City staff can reach agreement on an approach that supports a successful project outcome, protects the integrity of the RFP process and respects Metrolinx's role as the accountable organization and ultimate owner of the station infrastructure.



Parking Structure

The 2013 GO Transit Rail Parking and Station Access Plan, prepared with Mississauga staff input, identified the need for additional parking at the Port Credit GO Station as part of a multifaceted approach to managing station access requirements. The plan confirmed that between 200 and 600 additional parking spaces are required at the Port Credit GO Station to meet existing and forecast needs based on conservative GO ridership growth and enhanced levels of active transportation and transit use.

GO Transit Ridership continues to grow across the system and ridership growth on the Lakeshore GO Line has exceeded original forecasts to the point that 2031 ridership levels are already close to being achieved at many GO stations, including Port Credit. Customer surveys and monitoring show an ongoing shortage of customer parking at the GO Station and we are aware of a significant numbers of GO customers using parking lots at local community facilities including the City-owned Memorial Arena parking lot adjacent to the GO station. An even greater increase in customer volume is anticipated to occur once Regional Express Rail (RER) is introduced, placing additional pressure on station access modes, including parking. The 400 parking stall expansion will address significant, immediate unmet parking shortages that have resulted from this rapid growth in ridership.

We have commenced an update of the 2013 GO Transit Rail Parking and Station Access Plan to determine the impact of RER service on station access and address the changing needs with a greater emphasis on modes that are not dependent on parking. This update is scheduled for completion in Spring/Summer 2016 and will further investigate strategic management of GO station parking facilities and the promotion of active transportation and transit use across the GO system. We have identified Port Credit GO Station as a potential location to pilot station access initiatives and will continue to investigate the appropriateness of their application as the joint development project advances.

Metrolinx looks forward to continuing to work with the City of Mississauga to deliver transit infrastructure and to implement the Port Credit Mobility Hub Plan to serve the residents of Mississauga now and as the community evolves. The City of Mississauga remains a valued partner in transforming mobility in the GTHA.

Sincerely,



Leslie Woo  
Chief Planning Officer, Planning and Policy

CC. Andrew Whittemore, Director Policy Planning, City of Mississauga  
Lesley Pavan, Director Development & Design  
Paul Stewart, Planner, City of Mississauga  
Kuda Saburi, Manager, Land Development, Metrolinx

Response To Comments Table – Draft Official Plan Amendment					
Port Credit Local Area Plan Special Site 12 Policies Implementing the Port Credit GO Station Southeast Area Master Plan <sup>1</sup>					
Respondent <sup>2</sup>	Section	Issue	Comments	Recommended Action <sup>3</sup>	
Department and Agency Comments					
Region of Peel	Entire Amendment	<b>Approval Authority:</b> The proposed Official Plan Amendment would be exempt from approval under the <i>Planning Act</i> by the Region of Peel.	Approval from the Region of Peel is not required. A Regional Official Plan amendment is not required.	1	No action required
Credit Valley Conservation (CVC)	Entire Amendment	<b>Hazard Lands:</b> Subject lands are outside the floodplain; however, mapping is in the process of being updated.  Notwithstanding the limits of the floodplain, care should be exercised in station grading/design to ensure flood waters do not flood pedestrian underpass through the station.	Development applications will be circulated to CVC for comment to confirm if there have been any changes in floodplain mapping.  Existing GO Station where pedestrian underpass exists is outside limits of Special Site 12 and the proposed policies. Metrolinx, however, has been made aware of this comment and this issue will have to be addressed in any potential redevelopment of the station or	2	No action required.

<sup>1</sup> Table excludes edits related to the renumbering of policies, grammar, spelling, titles, symbols, and minor changes that provide clarity and do not affect the intent of the policy.

<sup>2</sup> Reference to “Public” represents comments submitted to the City, and include generalize summary of ideas provided by TOPCA (Town Of Port Credit Association), Cranberry Cove Ratepayers Association, individual members of the public.

<sup>3</sup> Words in italics and underlined represent additions to the policies and words crossed out represent deletions.



Respondent	Section	Issue	Comments	Recommended Action
			any new pedestrian underpasses.	
Planning and Building Department	13.1.12.2	<p><b>Notwithstanding policy:</b></p> <p>Official Plan policy states that “notwithstanding the provisions of the Mixed Use and Utility Designations and the Desirable Urban Form policies, the following provisions shall apply”.</p> <p>However, the subsequent policies address a range of issues found throughout various sections of the Plan and not just those specifically referenced (e.g. TDM measures are part of the Multi-Modal City policies).</p> <p>The policy should be revised to recognize policies throughout the entire Official Plan</p>	Agreed, for greater clarification, the policy should be revised to indicate that the following policies address a range of issues found throughout the Official Plan.	<p>3</p> <p>That the introductory paragraph in policy 13.1.12.2 be revised to read:</p> <p>Notwithstanding the <del>provisions of the Mixed Use and Utility designations and the Desirable Urban Form policies,</del> <u>policies of this Plan</u>, the following provisions shall apply, with the Port Credit GO Station Southeast Area Master Plan, also to be used in the review of development applications.</p>
Planning and Building Department	13.1.12.2 a)i)	<p><b>Maximum Height:</b></p> <p>Minor revisions are needed to improve clarity that the 22 storeys maximum</p>	Agreed, the amendment should clearly differentiate that because of different floor to ceiling heights, the maximum	<p>4</p> <p>That policy 13.1.12.2 a) i) be revised to read:</p> <p>Maximum building heights of 22</p>

Respondent	Section	Issue	Comments	Recommended Action
		height limit is applicable to residential buildings and 19 storeys is the maximum height limit applicable to office buildings.	permitted height (as measured in storeys) is different between residential and office buildings.	storeys are permitted throughout the special site area <u>where the tower component of a building is primarily residential</u> , with the exception of lands fronting Hurontario Street, <del>if the tower component of a building is primarily residential</del> . Maximum building heights of 19 storeys are permitted where the tower component is constructed primarily for office or institutional purposes and <del>is to</del> have greater floor to ceiling heights.
Region of Peel & Mississauga Planning and Building	Special Site 12 - New Policy	<b>Affordable Housing:</b> Policies should address provision of affordable housing.	Agreed, characteristics of the area (e.g. access to public transit, walkability to stores and services, higher density buildings) make it an important location for affordable housing and this issue should be highlighted.  New policy will reinforce importance and ensure through development approval process that Region and City initiatives and programs for affordable housing are being met.  City is currently preparing an Affordable Housing Program which should provide further direction.	5  That Policy 13.1.12.2 be amended to include a new policy:  <u>m) Development applications shall demonstrate how both the City of Mississauga and Region of Peel Affordable Housing initiatives are being addressed.</u>



Respondent	Section	Issue	Comments	Recommended Action
Community Services Department	New Policy	<b>Heritage Resources:</b> Policies should address implications of new development on heritage resources in the area.	<p>Agreed, there are a number of properties on the Heritage Register and it is important to ensure new development is respectful.</p> <p>The Master Plan notes the City's heritage resources must be respected and further analysis is necessary. The City's Official Plan requires a Heritage Impact Statement for development adjacent to a listed or designated cultural heritage resource.</p> <p>Provincial and municipal heritage policies continue to apply, however, the proposed policy will reinforce existing policy framework and should help ensure heritage issues are recognized early in the development approval process.</p>	<p>6</p> <p>That Policy 13.1.12.2 be amended to include a new policy:</p> <p><u>n) Development applications shall demonstrate how proposed built forms and landscaping adjacent to heritage designated properties will respect heritage attributes and mitigate negative impacts on the heritage resources.</u></p>
CN Rail	Block 1: Lands Immediately Adjacent To Railway Corridor	<b>Proximity of Sensitive Land Uses:</b> Although Metrolinx owns this portion of the railway line, CN Rail still runs freight on the line and has an interest regarding uses, buildings, and structures proposed immediately	<p>Development applications that abut the railway corridor will be circulated to CN Rail for comment (as per our standard procedure).</p>	<p>7</p> <p>No action required.</p>

Respondent	Section	Issue	Comments	Recommended Action	
		adjacent to railway.			
Peel District School Board & Dufferin-Peel Catholic District School Board	Entire Amendment	<b>Future Population:</b> New development will generate new school enrolment	The Boards are interested in development as it will have impact on schools.  Development applications and zoning by-law amendments will be circulated to the Boards (as per our standard procedure) for comment.	8	No action required.
Economic Development Division	13.1.12.1.2 a, ii 13.1.12.2 g and h	<b>Provision of non-residential uses:</b>  Agree with use of incentives to support additional office space along Hurontario Street and the inclusions of minimum gross floor area employment-generating uses	Proposed policies require a minimum gross floor area of non-residential space and encourages additional employment generating uses be provided in large redevelopment projects.  Policies will help ensure a mixed-use area is developed in the area.	9	No action required.
Transportation and Works Department	13.1.12.2 (j)	<b>Transportation Demand Management (TDM):</b>  Policy should require pedestrian circulation be considered as a Transportation Demand Management measure.	Agreed, pedestrian circulation was not identified as a TDM measure, but is an important issue to examine as it can help create an environment (e.g. short pedestrian crossings, wide sidewalks) that is conducive to active transportation.	10	That policy 13.1.12.2 (j) be revised to read:  Development applications shall demonstrate how transit use, <u>pedestrian circulation</u> , cycling, car and bike sharing, car pooling, shared parking and other travel demand management measures will be achieved.



Respondent	Section	Issue	Comments	Recommended Action
Planning and Building Department	13.1.12.2 k	<b>Parking Standards:</b> Minor revisions are needed to improve clarity that a parking study is required to confirm standards are appropriate	Agreed, ensuring parking is not over or undersupplied is important and a parking study is necessary to justify the proposed amount is appropriate.	11 That policy 13.1.12.2 (k) be revised to read:  Reduced, transit-supportive parking standards are encouraged for future development within the Port Credit GO Station Southeast Area. Through the rezoning process, applicants <u>shall be required</u> <del>are</del> to provide a parking study to justify the appropriateness of the specific parking standards being proposed.
Planning and Building Department	13.1.12.2 f)	<b>Parking Structure Design:</b> Minor revisions are needed to improve clarity that parking structure design elements are to be included that will help animate the streetscape.	Agreed, for greater clarification, the policy should be revised to indicate that design elements must help animate the area, and clarify that where the structure faces a street or entry point it will include elements to help animate the building and streetscape.	12 That policy 13.1.12.2 f) be revised to read: Above grade structures must be contextually sensitive and provide for visual interest and elements that contribute to the streetscape <u>and help animate the area</u> , such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards, and service kiosks), building entrances, community display cases, public art, street furniture and landscape features.  <del>Generally, a high proportion of the building envelop that faces a public street or gateway entry point should be animated at street level</del>

Respondent	Section	Issue	Comments	Recommended Action
				<p>than not.</p> <p><u>The building envelop that faces a public street or gateway entry point will have street-level animation.</u></p> <p>The intent is to achieve visual animation, interest and streetscape improvements along each elevation of an above-grade parking structure with a target of generally providing animation at street level along <del>2/3</del> two-thirds of the building envelope.</p>
Planning and Building Staff	13.1.12.2 g)	<p><b>Requirement For Non-Residential Mixed-Uses On Small Land Parcels:</b></p> <p>Policy should clarify that if smaller lots cannot be consolidated sufficiently to accommodate larger mixed-use developments, (i.e. lots with existing single detached dwellings some of which are listed on the heritage registry) then employment generating uses (e.g. retail stores) are encouraged but not required.</p>	<p>Agreed, accommodating mixed use development on one or two lots, can be challenging given amongst other things greater parking requirements for commercial uses.</p> <p>It is the intent of the policy to allow for residential development on lots that cannot be consolidated to accommodate a range of uses.</p> <p>As the Mixed-Use designation in the Official Plan requires residential and non-residential uses to be combined additional policy language can clarify that within Special Site 12, smaller developments do not have to</p>	<p>13</p> <p>That policy 13.1.12.2 g) be revised to read:</p> <p>All future developments over 1,000 sq. m. shall provide an appropriate mix of non-residential, employment generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space. <u>Where land parcels are too small to accommodate large mixed-use development, non-residential land uses are encouraged but not required.</u></p>



Respondent	Section	Issue	Comments	Recommended Action	
			include non-residential uses. This policy, however, would still allow commercial uses should commercial uses (e.g. office space) be proposed in an existing detached building.		
<b>Public Comments</b>					
Public	Entire Amendment	<b>Public Input:</b> Much fuller public discussion is required than we have had to date.	Preparation of the Master Plan included: four Advisory Panel meetings; one Public Open House; one Urban Design Panel; notices placed in newspaper; Individual meetings with landowners;  Preparation of the Official Plan Amendment, included: a statutory public meeting; notice placed in newspapers and mailed to property owners and tenants within 120 metres.  In the future, with rezonings and development applications, additional public consultation is required.	14	No Action Required
Public	Entire Amendment	<b>Connections:</b> Pedestrian cycling bridge into the GO Station is practical, affordable and quick and needs to be part of the Lakeshore Corridor	City staff are investigating the opportunity of accessing Metrolinx Mobility Hub Active Transportation Fund for any crossings of the Credit River.  The Lakeshore Road	15	No Action Required

Respondent	Section	Issue	Comments	Recommended Action	
		<p>Transportation Study</p> <p>New bridge could provide safe and solid alternative for residents and could be a traffic game changer.</p> <p><b>Funding For Pedestrian Bridge:</b> Potential bridge would be of significant amenity value to community and City should consider allocating portion of any bonus contribution or development charges to help pay for structure.</p>	<p>Transportation Master Plan and Implementation Strategy will be examining any necessary improvements to transportation infrastructure, including the need and justification of any additional crossings of the Credit River.</p> <p>Once available Provincial funding has been addressed and the transportation study concluded, the City can examine in greater detail financing options.</p>		
Public	GO Station Parking Lot	<p><b>Parking Structure:</b></p> <p>More parking is antithetical to goal of supporting and increasing active transportation and encourages people to drive. Why not open more GO Stations? Plastering the side of a giant structure with public art is not a solution, recommend a smaller, well-designed structure that stands on its own merits.</p> <p>Don't support increasing supply of free parking. Should encourage use of Public Transit. Master Plan</p>	<p>The City has recommended that Metrolinx undertake a more ambitious approach to strategic parking management. Metrolinx, however, has responsibility for determining appropriate amount of parking.</p> <p>On October 28, 2016, City Council adopted, via resolution 0253-2015, the Planning and Development recommendation that City Council request that a smaller parking structure be considered at the Port Credit GO Station in order to promote active transportation and transit usage.</p> <p>In response to Council</p>	16	Issue should be referred to discussions between the City and Metrolinx on the size of the parking structure, evaluation of RFP submissions to redevelop the site, and the importance of good design of the garage.



Respondent	Section	Issue	Comments	Recommended Action	
		<p>should guide development of the community not a warehouse for vehicles.</p> <p>A smaller parking podium is preferred on the site.</p>	<p>Resolution, <i>Metrolinx</i> advised that with Regional Express Rail (RER) there will be additional pressure on parking and that an update on GO Transit Rail Parking and Station Access Plan will be done in the Spring/Summer of 2016 to address impact of RER and emphasis on modes that are not dependent on parking.</p> <p>At this time, Metrolinx has not finalized and made available the conclusions of this report.</p>		
Public	Former Lawn Bowling Site	<p><b>Maintain Neighbourhood Context (green space):</b></p> <p>The former lawn bowling site was a gift at the time of amalgamation, and the site should be preserved as a park.</p> <p>The Master Plan is geared to “uber density”. The Bowling Green is precious green space and City should pay attention to ensure that it</p> <ul style="list-style-type: none"> <li>a) Remains public</li> <li>b) Contributes to liveability of area</li> <li>c) Surrounded by development</li> </ul>	<p>The City acquired the lands when it rebuilt the lawn bowling facility as part of the Carmen Corbasson Community Centre complex.</p> <p>The site is designated Mixed Use in Mississauga Official Plan and the proposed OPA does not change the designation. The designation permits a range of uses including parkland and community gardens and therefore does not preclude the use of the site as green space.</p> <p>The designation provides the City with greater flexibility and opportunities in the future should it wish to consider using</p>	17	No Action Required

Respondent	Section	Issue	Comments	Recommended Action	
		<p>which enhances this role</p> <p>Do not assume more land can be assembled later for greater open space.</p>	<p>a portion or all of the site (potentially in conjunction with adjacent lands) to achieve City goals such as additional employment or affordable housing.</p> <p>Given City ownership and control of the lands, any long term redevelopment would undergo appropriate review to ensure it contributes to liveability and enhances the area. Part of the review could include a design competition to explore built form options. As an interim use the City is working with Metrolinx to accommodate replacement parking during construction of their parking structure.</p>		
Public	Entire Amendment	<p><b>Density Near GO Station:</b> Concern with impermeability on the ground level, high rises above 6 storey garage, wall effect of parking structure on Hurontario Street: a fortress, a monolith. Port Credit Design Guidelines should guide Metrolinx.</p>	<p>The massing, height and density is the result of the following:</p> <ul style="list-style-type: none"> <li>- Intended to be the focal point of mobility hub with greatest heights and mix of uses;</li> <li>- Required to accommodate a number of objectives, on a relatively small area, including: large parking structure, Light Rail Transit Station, future Regional</li> </ul>	18	Issue should be referred to discussions between the City and Metrolinx on the size of the parking structure, evaluation of RFP submissions to redevelop the site, and the importance of good design of the garage.



Respondent	Section	Issue	Comments	Recommended Action	
			<p>Express Rail, and Transit Oriented Development;</p> <ul style="list-style-type: none"> <li>- Responsive to the context (parking adjacent to railway is an appropriate buffer; the width of Hurontario supports building heights).</li> </ul> <p>The OPA includes a policy that full block buildings are encouraged to provide internal mid-block connection and provide variation in façade to break up the massing.</p> <p>There is the opportunity to emphasize the importance of design through the RFP process.</p>		
Public	Entire Amendment	<p><b>Economic Development:</b></p> <p>We need to ensure office development happens. Built form and function need to be balanced and designed together.</p>	<p>The OPA provides direction on requirements for a minimum amount of space for non-residential uses and includes incentive that allows additional 2 storeys along Hurontario Street if occupied by office uses.</p> <p>There is the opportunity to further emphasize importance of office by including in the evaluation of RFPs the provision of additional employment space.</p>	19	Issue should be referred to discussions between the City and Metrolinx on the size of the parking structure, evaluation of RFP submissions to redevelop the site, and the importance of good design of the garage.

Respondent	Section	Issue	Comments	Recommended Action	
Public	Entire Amendment	<b>Oversight:</b> Greatest concern is making the Master Plan “stick” once developers are selected.	<p>To ensure future development is responsive to the Master Plan, staff suggested City representation be included in the Request For Proposal process.</p> <p>On October 28, 2016, City Council adopted, via resolution 0253-2015, the Planning and Development recommendation that staff be formally included in the review of redevelopment proposals for the Port Credit GO station southeast parking lot.</p> <p>In response to the Council Resolution, <i>Metrolinx</i> advised that they will give careful consideration to your request and review options for formally engaging the City in the process.</p> <p>Representatives from the City, Metrolinx, and Infrastructure Ontario have met to discuss opportunities for City involvement in the RFP process. However, no formal agreement is in place at this time.</p>	20	Issue should be referred to discussions between the City and Metrolinx on the size of the parking structure, evaluation of RFP submissions to redevelop the site, and the importance of good design of the garage.
Public	Entire Amendment	<b>Expropriation:</b> Is anyone going to expropriate private land in order to implement the Master	<p>Expropriation is not required. The area can evolve over time.</p> <p>Existing regulations, policies and guidelines will mitigate impacts</p>	21	No Action Required



Respondent	Section	Issue	Comments	Recommended Action	
		Plan?	of new development (e.g. require sun shadow studies).  Intensification in the area will cause disruptions (traffic, construction, etc.) however, these disruptions will be temporary and the City has some ability to manage (e.g. noise by-law).		
Public	Entire Amendment	<b>Alternative Parking Locations:</b> Does the Master Plan effectively eliminate the idea of adding a second level of parking to the existing GO station parking lot on the north side of the railway.	The previous Port Credit Mobility Hub Study (2011) concluded that the north site had a number of constraints (e.g. Mary Fix Creek, vehicular access) and was the most expensive when compared to the benefit. The southeast parking lot was the recommended location and formed a base assumption used in the preparation of the GO Station Master Plan and OPA.	22	No Action Required
Public	Entire Amendment	<b>Incentives:</b> Construction of commercial and retail spaces are tougher to finance and it makes good sense to incentivize investment.	Agreed, the OPA includes incentives, such as additional height on Hurontario Street if office space is proposed, potential to reduce parking standards.	23	No Action Required

## Revisions To Proposed (Amended) Policies Presented At The February 1, 2016 Public Meeting

10.2.2.3 The Port Credit GO Station Southeast Area Master Plan will be used in the review of development applications on lands designated Mixed Use or Utility in the vicinity of the GO Station.

### 13.1.12 Site 12



13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the C.N.Railway, east of Helene Street, and north of High Street. These lands are in an important location that has the potential to support further development of the Port Credit Mobility Hub.

13.1.12.2 Notwithstanding the provisions of the ~~Mixed Use and Utility designations and the Desirable Urban Form policies,~~ policies of this Plan, the following provisions shall apply, with the Port Credit GO Station Southeast Area Master Plan, also to be used in the review of development applications:

a) Minimum and maximum building heights are shown in Schedule 2B and described below:

i) Maximum building heights of 22 storeys are permitted throughout the special site area where the tower component of a building is primarily residential, with the exception of lands

fronting Hurontario Street, if ~~the tower~~  
component of a building is primarily residential.

Maximum building heights of 19 storeys are permitted where the tower component is constructed primarily for office or institutional purposes and ~~is to~~ have greater floor to ceiling heights.

ii) Residential and non-residential buildings fronting Hurontario Street shall have building heights not exceeding be no more than 8 storeys, with a setback consistent with a 45 degree angular plane generally required after 6 storeys.

The maximum permitted height of buildings fronting Hurontario Street may be exceeded by one storey for every storey of additional office use provided beyond the recommended minimum requirement, up to a maximum of two storeys. The ability to achieve up to 10 storeys along Hurontario Street will require a proponent to provide further built form, design and planning justification, to the satisfaction of the City.

iii) All buildings shall be a minimum of two storeys.

b) Variation in building heights and form **should be achieved**, including the position of towers relative to each other, ~~should be achieved.~~

c) A minimum of 30 metres shall be provided between any portion of a building that is 8 storeys or higher to another building that is 8 storeys or higher.

d) The maximum size of residential floor plates beyond the 15th floor storey shall generally be 800 square metres or less.

e) Long or full block buildings will be permitted but are encouraged to provide internal mid-block connections where possible and shall generally provide variation in the facade to break up the massing (e.g. physical vertical recesses, changes in materials or other forms of articulation).



f) Above-grade structures must be contextually sensitive and provide for visual interest and elements that contribute to the streetscape and help animate the area, such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards and service kiosks), building entrances, community display cases, public art, street furniture and landscape features. ~~Generally, a higher proportion of the building envelop that faces a public street or gateway entry point should be animated at street level than not.~~ The building envelop that faces a public street or gateway entry point will have street-level animation. The intent is to achieve visual animation, interest and streetscape improvements along each elevation of an above-grade parking structure, with a target of generally providing animation at street level along ~~2/3rds~~ two-thirds of a building envelope.

g) All future developments over 1,000 ~~sq. m.~~ square metres shall provide an appropriate mix of non-residential, employment-generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space. Where land parcels are too small to accommodate large mixed-use development, non-residential land uses are encouraged but not required.

h) The following minimum gross floor areas (GFA) of employment-generating uses will be required as part of future comprehensive block redevelopments:

- Block 1: 2,800 ~~sq. m.~~ square metres
- Block 2: 1,400 ~~sq. m.~~ square metres
- Block 4: 250 ~~sq. m.~~ square metres

i) Developments should be encouraged to provide office space in larger, contiguous floorplates (at-grade or above-grade) in order to accommodate a variety of businesses and services.

j) Development applications shall demonstrate how transit use, pedestrian circulation, cycling, car and bike sharing, car-pooling, shared parking and other travel demand management measures will be achieved.

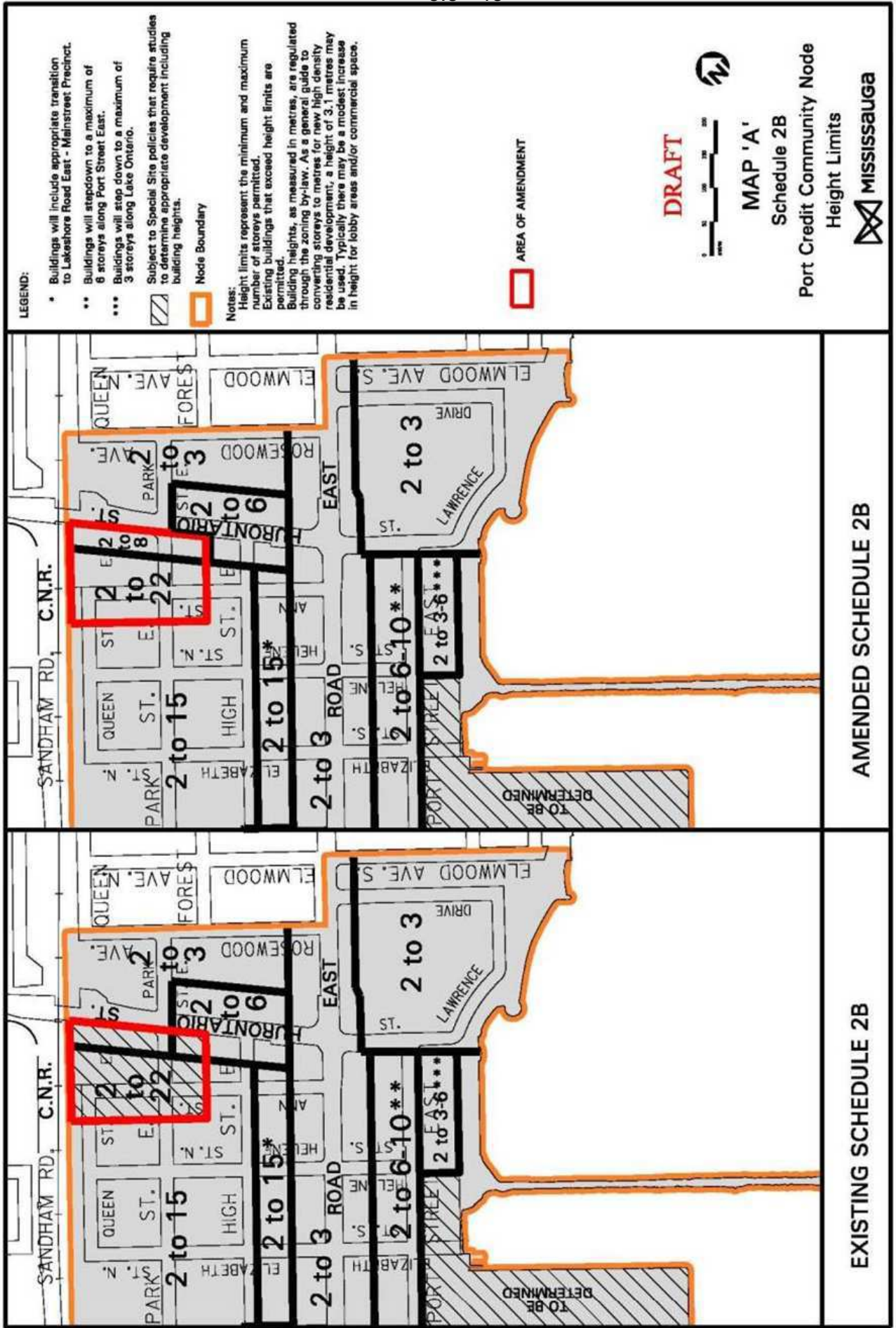
k) Reduced, transit-supportive parking standards are encouraged for future development within the Port Credit GO Station Southeast Area. Through the rezoning process, applicants shall be required ~~are~~ to provide a parking study to justify the appropriateness of the specific parking standards being proposed.

l) Development applications shall demonstrate how a seamless integration of modes of travel and access is achieved, especially at-grade and on the lower floors of buildings.

m) Development applications shall demonstrate how both the City of Mississauga and Region of Peel Affordable Housing initiatives are being addressed.

n) Development applications shall demonstrate how proposed built forms and landscaping adjacent to heritage designated properties will respect heritage attributes and mitigate negative impacts on the heritage resources.

See Map A for proposed changes, including: removing cross-hatching indicating further study is required and changing the height limit for a portion of Hurontario Street from "2 to 3"storeys and "2 to 6"storeys to "2 to 8" storeys.





## Draft Details of the Proposed Amendment

1. Section 10.2.2.3, Port Credit Local Area Plan of Mississauga Official Plan be deleted and replaced with the following:

10.2.2.3 The Port Credit GO Station Southeast Area Master Plan will be used in the review of development applications on lands designated Mixed Use or Utility in the vicinity of the GO Station.

2. Section 13.1.12, Port Credit Local Area Plan of Mississauga Official Plan is hereby deleted and replaced with the following:

### 13.1.12 Site 12



13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the C.N. Railway, east of Helene Street, and north of High Street. These lands are in an important location that has the potential to support further development of the Port Credit Mobility Hub.

13.1.12.2 Notwithstanding the, policies of this Plan, the following provisions shall apply, with the Port Credit GO Station Southeast Area Master Plan, also to be used in the review of development applications:

a) Minimum and maximum building heights are shown in Schedule 2B and described below:

i) Maximum building heights of 22 storeys are permitted throughout the special site area

where the tower component of a building is primarily residential, with the exception of lands fronting Hurontario Street. Maximum building heights of 19 storeys are permitted where the tower component is constructed primarily for office or institutional purposes and have greater floor to ceiling heights.

ii) Residential and non-residential buildings fronting Hurontario Street shall have building heights not exceeding 8 storeys, with a setback consistent with a 45 degree angular plane generally required after 6 storeys.

The maximum permitted height of buildings fronting Hurontario Street may be exceeded by one storey for every storey of additional office use provided beyond the recommended minimum requirement, up to a maximum of two storeys. The ability to achieve up to 10 storeys along Hurontario Street will require a proponent to provide further built form, design and planning justification, to the satisfaction of the City.

iii) All buildings shall be a minimum of two storeys.

b) Variation in building heights and form should be achieved, including the position of towers relative to each other.

c) A minimum of 30 metres shall be provided between any portion of a building that is 8 storeys or higher to another building that is 8 storeys or higher.

d) The maximum size of residential floor plates beyond the 15th storey shall generally be 800 square metres or less.

e) Long or full block buildings will be permitted but are encouraged to provide internal mid-block connections where possible and shall generally provide variation in the facade to break up the massing (e.g. physical vertical recesses, changes in materials or other forms of articulation).

f) Above-grade structures must be contextually sensitive and provide for visual interest and elements that contribute to the streetscape and help animate the area, such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards and service kiosks), building entrances, community display cases, public art, street furniture and landscape features. The building envelop that faces a public street or gateway entry point will have street-level animation. The intent is to achieve visual animation, interest and streetscape improvements along each elevation of an above-grade parking structure, with a target of generally providing animation at street level along two-thirds of a building envelope.

g) All future developments over 1,000 square metres shall provide an appropriate mix of non-residential, employment-generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space. Where land parcels are too small to accommodate large mixed-use development, non-residential land uses are encouraged but not required.

h) The following minimum gross floor areas (GFA) of employment-generating uses will be required as part of future comprehensive block redevelopments:

- Block 1: 2,800 square metres
- Block 2: 1,400 square metres
- Block 4: 250 square metres

i) Developments should be encouraged to provide office space in larger, contiguous floorplates (at-grade or above-grade) in order to

accommodate a variety of businesses and services.

j) Development applications shall demonstrate how transit use, pedestrian circulation, cycling, car and bike sharing, car-pooling, shared parking and other travel demand management measures will be achieved.

k) Reduced, transit-supportive parking standards are encouraged for future development within the Port Credit GO Station Southeast Area. Through the rezoning process, applicants shall be required to provide a parking study to justify the appropriateness of the specific parking standards being proposed.

l) Development applications shall demonstrate how a seamless integration of modes of travel and access is achieved, especially at-grade and on the lower floors of buildings.

m) Development applications shall demonstrate how both the City of Mississauga and Region of Peel Affordable Housing initiatives are being addressed.

n) Development applications shall demonstrate how proposed built forms and landscaping adjacent to heritage designated properties will respect heritage attributes and mitigate negative impacts on the heritage resources.



3. Schedule 2B: Port Credit Community Node Height Limits, Port Credit Local Area Plan of Mississauga Official Plan is hereby amended by removing cross-hatching that indicate studies are required to determine appropriate development including building heights on lands located south of the CN railway, west of Hurontario Street, north of High Street and east of Helene Street, as shown on Map A of this Amendment.
4. Schedule 2B: Port Credit Community Node Height Limits, Port Credit Local Area Plan of Mississauga Official Plan is hereby amended by changing the height limits, as shown on Map A as follows:

For lands fronting the west side of Hurontario Street, north of Park Street, heights are changed from “2 to 3” storeys to “2 to 8” storeys;

For lands fronting the west side of Hurontario Street, south of Park Street, heights are changed from “2 to 6” storeys to “2 to 8” storeys.

LEGEND:

- \* Buildings will include appropriate transition to Lakeshore Road East - Mainstreet Precinct.
- \*\* Buildings will stepdown to a maximum of 6 storeys along Port Street East.
- \*\*\* Buildings will step down to a maximum of 3 storeys along Lake Ontario.

Subject to Special Site policies that require studies to determine appropriate development including building heights.

Node Boundary

Notes:

Height limits represent the minimum and maximum number of storeys permitted. Existing buildings that exceed height limits are permitted. Building heights, as measured in metres, are regulated through the zoning by-law. As a general guide to converting storeys to metres for new high density residential development, a height of 3.1 metres may be used. Typically there may be a modest increase in height for lobby areas and/or commercial space.



AREA OF AMENDMENT

DRAFT



MAP 'A'

Schedule 2B

Port Credit Community Node

Height Limits



MISSISSAUGA



EXISTING SCHEDULE 2B

AMENDED SCHEDULE 2B





# City of Mississauga

## Corporate Report



Date: June 7, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:  
OZ 14/001 W3

Meeting date:  
2016/06/27

### Subject

#### RECOMMENDATION REPORT (WARD 3)

**Applications to permit a terraced three to six storey mixed use building with 52 residential units and commercial uses on the ground floor**

**971 Burnhamthorpe Road East**

**Northeast corner of Burnhamthorpe Road East and Tomken Road**

**Owner: Reza Tahmesbi**

**File: OZ 14/001 W3**

### Recommendation

That the report dated June 7 2016, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 14/001 W3, Reza Tahmesbi, 971 Burnhamthorpe Road East, northeast corner of Burnhamthorpe Road East and Tomken Road, be adopted in accordance with the following:

1. That the application to amend Mississauga Official Plan from **Motor Vehicle Commercial** to **Mixed Use – Special Site** to permit a terraced three to six storey, mixed use building with commercial units on the ground floor be approved.
2. That the application to change the zoning from **C5-3 (Motor Vehicle Commercial)** to **C4-Exception (Mainstreet Commercial)** to permit a terraced three to six storey, mixed use building with 52 residential units and ground floor commercial units in accordance with the proposed revised zoning standards described in Appendix 4 of this report, be approved subject to the following conditions:
  - a) That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development;
  - b) That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate



provision and distribution of educational facilities have been made between the developer/applicant and the School Boards not apply to the subject lands.

3. In the event these applications are approved by Council, that staff be directed to hold discussions with the applicant to secure community benefits, in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended community benefits upon conclusion of the discussions.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

## Report Highlights

- Comments were received from the public regarding traffic, height and density, impact on the surrounding neighbourhood and servicing;
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved.

## Background

A public meeting was held by the Planning and Development Committee on March 3, 2015, at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0018-2015 was then adopted by Council on April 1, 2015.

That the Report dated March 3, 2015 from the Commissioner of Planning and Building regarding the applications by Reza Tahmesbi to permit a six storey, mixed use building with 56 residential units and commercial uses on the ground floor under File OZ 14/001 W3, at 971 Burnhamthorpe Road East, be received for information.

Given the amount of time since the public meeting, full notification was provided in accordance with the *Planning Act*.

## Comments

### REVISED DEVELOPMENT PROPOSAL

The applicant has made modifications to the proposed concept plan including:

- Decreasing the number of apartment units from 56 to 52
- Decreasing the total gross floor area and slightly increasing the gross commercial floor area
- Reconfiguring the outdoor amenity space and adding a communal outdoor terrace
- Redesigning the building and site plan to reduce shadow impacts

## COMMUNITY COMMENTS

The community comments below were identified by residents through written correspondence, at a community meeting held by Ward 3 Councillor Chris Fonseca on November 24, 2014 and at the public meeting held by the Planning and Development Committee on March 3, 2015. The applicant has made revisions to the proposal to address issues raised at the Public Meeting, including reconfiguring the building layout and amenity space and reducing the unit count.

### Comment

The proposed height, scale and density does not fit in with the character of the area, especially with the detached and semi-detached houses to the north and east. The shadowing and overlook from the building will impact the surrounding houses.

### Response

The development provides an appropriate transition in built form to the surrounding low rise residential area to the north and east of the site. The setbacks and stepbacks allow for adequate separation, minimize overlook and allow for light penetration. The landscape buffer along the north and east property lines will support the growth of new and existing trees to screen the building. A sun/shadow study was submitted which shows no significant impacts on the adjacent properties.

This concern is further addressed in the Planning Comments section of this report.

### Comment

The site is adjacent to a low density residential neighbourhood so the level of intensification is inappropriate.

### Response

This concern is addressed in the Planning Comments section of this report.

### Comment

If approved, the project will create a precedent for development at major intersections along Burnhamthorpe Road East.

### Response

Similar development on vacant corners or motor vehicle commercial sites would require planning applications and would involve a public process. Each development application is reviewed on its own merits, which include demonstrating compatibility with the area context, conforming with official plan policies, providing supporting technical information and illustrating principles of good planning and design. The Mississauga Official Plan policies envision the redevelopment of underutilized commercial sites along corridors such as Burnhamthorpe Road to mixed use sites.



**Comment**

The additional population will add pressure to local infrastructure and services.

**Response**

Studies and reports evaluating the impact of the development on local infrastructure and services have been submitted in support of the applications and have been found to be acceptable. A further review of capacity for a larger area within Ward 3 was recently undertaken by the Region and the City in support of another development application in the area. The study found that the roads, water, sewer and parks infrastructure are adequate to accommodate additional future population.

**Comment**

The development may cause additional flooding on the site and surrounding lands.

**Response**

Transportation and Works Department staff have no objection to the proposed development based on the revised Functional Servicing Report (FSR) and as per the City's requirements, there will be no increase in flows to the existing storm infrastructure as a result of the proposed development. During the processing of the site plan application, staff will identify additional storm water management techniques through the site drainage and landscape design.

**Comment**

The added traffic and parking demand will not be acceptable and the entrance to the site will cause delays and safety concerns on Tomken Road.

**Response**

Transportation and Works Department staff reviewed the Traffic Impact Study submitted with the applications and found it to be acceptable. As the project is small in scale, it will not result in a large volume of traffic. In response to concerns, Transportation and Works Department staff undertook a further review of site and traffic conditions in September 2015 and confirmed that the completed traffic counts are acceptable and the proposed full-moves access on Tomken Road should operate safely. To improve the inbound and outbound left turning movements for the subject development, road improvements will be incorporated, including line painting and the shifting of a curb on the west side of Tomken Road.

As part of the development, Bus Stop 1576 is proposed to be relocated to the southeast corner of Burnhamthorpe Road East and Tomken Road to improve transit operations and passenger connectivity. This will also ensure that there are no sight line concerns with transit vehicles since they will not stop near the site access.

The proposed parking meets the City's zoning by-law requirements and all parking spaces are proposed to be underground. Bike parking spaces are also provided in keeping with the City's

requirements. Uses that require a high amount of parking such as medical offices will not be permitted.

#### **Comment**

The proposed amenity areas on-site are not sufficient.

#### **Response**

An outdoor amenity area is provided on the east side of the building and a communal outdoor terrace on the top floor, as well as indoor amenity space. Staff are satisfied with the proposed provision of amenity space, and details of the spaces will be reviewed as part of the site plan approval process. The Burnhamthorpe Trail is located at the front of the site. Residents will have direct access to this multi-use, paved trail which runs from the eastern boundary of the City to Erin Mills Parkway and connects with other trails and bike routes. The land dedication along Burnhamthorpe Road East will provide enhanced streetscaping that residents can access as an additional amenity. The streetscape will consist of sodded areas, site furnishings and plantings. An existing seating area which is part of the Burnhamthorpe Trail system is located at the corner of Burnhamthorpe Road East and Tomken Road. It will be connected directly to the building by a walkway that leads through the newly enhanced landscaping and will provide a pedestrian link from the building to the corner traffic lights.

#### **Comment**

The area does not need more commercial uses.

#### **Response**

Mississauga Official Plan states that retail uses will be encouraged to develop in combination with residential and office uses. In order to create a complete community, the City encourages compact, mixed use development. The property is an existing motor vehicle commercial site. The official plan discourages intensification proposals that result in a significant loss of commercial floor space.

### **UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

#### **Region of Peel**

Comments updated April 11, 2016 state that adequate capacity has been confirmed for water and waste water services for the proposed development. Should the applications be approved, a revised Functional Servicing Report is required to correct minor technical details. Waste removal details will be reviewed as part of site plan approval.

#### **City Community Services Department**

Comments updated April 19, 2016, state that future residents of the development will receive park service at Allison's Park (P-230), which is located approximately 700 m (2,296 ft.) from the site and contains a play site and a senior unlit soccer field.



Prior to by-law enactment, cash contributions for street tree planting will be required for Tomken Road and upgraded streetscape on Burnhamthorpe Road East will be secured through a Servicing Agreement for Municipal Works. Furthermore, 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 of the *Planning Act* and in accordance with the City's Policies and By-laws.

### **City Transportation and Works Department**

Comments updated February 18, 2016, state that in the event these applications are approved by Council and prior to enactment of the Zoning By-law, the applicant will be required to:

- Enter into a Servicing Agreement for Municipal Works for the construction of the required municipal works, land dedications (11.28 m (37 ft.)) towards the completion of the Burnhamthorpe Road East right of way) and easements
- Enter into a Development Agreement
- Submit a final clean-up report and submission of a complete Record of Site Condition (RSC) to meet the Ministry of Environment and Climate Change standards to ensure any contaminants from current and previous uses have been addressed
- Provide updated Grading, Servicing and Site Context Plans
- Confirm the intended tenure of the commercial component

Site specific details are to be addressed through the Site Plan review and approval process.

### **PLANNING COMMENTS**

#### **Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe**

The *Provincial Policy Statement* (PPS) contains the Province's policies concerning land use planning for Ontario. All planning decisions are required to be consistent with these policies. The PPS encourages intensification of land within urban areas, promotes efficient use of infrastructure and public facilities, and encourages mixed use developments and the support of public transit.

The *Provincial Growth Plan for the Greater Golden Horseshoe* (Growth Plan) directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale. These policies are implemented through Mississauga's Official Plan.

The proposed development adequately takes into account the existing context and provides an appropriate transition of built form to adjacent areas as referenced in the Official Plan section below.

### Strategic Plan

The proposal supports two of the Pillars in the Strategic Plan. It addresses the "Connect" Pillar by contributing to a walkable, mixed-use neighbourhood and enhancing the pedestrian environment around the corner and around the site. It also addresses the "Move" Pillar as it results by directing growth along a Corridor that is served by transit routes and the Multi-Use Trail.

### Official Plan

The proposal requires an amendment to the Mississauga Official Plan policies for the Rathwood Neighbourhood Character Area from **Motor Vehicle Commercial** to **Mixed Use – Special Site**.

Provincial legislation under the *Planning Act* and the City's official plan allow for site-specific changes in Mississauga Official Plan and the City's Zoning By-law if a proposal meets the test of good planning. This recognizes the fact that appropriate development can include proposals that are outside of the planned land use and built form vision for each property as outlined in the City's planning regulations. After a rigorous review process, this project has been found to represent appropriate redevelopment and therefore the planning permissions for the lands should be changed.

As outlined in the Information Report, Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has 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 been provided by the applicant?***

Planning staff have evaluated the criteria against this proposed development. The approval of the applications will not adversely impact the overall goals and objectives of Mississauga Official Plan and is appropriate for the development of the area.

### Directing Growth

The proposal meets the intent of the "Direct Growth" policies of the official plan. The subject property is located within the Rathwood Neighbourhood Character Area. In the City Structure policies of the official plan, Neighbourhoods are not identified as the focus for intensification but



the plan allows for modest additional growth and intensification where the proposal is compatible and enhances the surrounding development. The proposed development is an appropriately scaled development that enhances the surrounding context, gradually transitions towards the existing low density neighbourhood and is compatible with existing development.

The policies for non-intensification areas such as Neighbourhoods direct that residential intensification will generally occur through infilling and the development of existing commercial sites as mixed use areas. Where higher density uses are proposed, they should be located along Corridors such as Burnhamthorpe Road. The proposal represents appropriate mixed-use intensification on an existing, underutilized motor vehicle commercial property and would allow for site remediation of a former gas station site. This development would be the first residential intensification project on this section of Burnhamthorpe Road East. Should applications be received for the other corners at this intersection, each would be evaluated on its own merits and would be dependent on site size and relationship to existing surrounding development. The sites located at the other corners of the intersection of Burnhamthorpe Road East and Tomken Road are smaller than the subject site and would not accommodate the same size of building.

While this is a mid-rise intensification project, it provides an opportunity for completing the community by introducing a different form and tenure of housing to those wishing to relocate to, or to remain in the neighbourhood. As well, the ground floor commercial space, not only serves the surrounding local community, but also provides relief along the Burnhamthorpe Trail that traverses this corridor. Providing development at key intersections creates interest and breaks up the monotony of reverse lot frontages, which characterizes the majority of the Burnhamthorpe Road Corridor east of Cawthra Road. In addition, it sets a standard for a built form that respects the surrounding low density neighbourhood by focusing height at the corner of an arterial road and a major collector road and stepping down to the adjacent low rise dwellings.

The Rathwood Neighbourhood includes various housing types such as apartment buildings up to seven storeys along Rathburn Road to the north. Across the City, in Neighbourhoods outside of Nodes and the Downtown, the Floor Space Index (FSI) of apartment sites ranges from 0.05 to 5.26. The proposed FSI of 1.78 fits within this range.

### ***Compatibility with the Neighbourhood***

While the project addresses the official plan policies, the fundamental question in evaluating the proposal is "does the proposed building fit in with the community or will it have an adverse impact on the surrounding homes?". While the width of Burnhamthorpe Road can easily accommodate more height, staff analyzed in detail the north and easterly sides of the proposed building adjacent to the existing homes. The official plan specifies a maximum height of four storeys in Neighbourhoods but states that proposals for heights more than four storeys will be considered where it can be demonstrated that an appropriate transition in heights that respects the surrounding context will be achieved.

The building form with its multiple planes and upper storeys that begin to step back above the third and fourth storeys creates a gradual transition in scale toward the 1.5 and 2 storey residential dwellings on the adjoining properties. The building setbacks relative to the north and east property lines combined with the step backs of the upper floors, result in upper storeys that are contained within a 45 degree angular plane relative to the property lines of adjacent low density dwellings. This results in a smaller floor area on the upper storeys: preliminary floor plans show 14 units on the second and third floors, 12 units on the fourth floor, eight units on the fifth floor and four units on the top floor. This building configuration minimizes overlook and maximizes sun exposure to the adjacent low density residential dwellings. The terraced building form and the distance separation it achieves relative to the adjacent homes, meets the performance standards required to achieve an appropriate transition in built form to low rise residential areas. The different heights and step backs are shown and dimensioned on a diagram in Appendix 2, Page 2.

In response to resident concerns, the proposal has been updated to include additional outdoor amenity area and fewer units. City staff also requested that a pedestrian level wind study be completed to ensure that there are no adverse impacts on the surrounding properties, public walkway and sidewalks. Additional traffic analysis was completed and the bus stop will be relocated to the south side of Burnhamthorpe Road East to avoid potential sight line concerns with vehicles entering the development from Tomken Road. As well, the building stepbacks were reconfigured to ensure there would no significant shadow impacts on the adjacent homes.

### ***Building and Site Design***

The composition of exterior finishes includes a warm coloured brick that is compatible with the surrounding homes, but is broken up by a combination of glass and white horizontal and vertical surfaces. This, combined with the stepped upper floors introduces some movement to the built form, and lightens the building mass.

The building location and setbacks allow for a 4.5 m (14.8 ft.) wide landscape buffer along the west property line, the north property line and the northern half of the east property line. The landscape buffers along the north and east property lines are unencumbered by the underground parking structure and will therefore have sufficient soil depth to support the growth of new trees to maturity and the preservation of existing trees. The continuous tree canopy will provide some visual relief and create a greater perception of privacy for the adjacent homes. The tree canopy and soft landscaping also provide a buffer for the public walkway next to the north property line. 3D images of the building from various perspectives (including from homes to the north and east of the property) are shown on Appendix 3, Page 8.

### ***Infrastructure***

As noted in the comments regarding servicing, an analysis of capacity for the area along Burnhamthorpe Road East indicates that there is sufficient capacity to accommodate the proposal. The development supports the efficient use of infrastructure and is well served by an arterial and a major collector road and transit. The site is served by Burnhamthorpe Routes 26



and 76, which provide access to the Islington subway station and Route 51 along Tomken Road which runs north to connect to the Mississauga Transitway, which is approximately one kilometre (0.62 miles) north of the site.

### **Summary**

The proposed terraced building provides a sensitive transition to surrounding homes and the studies and drawings have been reviewed to ensure that overlook conditions, shadow and wind impacts meet City requirements. The applicant has provided a planning justification report, and staff concur with the conclusion that the applications represent good planning.

The details of the proposed Official Plan Amendment are found in the Information Report (Appendix 1).

### **Zoning**

The proposed **C4-Exception** (Mainstreet Commercial) zone is appropriate to accommodate the requested residential and commercial uses. Appendix 4 contains a summary of the proposed site specific zoning provisions. An exception schedule will specify the locations of the building as well as the maximum heights and minimum setbacks for each floor of the building.

### **Bonus Zoning**

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. 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 by Council, the recommendations contained in this report request Council to direct staff to hold discussions with the applicant to secure community benefits and to return to Council with a Section 37 report outlining the recommended community benefits.

### **Site Plan**

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through the review of the concept plan, further revisions will be needed to address matters such as servicing, amenity space details, noise reduction, stormwater management and architectural details.

## Financial Impact

Development charges will be payable in keeping with the requirements of the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met.

## Conclusion

The proposed Official Plan Amendment and Rezoning are acceptable from a planning standpoint and should be approved once all conditions have been met, for the following reasons:

1. The proposal for a terraced three to six storey, mixed use building is compatible with the surrounding land uses based on site layout, transition and building design.
2. The proposal is in keeping with the character of the Rathwood Neighbourhood Character
3. Area and the goals and objectives of Mississauga Official Plan. The proposed official plan provisions and zoning standards are appropriate to accommodate the requested uses.

## Attachments

Appendix 1: Information Report

Appendix 2: Revised Concept Plan and Concept Plan Showing Heights

Appendix 3: Revised Elevations and Exterior Views

Appendix 4: Revised Zoning Standards



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Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: Aiden Stanley, Development Planner



Planning and Development Committee

2016/06/07

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Originators files: OZ 14/001 W3



# Corporate Report

Clerk's Files

Originator's  
Files OZ 14/001 W3

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**DATE:** March 3, 2015

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: March 23, 2015

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** Applications to permit a 6 storey, mixed use building with 56  
residential units and commercial uses on the ground floor  
971 Burnhamthorpe Road East  
Owner: Reza Tahmesbi

**Public Meeting/Information Report**

**Ward 3**

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**RECOMMENDATION:** That the Report dated March 3, 2015 from the Commissioner of Planning and Building regarding the applications by Reza Tahmesbi to permit a 6 storey, mixed use building with 56 residential units and commercial uses on the ground floor under File OZ 14/001 W3, at 971 Burnhamthorpe Road East, be received for information.

**REPORT  
HIGHLIGHTS:**

- This report has been prepared for the public meeting of March 23, 2015 to hear from the community;
- The project does not conform with the Motor Vehicle Commercial land use designation and requires an official plan amendment and a rezoning;
- Community concerns identified to date relate to traffic, height and density, impact on the surrounding neighbourhood; and servicing;



- Prior to the next report, matters to be addressed include the review of the site and building layout to ensure compatibility with the surrounding neighbourhood and the resolution of technical requirements.

**BACKGROUND:**

The applications have been circulated for technical comments and a community meeting has been held. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

**COMMENTS:****THE PROPERTY AND THE NEIGHBOURHOOD**

Size and Use	
Frontages:	40.61 m (133.23 ft.) – Burnhamthorpe Road East
	40.57 m (133.10 ft.) – Tomken Road
Depth	± 55 m (180.45 ft.)
Gross Lot Area:	0.30 ha (0.74 ac.)
Existing Uses:	Motor vehicle repair shop

The property is located adjacent to a residential area at the intersection of Tomken Road and Burnhamthorpe Road East. Around the intersection, there is a mix of strip retail plazas, a church and car repair uses. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

North: Detached and semi-detached homes  
 East: Detached and semi-detached homes  
 South: 1 storey commercial plaza  
 West: Applewood Heights Gospel Hall, and detached homes

**DETAILS OF THE PROJECT**

The building is proposed to be a 6 storey mixed use building with commercial uses on the ground floor and 5 storeys of condominium apartments above.

The office and retail units would have entrances facing onto the widened portion of Burnhamthorpe Road East. Their fronts will be set back to provide an overhang to shelter the sidewalk. All parking will be below ground.

The building varies in height from 6 storeys in the middle of the site to 3 storeys along Burnhamthorpe Road East and next to the residential areas to the north and east.

Development Proposal		
Applications submitted:	Received: February 6, 2014 Deemed complete: March 7, 2014	
Developer/Owner:	Reza Tahmesbi	
Applicant:	Andrew Ferancik - Walker, Nott, Dragicevic Associates Limited	
Number of units:	56 residential units and commercial uses on the ground floor	
Height:	6 storeys	
Net Lot Coverage:	45.63%	
Floor Space Index:	2.12	
Net Landscaped Area:	28.32%	
Gross Floor Area:	5,139.2 m <sup>2</sup> (55,317.9 sq. ft.)	
Anticipated Population:	140* *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 Spaces:	Required	Proposed
resident spaces	73	73
visitor	11	11
commercial	17	17
total	101	101
bicycle spaces	46	46
Green Initiatives	<ul style="list-style-type: none"> <li>All occupant bicycle parking will be in a secure and weather protected area;</li> <li>Ventilation grates will be</li> </ul>	



Development Proposal	
	designed to reduce bird nesting and mortality.

Additional information is provided in Appendices I-1 to I-11.

## LAND USE CONTROLS

The lands are within the Rathwood Neighbourhood Character Area and are designated **Motor Vehicle Commercial**. The applicant has requested that the land be redesignated from **Motor Vehicle Commercial** to **Mixed Use – Special Site**.

A rezoning is proposed from **C5-3 (Motor Vehicle Commercial - Exception)** to **C4-Exception (Mainstreet Commercial)**.

Detailed information regarding the Official Plan and Zoning is in Appendix I-9.

## BONUS ZONING

Section 37 of the *Planning Act* and policies in the Official Plan allow the City to seek community benefits when increases in permitted height and/or density are found to be good planning by Council. If these applications are approved, staff will report back to the Planning and Development Committee on the provision of community benefits as a condition of approval.

## WHAT DID THE COMMUNITY SAY?

A community meeting was held by Ward 3 Councillor Chris Fonseca on November 25, 2014.

Issues raised by the community are summarized below. They will be addressed along with issues raised at the public meeting in the Recommendation Report, which will come at a later date.

- The proposed height, scale and density does not fit in with the character of the area, especially with the detached and semi-detached houses to the north and east;
- The shadowing and overlook from the building will impact the surrounding houses;
- The additional population will add pressure to local infrastructure and services;
- The development may cause additional flooding on the site and surrounding lands;
- This site is adjacent to a low density residential neighbourhood, so the level of intensification is inappropriate;
- The added traffic and parking demand will not be acceptable;
- The proposed single entrance to the site will cause delays and safety concerns on Tomken Road;
- The amenity areas on-site are not sufficient;
- The area does not need more commercial uses.

#### **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix I-7 and school information is contained in Appendix I-8. Based on the comments received and the applicable Mississauga Official Plan policies, the following will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's height, massing, density, uses, landscaping, building configuration and technical requirements?
- Has an appropriate building transition been provided between the existing neighbourhood and the proposal?
- Are the proposed design details and zoning standards appropriate?
- Have all other technical requirements and studies related to the project been submitted and found to be acceptable?



## **OTHER INFORMATION**

A number of studies and reports have been submitted by the applicant in support of the applications. The list is below and the studies are available for review.

- Planning Justification Report
- Functional Servicing and Stormwater Management Report
- Traffic Impact Study and Travel Demand Management Plan
- Record of Site Condition
- Phase I and II Environmental Site Assessment
- Sun/Shadow Study
- Noise Feasibility Study
- Vegetation Management and Landscape Plan
- Arborist Report
- Grading and Servicing Plans
- Concept Plan and Elevations
- Green Initiatives Letter
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

## **Development Requirements**

There are certain other engineering matters including: servicing, noise reduction, construction, stormwater management, site condition and streetscape that will require the applicant to enter into agreements with the City. The development will also require the submission and review of a draft plan of condominium and an application for site plan approval. The applicant will be required to dedicate a portion of the site along Burnhamthorpe Road East to the City for the Burnhamthorpe Multi-Use Trail.

## **FINANCIAL IMPACT:**

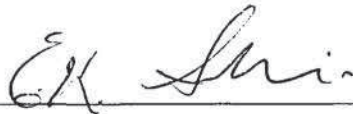
Development charges will be payable as required by the Development Charges By-law of the City. Also, the financial requirements of any other official commenting agency must be met.

**CONCLUSION:**

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and all the issues are resolved.

**ATTACHMENTS:**

Appendix I-1: Site History  
Appendix I-2: Aerial Photograph  
Appendix I-3: Excerpt of Mississauga Official Plan  
Appendix I-4: Existing Land Use and Proposed Zoning Map  
Appendix I-5: Concept Plan  
Appendix I-6: Elevations and Exterior View  
Appendix I-7: Agency Comments  
Appendix I-8: School Accommodation  
Appendix I-9: Summary of Existing and proposed Mississauga  
Official Plan policies  
Appendix I-10: Summary of Proposed Zoning  
Provisions  
Appendix I-11: General Context Map



Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Aiden Stanley, Development Planner*



Reza Tahmesbi

File: OZ 14/001 W3

### Site History

- May 7, 1981 – The Committee of Adjustment (File 'A' 81/198) approved the construction of a 4 bay service station and canopy with reduced setbacks.
- November 18, 1982 – The Committee of Adjustment (File 'A' 82/357) approved a temporary minor variance to permit the retail sales of motor vehicles until December 31, 1983.
- May 31, 1984 – The Committee of Adjustment (File 'A' 84/243) approved a temporary minor variance to permit the retail sales of motor vehicles until December 31, 1985.
- May 5, 2003 – The Region of Peel approved Mississauga Plan policies for the Rathwood District which designated the subject lands "Motor Vehicle Commercial".
- March 4, 2012 – The Committee of Adjustment (File 'A' 183/12) approved a temporary minor variance to permit the retail sales of motor vehicles accessory to the existing motor vehicle service station until June 30, 2017.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated "Motor Vehicle Commercial" in the Rathwood Neighbourhood Character Area.

SUBJECT LANDS

**SUBJECT:**  
**WALKER, NOTT, DRAGICEVIC ASSOCIATES LIMITED**

**FILE NO:**  
**OZ 14/001 W3**

DWG. NO:  
14001A

**SCALE:**  
**1:25000**

DATE: 23-Mar-15

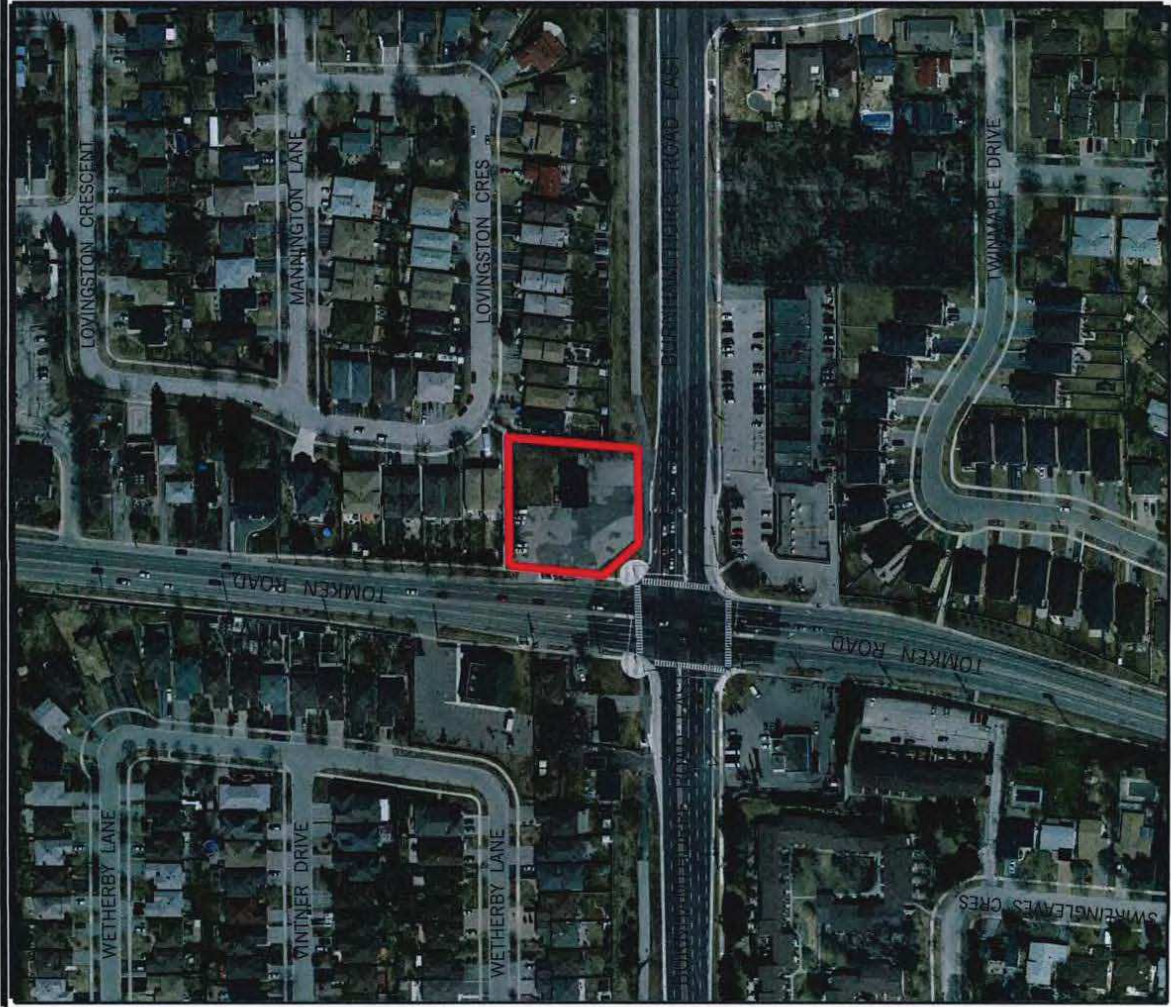
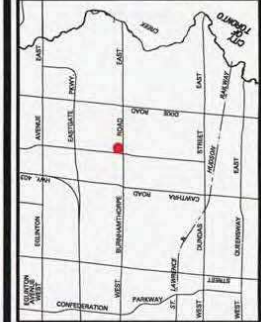
**DRAWN BY:**  
**J.BERNARD**

Produced by  
T&W, Geomatics

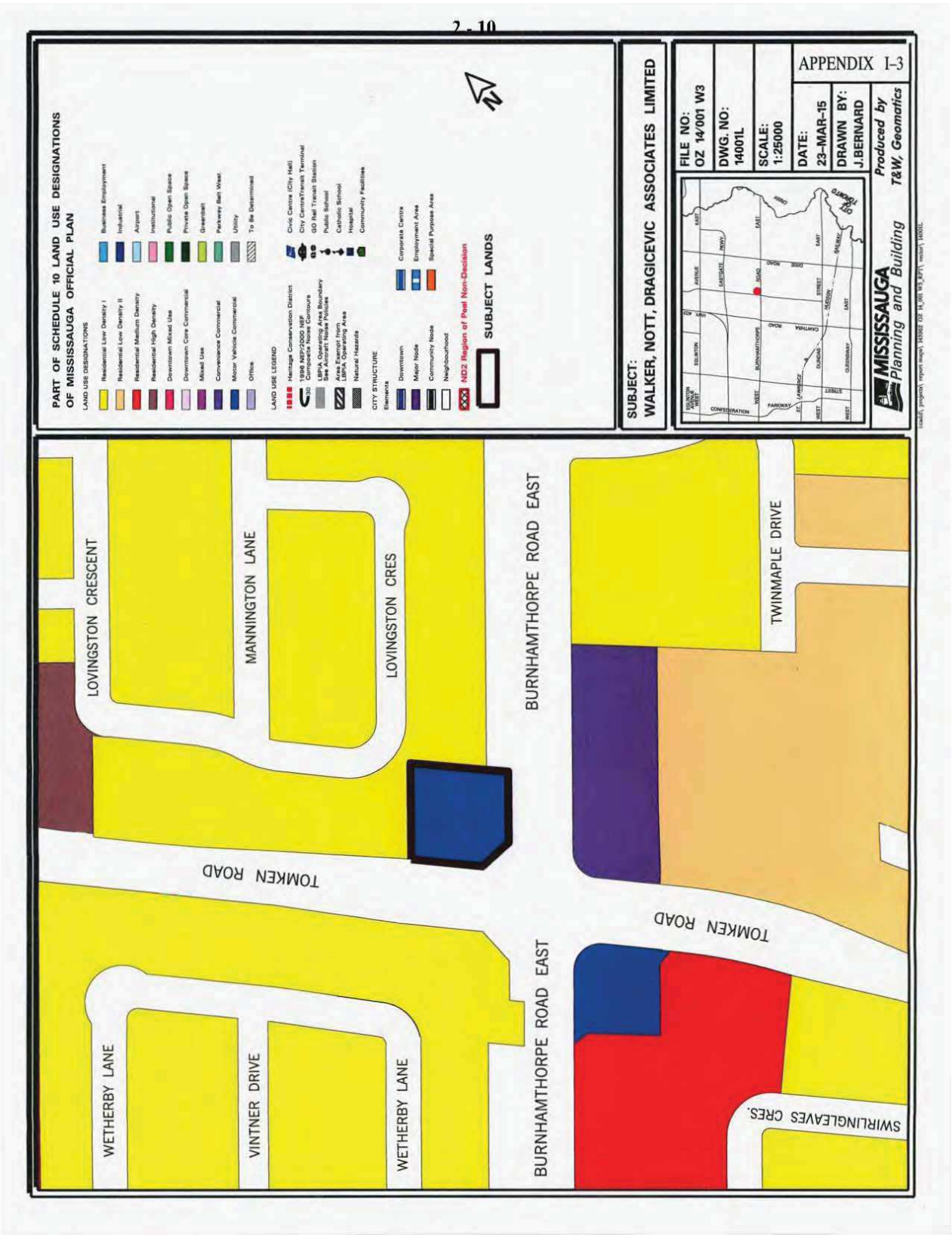
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Planning and Building

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APPENDIX I-2

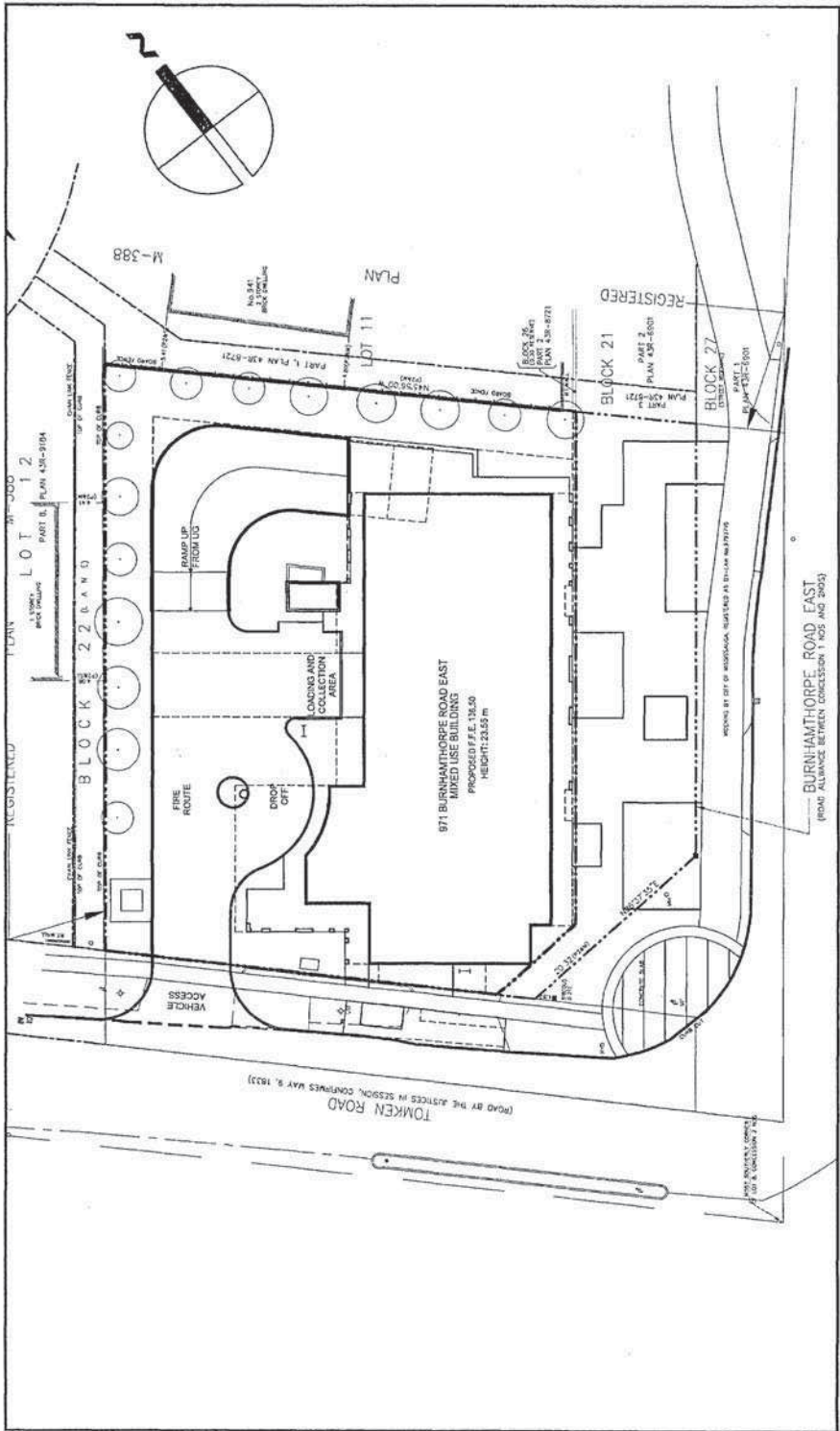






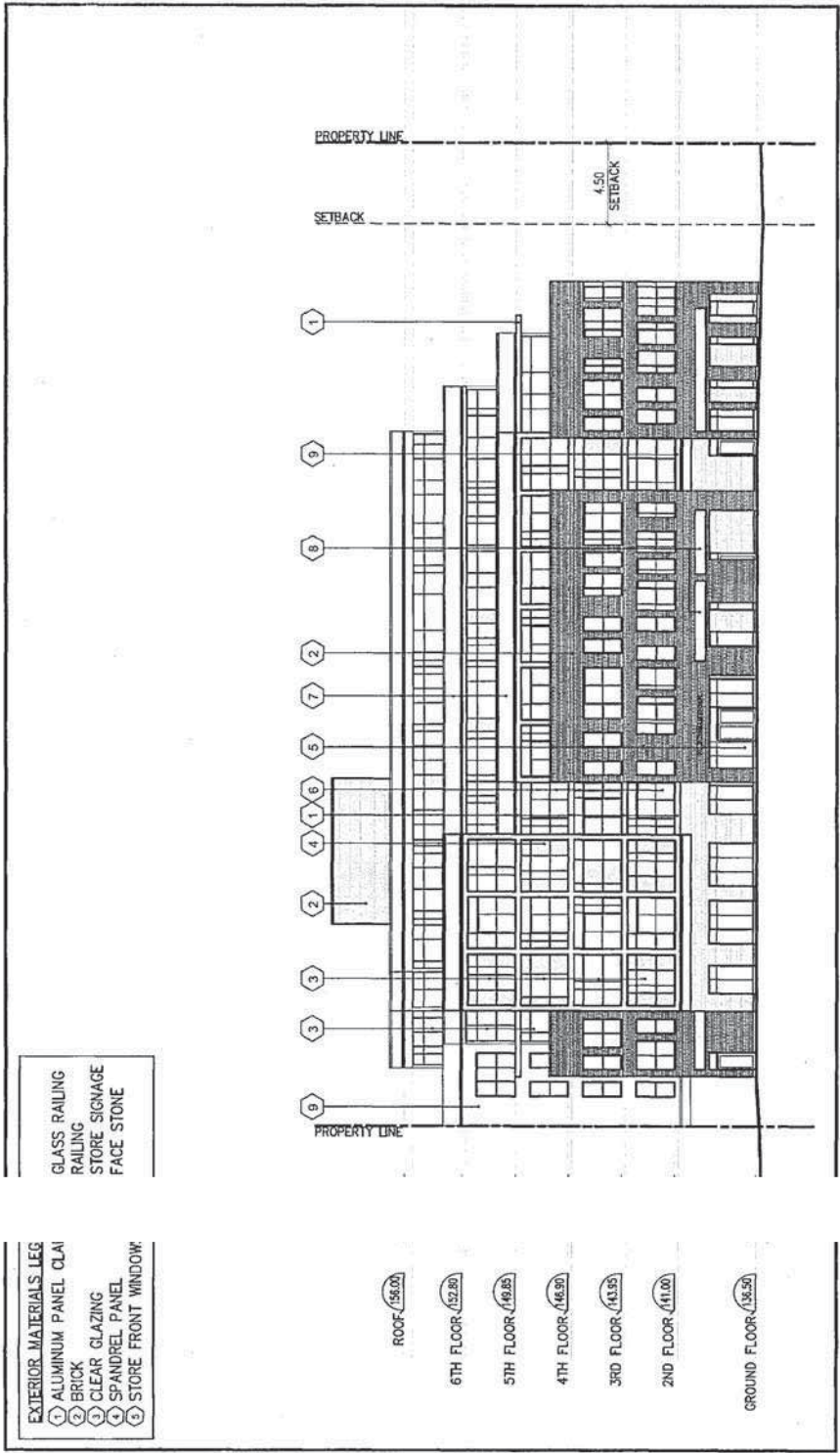






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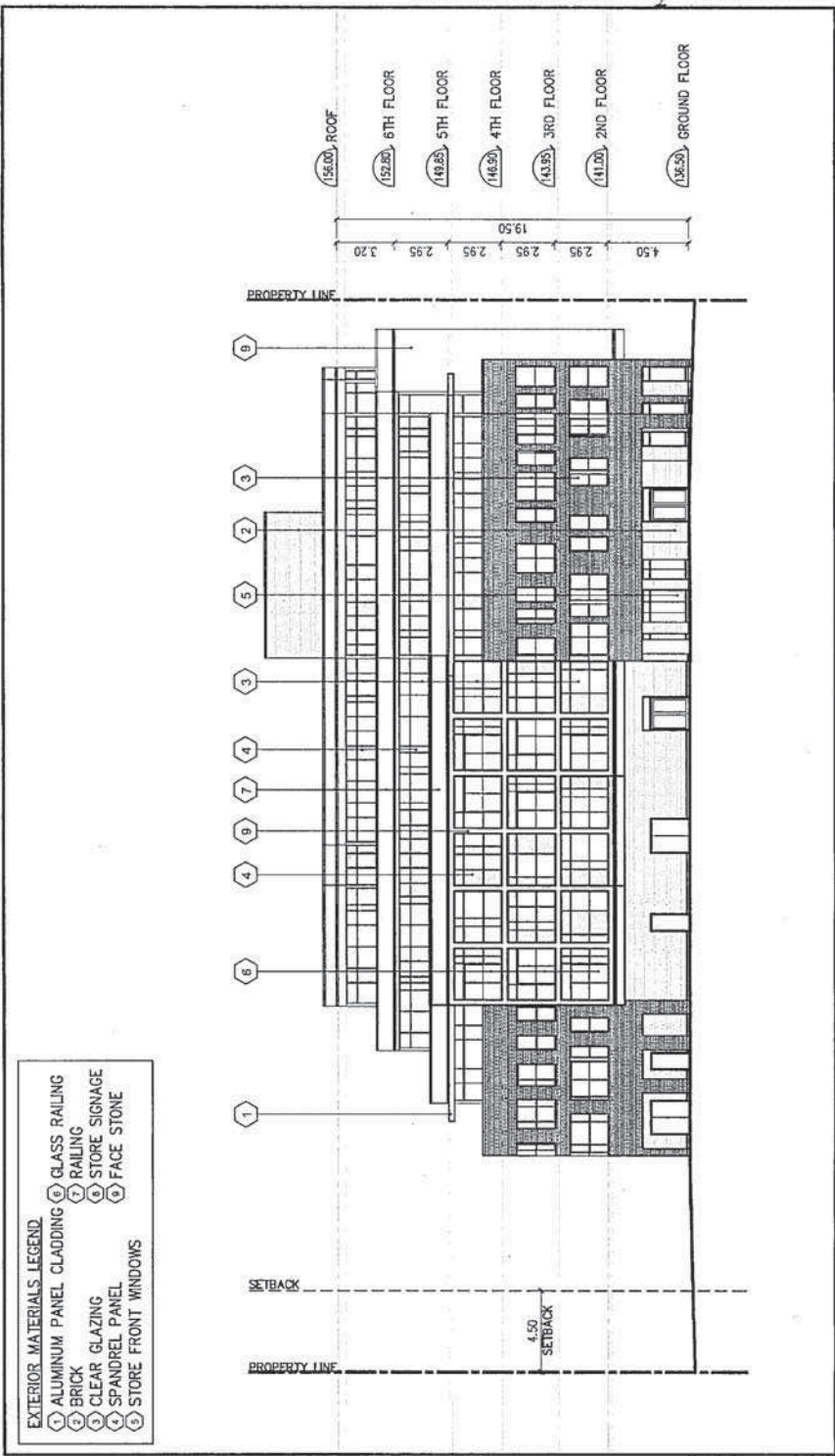
APPENDIX I-6 ELEVATIONS AND EXTERIOR VIEW PAGE 1



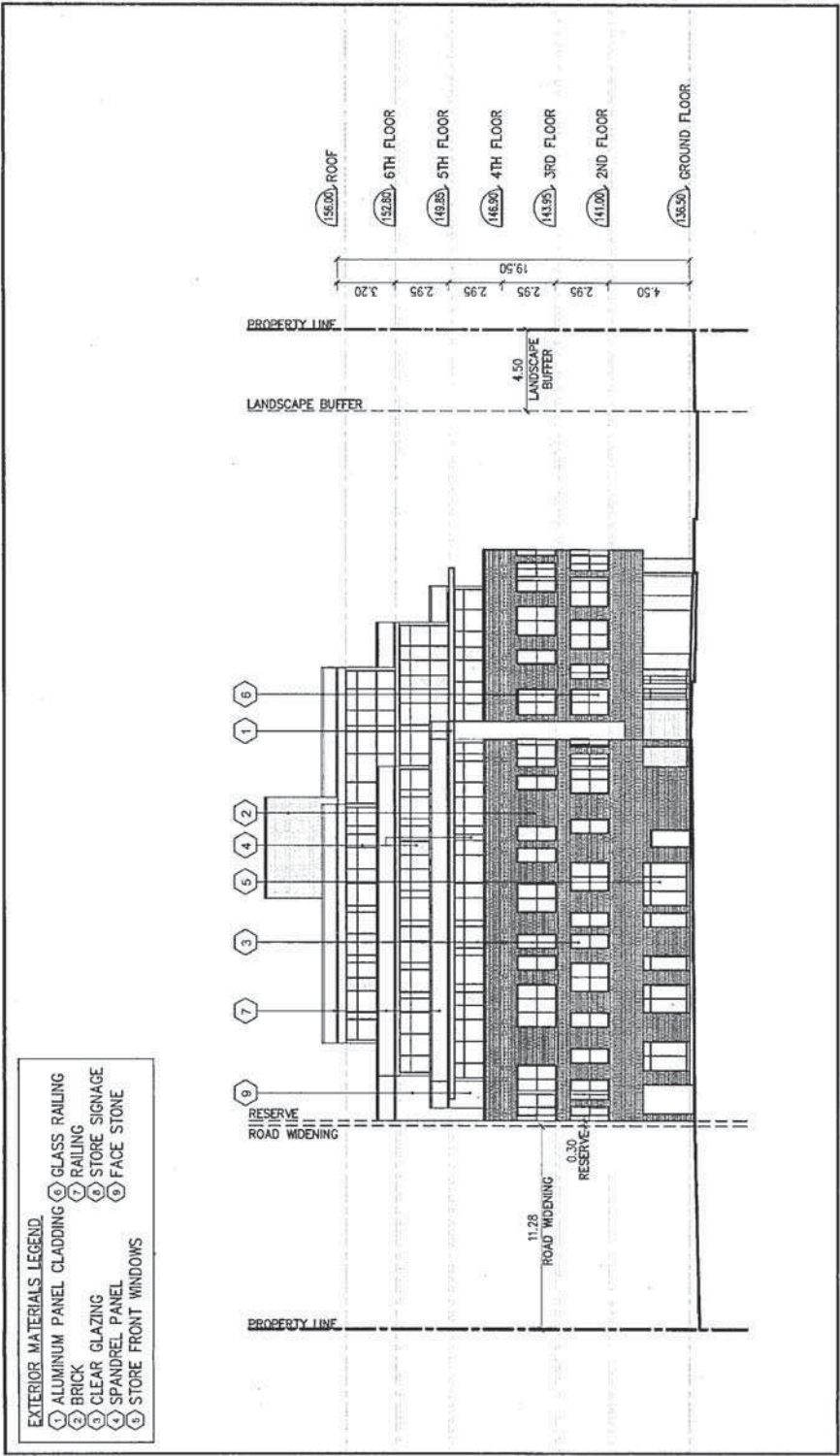


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APPENDIX 1-6 ELEVATIONS AND EXTERIOR VIEW PAGE 2



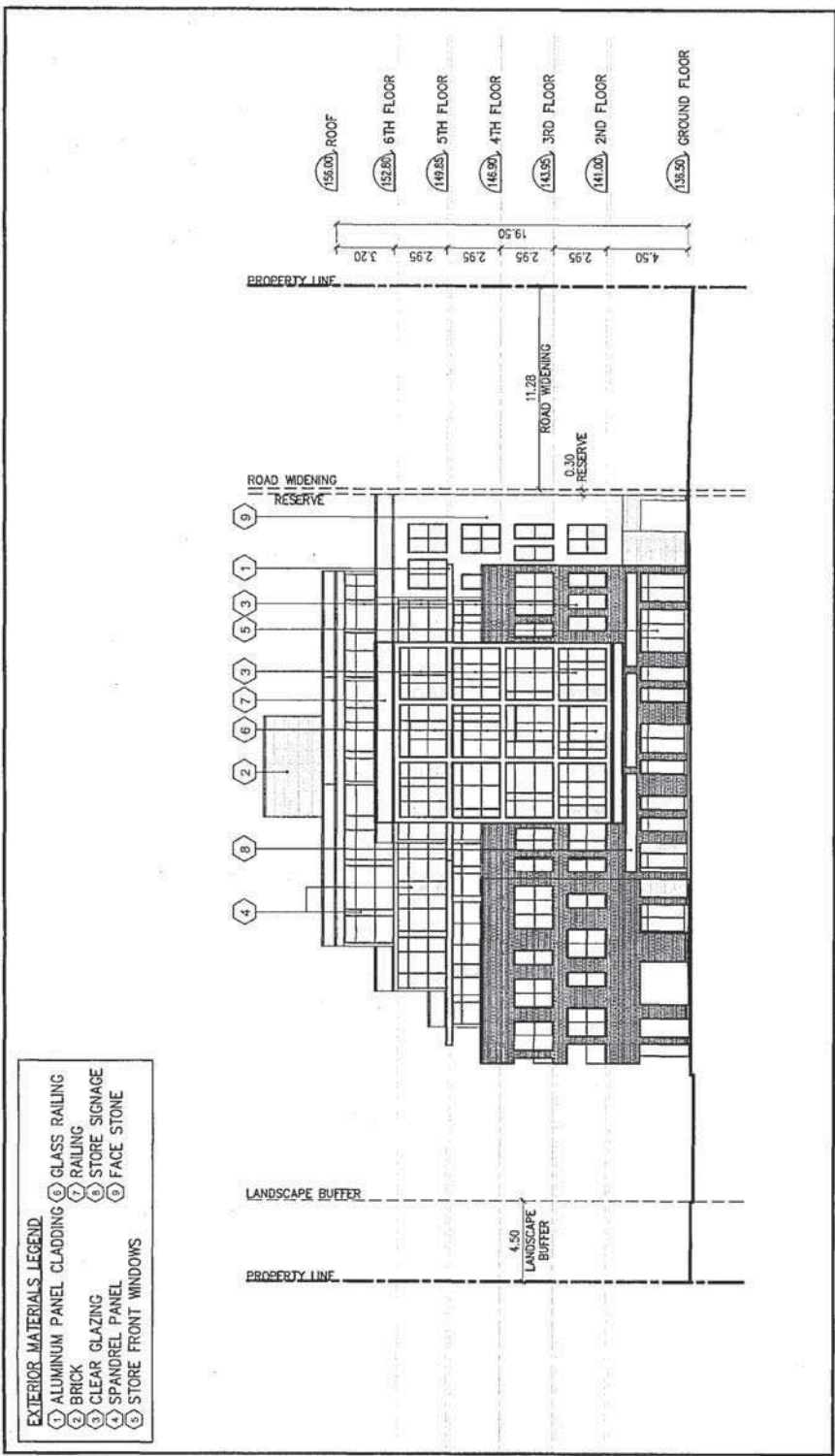
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APPENDIX I-6 ELEVATIONS AND EXTERIOR VIEW PAGE 3





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APPENDIX I-6 ELEVATIONS AND EXTERIOR VIEW PAGE 4







Reza Tahmesbi

File: OZ 14/001 W3

### Agency Comments

The following is a summary of comments from agencies and departments regarding the applications.

Agency / Comment Date	Comment
Region of Peel (March 4, 2014)	<p>An existing 300 mm (11.8 in.) diameter water main is located on Tomken Road, a 250 mm (9.8 in.) diameter water main is located on Burnhamthorpe Road within an easement on the east side of the subject property and a 400 mm (15.7) diameter water main is located on Burnhamthorpe Road. There are also major transmission water mains on Tomken and Burnhamthorpe Roads to which connections will not be allowed.</p> <p>Prior to the Recommendation Report, the applicant must submit a satisfactory Functional Servicing Study and multi-use demand table to determine the adequacy of the existing services for the proposed development.</p> <p>Private Servicing Easements may be required. This will be determined once the site servicing proposal is reviewed.</p> <p>The proposed development will receive front-end garbage and recycling collection for residential waste, provided that the applicant satisfies Regional requirements. A private hauler will be required for business waste.</p>
Dufferin-Peel Catholic (May 1, 2014) District School Board and Peel District School Board (April 27, 2014)	<p>Both School Boards 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 these development applications.</p> <p>If approved, both School Boards require that warning clauses with respect to temporary school accommodation and transportation arrangements be included in Development and Servicing Agreements and all Agreements of Purchase and Sale.</p>

Reza Tahmesbi

File: OZ 14/001 W3

Agency / Comment Date	Comment
City Community Services Department – Parks and Forestry Division/Park Planning Section (April 30, 2014, Updated February 11, 2015)	This Department notes that future residents of the proposal will receive park service at Allison's Park (P-230), which is located approximately 700 m (2,296.6 ft.) from the site and contains a play site and a senior soccer field. Prior to by-law enactment cash contributions for street tree planting will be required. Furthermore, 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 the <i>Planning Act</i> and in accordance with City's Policies and By-laws.
City Community Services Department – Fire and Emergency Services Division (May 22, 2015)	Fire has reviewed the OPA/rezoning application from an emergency response perspective and has no concerns; emergency response time to the site and available water supply are acceptable.
City Transportation and Works Department (February 10, 2015)	<p>This department confirmed receipt of Site and Engineering Plans, a Functional Servicing Report, Noise Report and a Traffic Impact Study submitted in support of the mixed use development proposal. Preliminary comments and conditions have been prepared and provided to the applicant requesting additional information and modifications to the functional site design.</p> <p>Development matters currently under review and consideration by the department include:</p> <ul style="list-style-type: none"> <li>• traffic implications,</li> <li>• boulevard restoration, streetscape design and site access relocation,</li> <li>• grading and storm drainage implications,</li> <li>• compliance with City/MOECC acoustic guidelines,</li> <li>• environmental compliance and a complete record of site condition.</li> </ul> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</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>Trillium Health Partners City of Mississauga Economic Development Department Bell Canada</p>



Reza Tahmesbi

File: OZ 14/001 W3

Agency / Comment Date	Comment
	Canada Post Greater Toronto Airport Authority
	The following City Departments and external agencies were circulated the applications but provided no comments: City of Mississauga Realty Services Department Rogers Cable Trans-Northern Pipelines Consiel Scolaire de District Catholique Centre-Sud Conseil Scolaire Viamonde

Reza Tahmesbi

File: OZ 14/001 W3

**School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>7 Kindergarten to Grade 6</li> <li>3 Grade 7 to Grade 8</li> <li>3 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Silverthorn P.S. <ul style="list-style-type: none"> <li>Enrolment: 246</li> <li>Capacity: 337</li> <li>Portables: 0</li> </ul> </li> <li>Tomken Road Middle P.S. <ul style="list-style-type: none"> <li>Enrolment: 882</li> <li>Capacity: 961</li> <li>Portables: 0</li> </ul> </li> <li>Applewood Heights S.S. <ul style="list-style-type: none"> <li>Enrolment: 929</li> <li>Capacity: 961</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>4 Junior Kindergarten to Grade 8</li> <li>2 Grade 9 to Grade 12</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>St. Basil <ul style="list-style-type: none"> <li>Enrolment: 266</li> <li>Capacity: 256</li> <li>Portables: 0</li> </ul> </li> <li>Philip Pocock <ul style="list-style-type: none"> <li>Enrolment: 1235</li> <li>Capacity: 1257</li> <li>Portables: 5</li> </ul> </li> </ul> </li> </ul>



Reza Tahmesbi

File: OZ 14/001 W3

### **Existing Official Plan Provisions**

**"Motor Vehicle Commercial"** which permits the following uses: gas bar, motor vehicle repair, motor vehicle service station and motor vehicle wash. Retail stores and take-out restaurants which may include a drive-through facility are permitted accessory to Motor Vehicle Commercial uses.

The lands are located within the Rathwood Neighbourhood Character Area. For lands within a Neighbourhood, a maximum building height of four storeys applies.

### **Proposed Official Plan Amendment Provisions**

The lands are proposed to be designated **"Mixed Use – Special Site"**.

The Mixed Use designation permits residential and retail uses as well as the following other uses: commercial parking facility, conference center, recreation facility, financial institution, funeral establishment, motor vehicle rental, overnight accommodation, personal service establishment, post-secondary educational facility, restaurant, and secondary office.

Notwithstanding the provisions of the Mixed Use designation, the following additional policy is proposed to apply: a maximum building height of six storeys is permitted.

Reza Tahmesbi

File: OZ 14/001 W3

**Relevant Mississauga Official Plan Policies**

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 5 – Direct Growth</b>	Section 5.3.5 Section 5.4	<p>Neighbourhoods should be regarded as stable residential areas where the existing character is to be preserved. Residential intensifications within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas. Where higher density uses are proposed, they should be located along Corridors or in conjunction with existing apartment sites or commercial sites.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to the surrounding development.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p>
<b>Section 7 – Complete Communities</b>	Section 7.2	The provision of housing should maximize the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.



	Specific Policies	General Intent
Section 9 -- Build a Desirable Urban Form	<p>Section 9.0</p> <p>Section 9.1</p> <p>Section 9.3</p> <p>Section 9.4</p> <p>Section 9.5</p>	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as the redevelopment of strip malls.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties.</p> <p>Development at intersections and on major streets should be of a highly attractive urban quality.</p> <p>Development on Corridors will be encouraged to not locate parking between the building and the street, to design buildings that frame the street, to support transit and active transportation modes and consolidate access points.</p>
	Specific Policies	General Intent
Section 16 - Neighbourhoods	<p>Section 16.1</p>	<p>A maximum building height of four storeys will apply to Neighbourhoods. Proposals for heights of more than four storeys will be considered where it can be demonstrated that the transition in heights respects the surrounding context, the proposal enhances the existing or planned development and the City Structure hierarchy is maintained.</p>

	Specific Policies	General Intent
Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• 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.</li> </ul>



Reza Tahmesbi

File: OZ 14/001 W3

**Summary of Existing Zoning By-law Provisions**

**"C5-3" (Motor Vehicle Commercial – Exception)**, which permits gas bars, service stations, car wash facilities and motor vehicle repair facilities.

**Proposed Zoning Standards**

	<b>"C4 (Mainstreet Commercial)" Zoning By-law Standards</b>	<b>Proposed "C4-Exception" (Mainstreet Commercial) Zoning By-law Standards</b>
Permitted uses	Retail, service, entertainment, office and residential uses	A dwelling unit located above the first storey, apartment dwelling and retail stores only.
Maximum height – flat roof	12.5 m (41.0 ft.) and 3 storeys	19.5 m (64.0 ft.) and 6 storeys
Maximum number of apartment dwellings units	n/a	56
Combined maximum total gross floor area – apartment dwelling and gross floor area – non residential	n/a	5150 m <sup>2</sup> (55,436 sq. ft.)
Maximum total gross floor area – non residential	No maximum	430 m <sup>2</sup> (4,629 sq. ft.)
Maximum total gross floor area – apartment dwelling	No maximum	4720 m <sup>2</sup> (50,807 sq. ft.)
Combined minimum amenity area – indoor and outdoor	n/a	310 m <sup>2</sup> (3,337.0 sq. ft.)
Minimum number of bicycle parking spaces	n/a	45
Maximum projection of a balcony or terrace located above the first storey measured from the outermost face or faces of the building from which the balcony or terrace projects	n/a	2.5 m (8.2 sq. ft.)
Maximum height of a mechanical floor area may project above the 6 <sup>th</sup> storey	n/a	5 m (16.4 sq. ft.)

Reza Tahmesbi

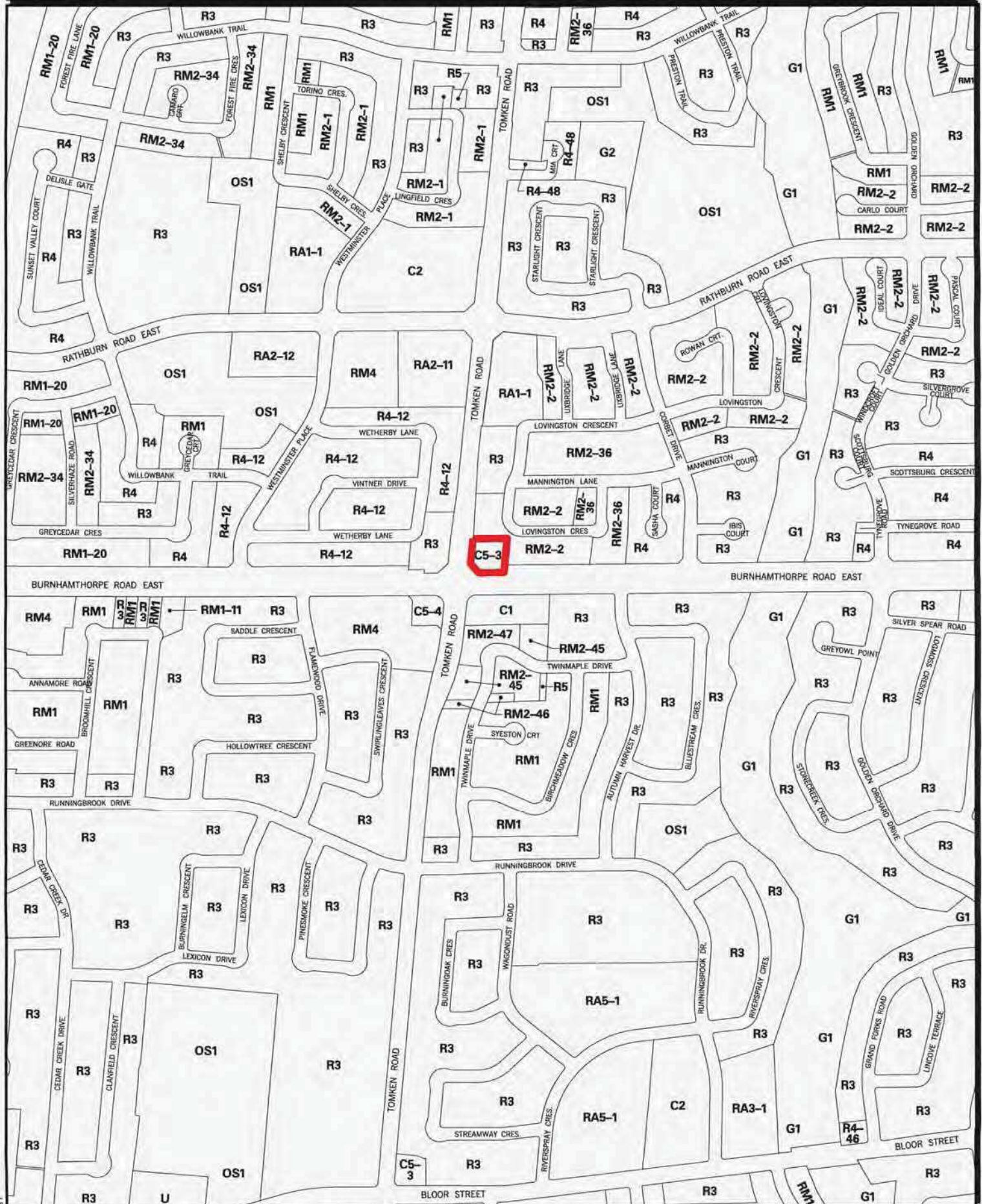
File: OZ 14/001 W3

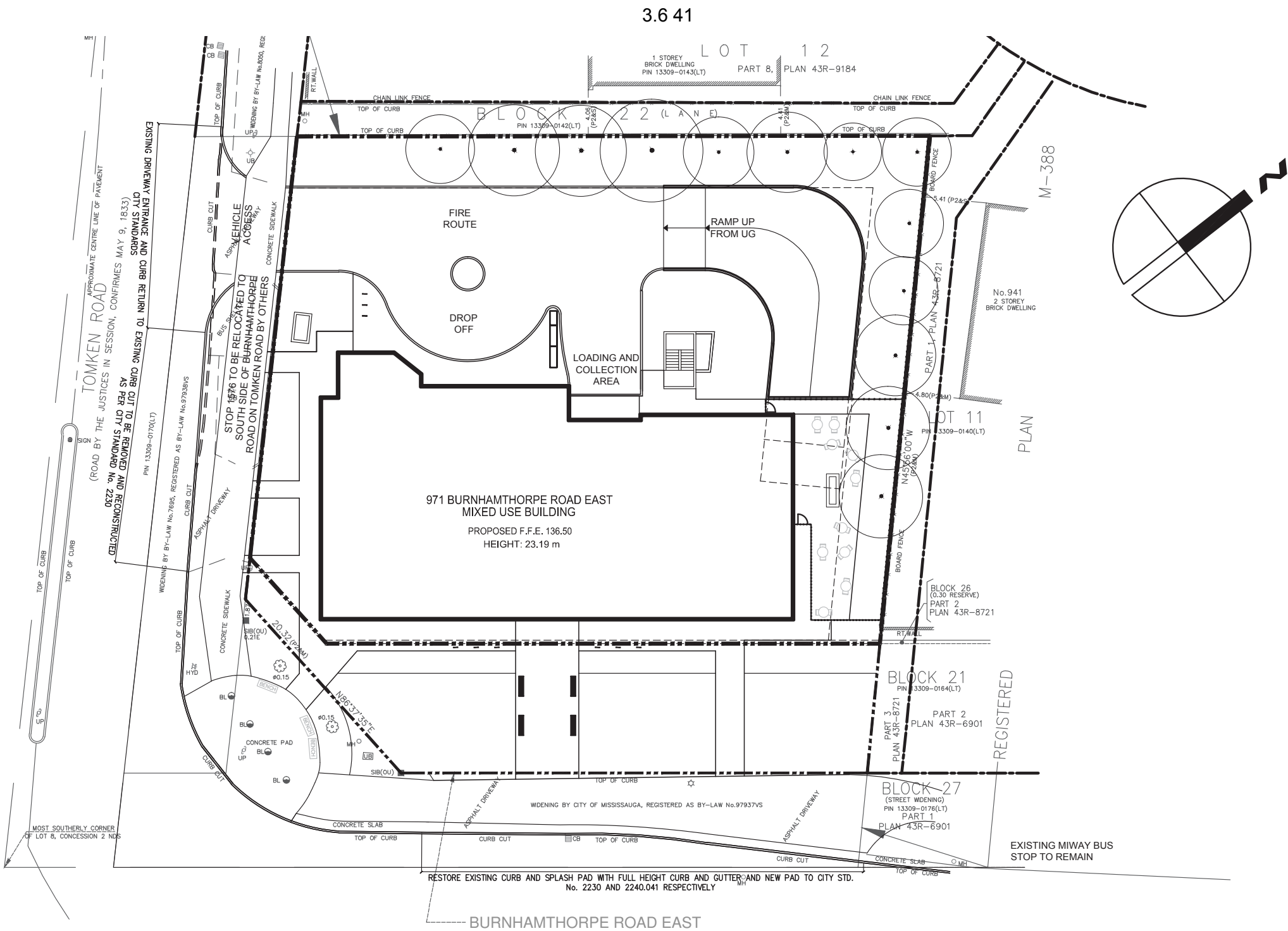
Exception Schedule	n/a	The permitted uses and applicable regulations shall be as specified for a C4 zone except that all site development plans shall comply with the exception schedule which will reflect the concept plan shown in Appendix I-5.
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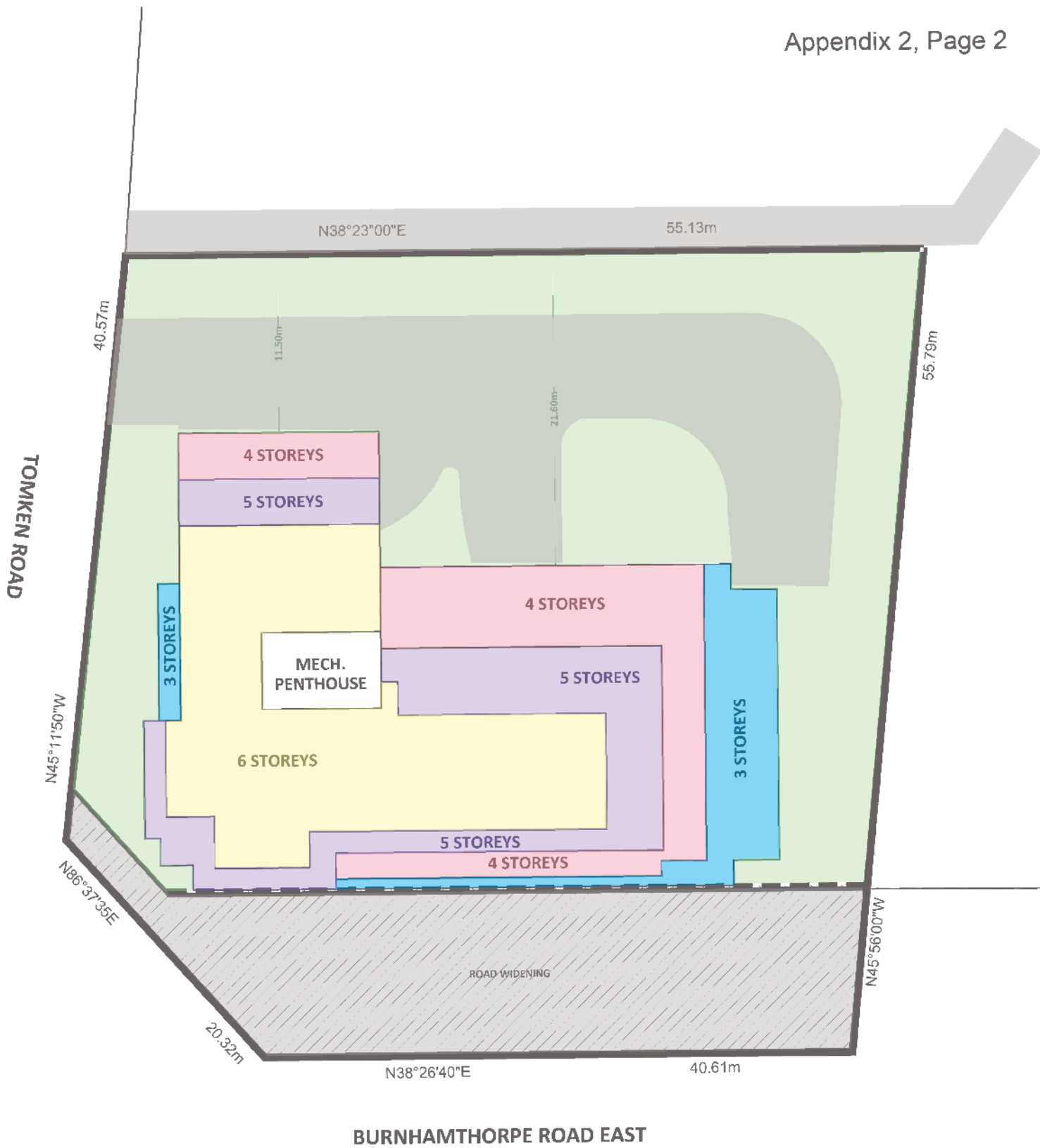
GENERAL CONTEXT MAP APPENDIX I-11

OZ 14/001 W3









# EXTERIOR MATERIALS LEGEND

1 ALUMINUM PANEL CLADDING	6 GLASS RAILING	11 1.2M HIGH DECORATIVE METAL FENCE	15 LOW CLEARANCE SIGN UNDER BUILDING ABOVE
2 BRICK	7 PANEL CLAD RAILING		
3 CLEAR GLAZING	8 BUILDING SIGNAGE	12 DARK GREY CONCRETE BANDING	
4 SPANDREL PANEL	9 1.8M HIGH PRIVACY FENCE	13 METAL RAILING ADJACENT RAMP	
5 STORE FRONT GLAZING	10 CANOPY	14 MECHANICAL PENTHOUSE	





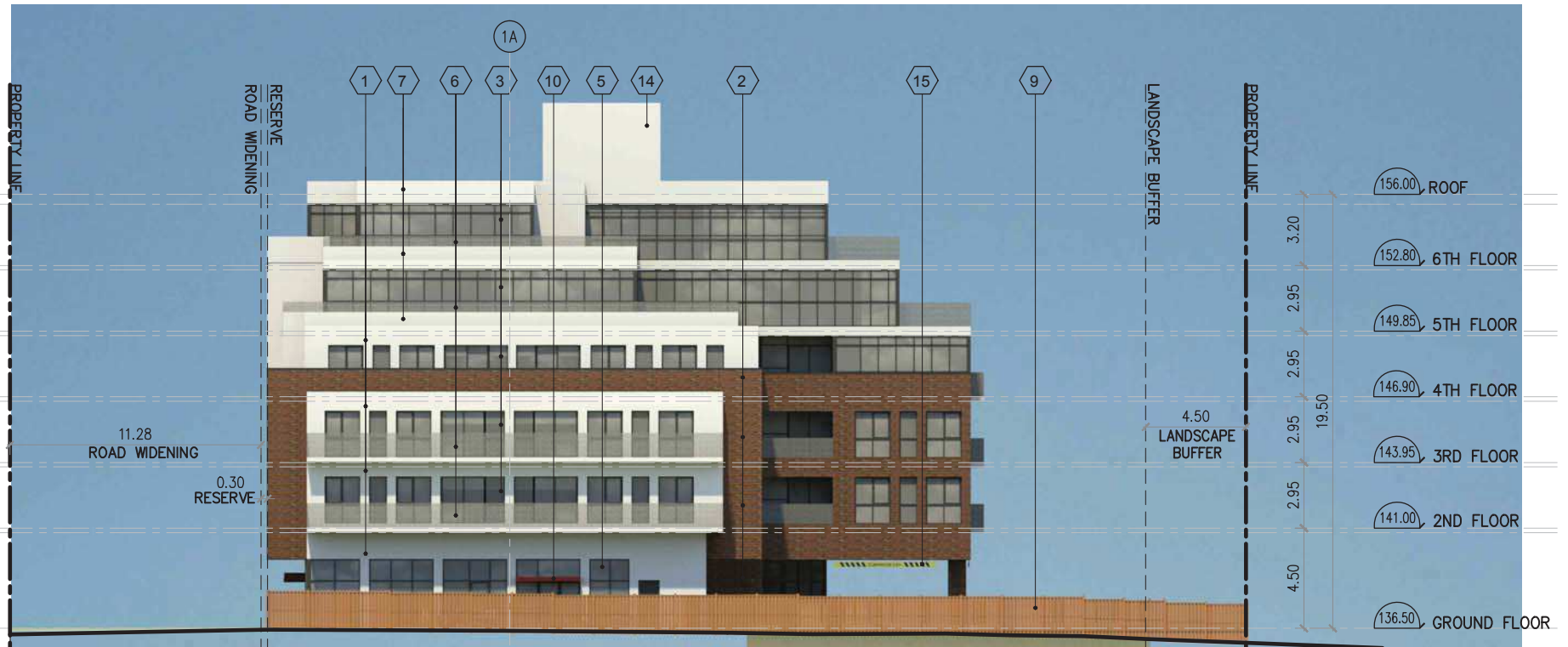
## EXTERIOR MATERIALS LEGEND

- |                           |                           |                                    |   |
|---------------------------|---------------------------|------------------------------------|---|
| ① ALUMINUM PANEL CLADDING | ⑥ GLASS RAILING           | ⑪ 1.2M HIGH DECORATIVE METAL FENCE | ⑮ LOW CLEARANCE SIGN UNDER BUILDING ABOVE |
| ② BRICK                   | ⑦ PANEL CLAD RAILING      |                                    |   |
| ③ CLEAR GLAZING           | ⑧ BUILDING SIGNAGE        | ⑫ DARK GREY CONCRETE BANDING       |   |
| ④ SPANDREL PANEL          | ⑨ 1.8M HIGH PRIVACY FENCE | ⑬ METAL RAILING ADJACENT RAMP      |   |
| ⑤ STORE FRONT GLAZING     | ⑩ CANOPY                  | ⑭ MECHANICAL PENTHOUSE             |   |



**EXTERIOR MATERIALS LEGEND**

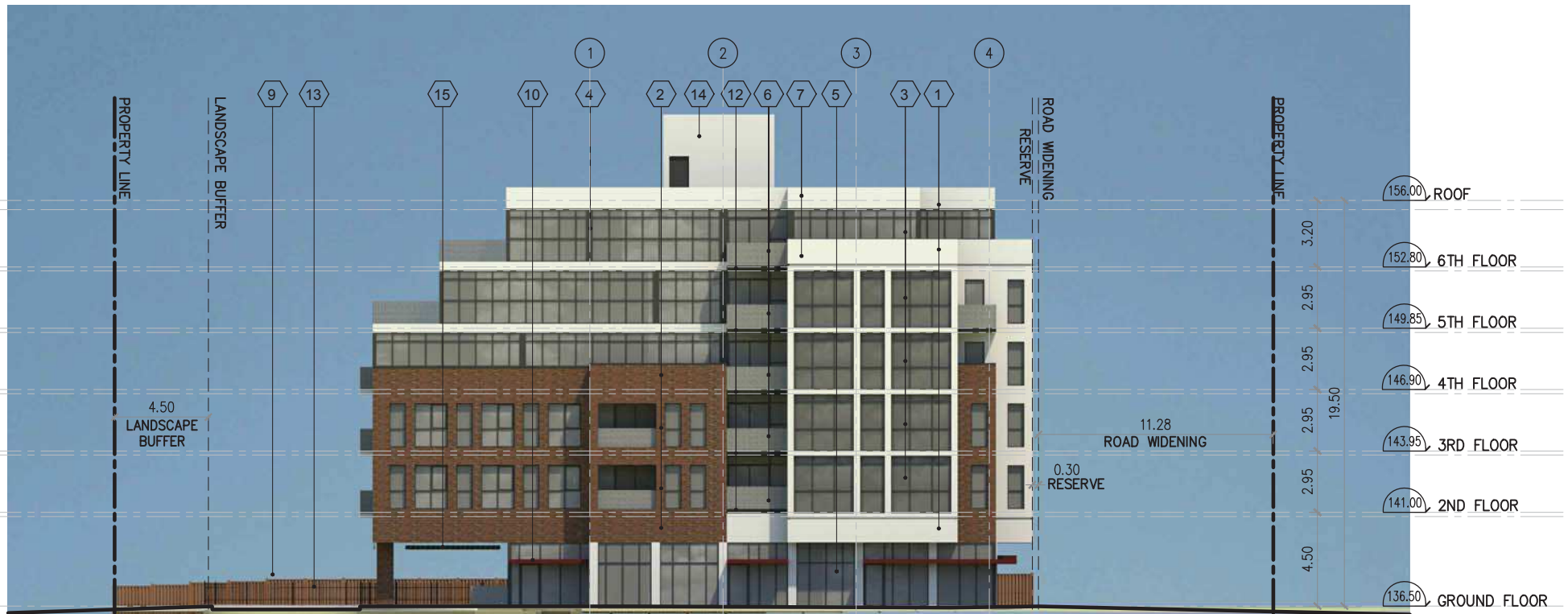
- |                           |                           |                                    |   |
|---------------------------|---------------------------|------------------------------------|---|
| ① ALUMINUM PANEL CLADDING | ⑥ GLASS RAILING           | ⑪ 1.2M HIGH DECORATIVE METAL FENCE | ⑮ LOW CLEARANCE SIGN UNDER BUILDING ABOVE |
| ② BRICK                   | ⑦ PANEL CLAD RAILING      |                                    |   |
| ③ CLEAR GLAZING           | ⑧ BUILDING SIGNAGE        | ⑫ DARK GREY CONCRETE BANDING       |   |
| ④ SPANDREL PANEL          | ⑨ 1.8M HIGH PRIVACY FENCE | ⑬ METAL RAILING ADJACENT RAMP      |   |
| ⑤ STORE FRONT GLAZING     | ⑩ CANOPY                  | ⑭ MECHANICAL PENTHOUSE             |   |





## EXTERIOR MATERIALS LEGEND

- |                           |                           |                                    |   |
|---------------------------|---------------------------|------------------------------------|---|
| ① ALUMINUM PANEL CLADDING | ⑥ GLASS RAILING           | ⑪ 1.2M HIGH DECORATIVE METAL FENCE | ⑮ LOW CLEARANCE SIGN UNDER BUILDING ABOVE |
| ② BRICK                   | ⑦ PANEL CLAD RAILING      |                                    |   |
| ③ CLEAR GLAZING           | ⑧ BUILDING SIGNAGE        | ⑫ DARK GREY CONCRETE BANDING       |   |
| ④ SPANDREL PANEL          | ⑨ 1.8M HIGH PRIVACY FENCE | ⑬ METAL RAILING ADJACENT RAMP      |   |
| ⑤ STORE FRONT GLAZING     | ⑩ CANOPY                  | ⑭ MECHANICAL PENTHOUSE             |   |





1 PERSPECTIVE 1  
A401 NTS



2 PERSPECTIVE 2  
A401 NTS



3 PERSPECTIVE 3  
A401 NTS



4 PERSPECTIVE 4  
A401 NTS



5 PERSPECTIVE 5  
A401 NTS



ADDITIONAL IMAGES KEY PLAN



3.6 48

945 LOVINGSTON  
CRES

941 LOVINGSTON  
CRES

Appendix 3  
Page 6

ICON Architects Inc.



VIEW FROM SOUTH SIDE OF 945 LOVINGSTON CRESCENT - VIEW 1



3.6.46



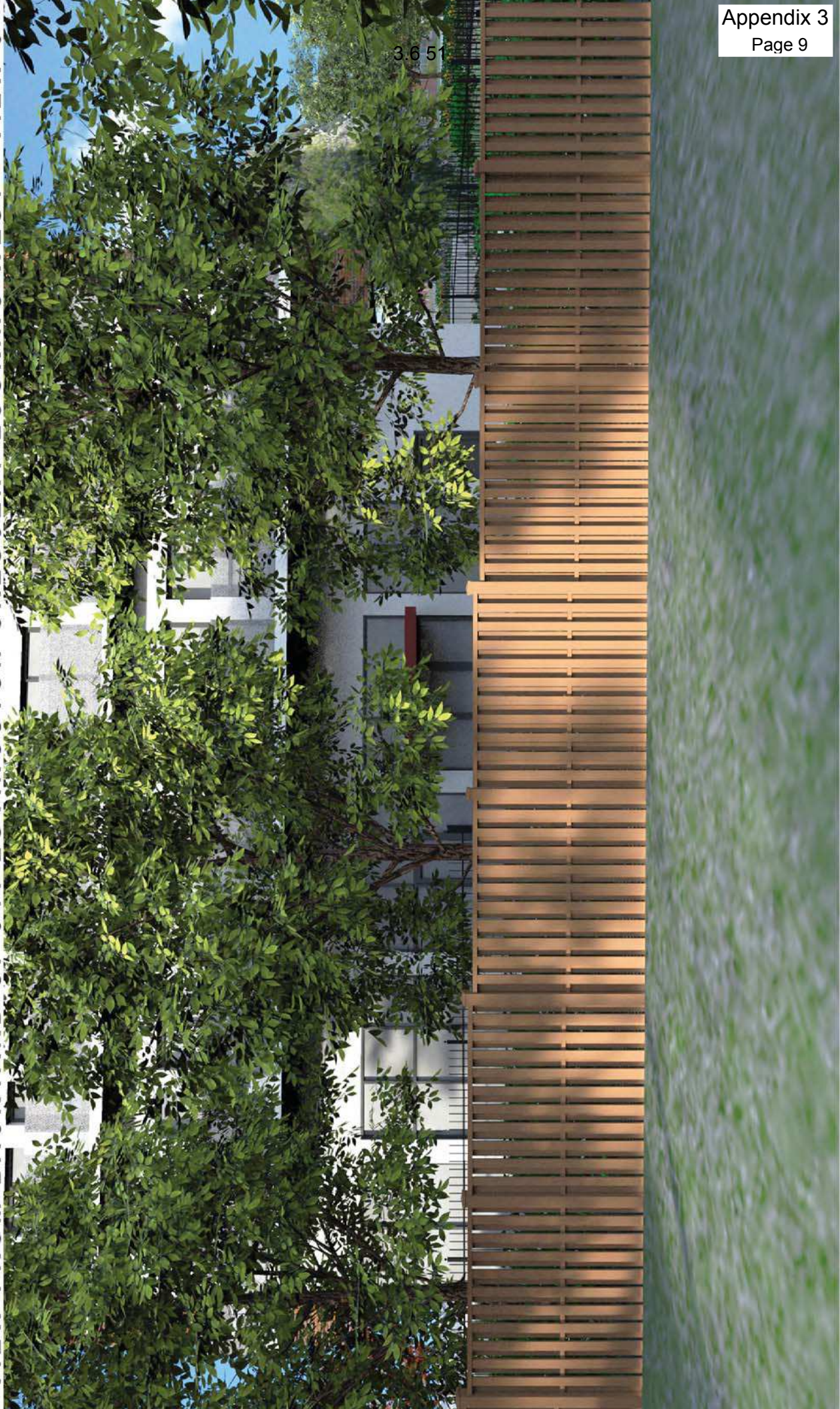
VIEW FROM WEST SIDE OF 941 LOVINGSTON CRESCENT - VIEW 2



3.6.50



VIEW FROM BACKYARD OF 941 LOVINGSTON CRESCENT LOOKING WEST - VIEW 3





Reza Tahmesbi

File: OZ 14/001 W3

**Summary of Existing Zoning By-law Provisions**

**"C5-3" (Motor Vehicle Commercial – Exception )**, which permits gas bars, service stations, car wash facilities and motor vehicle repair facilities.

**Proposed Zoning Standards**

	<b>"C4 (Mainstreet Commercial)" Zoning By-law Standards</b>	<b>Proposed "C4-Exception" (Mainstreet Commercial) Zoning By-law Standards</b>
Permitted uses	Retail, service, entertainment, office and residential uses	Grade related retail, service and office uses with 5 storeys of residential dwellings.
Maximum height – flat roof	12.5 m (41.0 ft.) and 3 storeys	20 m (65.61 ft.) and 6 storeys
Combined maximum total gross floor area – apartment dwelling and gross floor area – non residential	n/a	5150 m <sup>2</sup> (55,436 sq. ft.)
Maximum total gross floor area – non residential	No maximum	455 m <sup>2</sup> (4,897.58 sq. ft.)
Maximum total gross floor area – apartment dwelling	No maximum	4720 m <sup>2</sup> (50,807 sq. ft.)
Minimum amenity area – outdoor	n/a	155 m <sup>2</sup> (1668.4 sq. ft.)
Minimum amenity area – indoor	n/a	84 m <sup>2</sup> (904.2 sq. ft.)
Minimum number of bicycle parking spaces	n/a	42
Maximum projection of a balcony or terrace located above the first storey measured from the outermost face or faces of the building from which the balcony or terrace projects	n/a	2.5 m (8.2 ft.)
Maximum height of a mechanical area above the 6 <sup>th</sup> storey	n/a	5 m (16.4 ft.)
Exception Schedule	n/a	All site development plans shall comply with the exception schedule which reflects the concept plan (Appendix 2).

City of Mississauga  
**Corporate Report**



Date: June 7, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki,  
 Commissioner of Planning and Building

Originator's file:  
 CD.21.LOR

Meeting date:  
 2016/06/27

## Subject

### RECOMMENDATION REPORT (WARD 1)

Applications to permit a new municipal works yard  
 2385 Loreland Avenue  
 North of Queensway East, east of Dixie Road  
 File: CD.21.LOR

## Recommendation

That the report dated June 7, 2016, from the Commissioner of Planning and Building recommending approval of the applications under File CD.21.LOR, City of Mississauga, be adopted in accordance with the following:

1. That the application to amend Mississauga Official Plan from **Business Employment** and **Greenlands** to **Business Employment – Special Site** and **Greenlands** to permit a new municipal works yard, be approved.
2. That the application to change the zoning from **E2** (Employment) and **G1** (Greenbelt) to **E2-Exception** (Employment) and **G1** (Greenbelt) to permit a municipal works yard in accordance with the proposed zoning standards described in the Information Report, be approved subject to the following condition:
  - (a) That the City satisfy the requirements of all external agencies concerned with the development.

## Report Highlights

- Comments were received from the public regarding truck traffic, access points, closing The Queensway West, and noise.
- Staff recommend that the proposed revisions to the official plan and zoning to permit a new municipal works yard be approved.



## Background

A public meeting was held by the Planning and Development Committee on February 2, 2015, at which time an Information Report (Appendix 1) was received for information.

Recommendation PDC-007-2015 was then adopted by Council on February 11, 2015:

1. That the Report dated January 13, 2015, from the Commissioner of Planning and Building regarding the City-initiated amendment to the Official Plan from '**Business Employment**' and '**Greenbelt**' to '**Business Employment – Special Site**' and '**Greenbelt**' and to change the Zoning from '**E2**' (Employment) and '**G1**' (Greenbelt) to '**E2 – Exception**' (Employment) and '**G1**' (Greenbelt), to permit a new municipal works yard under File CD.21.LOR, City of Mississauga, 2385 Loreland Avenue, be received for information.
2. That the letter dated February 2, 2015 from Glen Broll, Partner, Glen Schnarr & Associates Inc., be received.

Given the amount of time since the public meeting, full notification was provided in accordance with the *Planning Act*.

## Comments

See Appendix 1 - Information Report prepared by the Planning and Building Department.

The road leading from Queensway East towards the site is known as The Queensway West. The closure of The Queensway West as a public road had been contemplated as it would only serve as an access point to the municipal works yard; however, through discussions with the property owners at 1665 Queensway East, it has been decided to maintain The Queensway West as a public road.

At the public meeting, a representative for the owners of 2380 Loreland Avenue, the property abutting the site to the west, spoke to the applications, indicating that the owners have an interest in the impact that the municipal works yard will have on their property. Transportation and Works staff have met with the landowners of the abutting property, and discussions are underway regarding the possible realignment of the driveway and bridge that would provide a better access to their property. The alignment of the driveway and bridge will be finalized through the site plan approval process.

## COMMUNITY COMMENTS

The issues below are a summary of comments made through written submissions and at the February 2, 2015 public meeting.

### Comment

There is a prohibition of heavy truck traffic on Queensway East between the hours of 7:00 p.m. and 7:00 a.m. The proposed works yard should be accessed from Loreland Avenue only.

**Response**

The only vehicles that could be expected to access Queensway East during night hours are snow removal vehicles which are already exempt from the prohibition and would only be used during times of heavy snow fall. While it is proposed that the yard will have access to both Loreland Avenue and Queensway East, the access at Loreland Avenue is compromised by rail car shunting activities along the CP Rail line thereby rendering that access point inaccessible for periods of time. In addition to the general unreliability of an open access point, this presents a concern from an emergency response perspective. CP Rail continues to reserve the right for rail shunting in this area. Access to Queensway East is required to ensure the site is viable.

**Comment**

Will there be salt stored on the site, and, if so, how will it be ensured that it doesn't get into the adjacent Etobicoke Creek?

**Response**

Salt will be stored indoors. The site is also proposed to have a slight slope downward away from Etobicoke Creek so that no runoff from the site is directed towards the creek. The Toronto Region Conservation Authority has reviewed the applications and have no objections.

**Comment**

A comment was raised regarding the applicability of the Ministry of Environment and Climate Change's (MOECC) guidelines for Compatibility between Industrial Facilities and Sensitive Land Uses (D-6 Guidelines).

**Response**

Staff have reviewed the proposal against the guidelines and have had discussions with Transportation and Works Department and MOECC staff. The proposal does not offend the guidelines. The most sensitive land use is the existing abutting historical dwelling which is addressed in the Official Plan section of this Report.

**Comment**

Questions were raised regarding how the proposal will meet the policies of the Official Plan, enhance the Green System, integrate into the Dixie-Dundas Community Node as well as implications of noise and disturbance of contaminated soil.

**Response**

The above noted issues have been addressed in the Updated Agency and City Department Comments and Planning Comments sections of this Report.



## UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

### City Transportation and Works Department

Comments updated May 25, 2016 state that T&W has received a satisfactory Concept Plan, Noise Report and Environmental Assessments. The Noise Report confirmed that with the installation of the noise barrier and the appropriate noise warning clauses, compliance with the City/Ministry of the Environment and Climate Change guidelines will be achieved.

The recommendation made by Golder Associates Ltd. in its Due Diligence Risk Assessment dated June 2013 is intended to be satisfied by the final condition of the lands, after construction. As there are no human health risks associated with the hot-water soluble boron, no risk management plan is required during construction; however any excavation would be completed with the appropriate management and reinstatement of potentially impacted soil as required to ensure the final depth is maintained.

Site specific details, including storm drainage, grading and access configuration will be finalized as part of the Site Plan approval process.

## PLANNING COMMENTS

### Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe

The *Provincial Policy Statement* (PPS) contains the Province's policies concerning land use planning for Ontario, and all planning decisions are required to be consistent with these policies. The PPS encourages intensification of land within urban areas, promotes efficient use of infrastructure and public facilities, encourages mixed use developments and the support of public transit.

The *Provincial Growth Plan for the Greater Golden Horseshoe* (Growth Plan) directs municipalities to "identify the appropriate type and scale of development in intensification areas" and states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale. These policies are implemented through Mississauga's Official Plan. The site is located in the Dixie Employment Character Area which anticipates employment and warehousing activities. The proposed development conforms to the PPS and Growth Plan as it adequately takes into account the existing context, and is compatible in built form to the adjacent area as referenced in the Official Plan section below.

### Mississauga Official Plan (MOP)

The proposed municipal works yard requires an amendment to the MOP Policies for the Dixie Employment Character Area from **Business Employment** and **Greenlands** to **Business Employment – Special Site** and **Greenlands**. As outlined in the Information Report, Section

19.5.1 of MOP provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has 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 been provided by the applicant?***

The site is located within the Dixie Employment Character area which contains a mix of commercial and industrial uses. The commercial uses are found along Dundas Street East while the lands south of the CP Rail line only permit industrial uses. The site is bounded by Etobicoke Creek and Little Etobicoke Creek to the east and south. There is also a private residence to the south at 2295 Loreland Avenue which has historically existed on the site since the late 1800's and is located within the floodplain. The property to the west is designated and zoned for employment uses and is currently used for truck trailer storage. The CP Rail line abuts the property to the north.

The abutting residential property to the south represents the most sensitive abutting land use and consideration has been given to mitigating any negative impacts to that property. The owners of the private residence have been aware of the City's intent to use the city-owned property for a municipal works yard for many years and have had multiple meetings with staff. In accordance with the submitted noise study, the revised concept plan on Appendix 2 illustrates a 4.5 m (14.8 ft.) high 'L'- shaped noise barrier to shield the dwelling from any noises generated on the site. The owners currently only have access through Loreland Avenue. Through the development of this site they will have access to the bridge over Little Etobicoke Creek and Queensway East. The owners are supportive of the applications. The municipal works yard does not represent a conflict with any of the other surrounding uses.

The Toronto Region Conservation Authority has reviewed the applications and has staked the property to determine the limits of the top-of-bank. As illustrated in the Information Report (Appendix 1), portions of the property at the northeast corner and along the south side are proposed to be redesignated to **Greenlands** and rezoned to **G1** (Greenbelt). There is also a small portion of land at the southwest corner that is not considered hazard land and can be redesignated and rezoned to permit employment uses. Overall the proposal will add land to the City's Green System. A cycling trail is also contemplated to follow the bank of the Etobicoke



Creek and connect to Loreland Avenue. The cycling trail along Etobicoke Creek is identified as a primary off-road route in Mississauga Official Plan.

The Dundas Connects study is currently underway and is evaluating the long term vision for Dundas Street. It is also evaluating the potential for having a new Community Node in the area around Dixie Road and Dundas Street East. The focus of the study will be on land use, transportation and the public realm along Dundas Street and it is not anticipated to have a significant impact to the lands south of the CP Rail line. The Dundas Connects study is expected to be completed towards the end of 2017.

In addition to the review carried out by staff, a Planning Justification Report submitted in support of the applications has adequately demonstrated that the proposal represents good planning and is consistent with the intent of MOP policies. Based on the comments received from the City Departments and agencies, the existing infrastructure is adequate to support the proposed development.

### Zoning

The proposed **E2-Exception** (Employment) and **G1** (Greenbelt) zones are appropriate to accommodate the proposed municipal works yard. The definition of the works yard will mean a municipal facility used for the servicing of construction and maintenance equipment; storage of materials; and include accessory uses such as office motor vehicle repair and wash facilities, outdoor storage, warehousing, fueling station and temporary storage of commercial vehicles. Along with permitting a municipal works yard, a minimum parking requirement of 80 spaces will be included. This requirement is based on an evaluation of the parking demands observed at the City's other municipal works yards. The revised concept plan on Appendix 2 illustrates the additional parking. The proposed works yard is considered compatible with the surrounding lands for reasons noted in the Official Plan section of this report.

### Site Plan

Prior to development occurring on the lands, the applicant will be required to obtain Site Plan approval. As part of the site plan application, the following will have to be submitted:

- a scoped traffic analysis;
- a traffic signal warrant analysis;
- a functional access design.

The final driveway and bridge alignment will be determined through the site plan approval process. No site plan application has been submitted to date for the proposed development.

## Financial Impact

There is no financial impact related to the Official Plan Amendment and Rezoning applications. The proposed municipal works yard and the bridge crossing of the Little Etobicoke Creek are included within the City's 10-year Capital Budget.

## Conclusion

The proposed Official Plan Amendment and Rezoning should be approved for the following reasons:

1. The proposed municipal works yard will be adequately screened from the residential property to the south; is compatible with other surrounding land uses; and is in keeping with the existing character of the area.
2. The proposed Official Plan provisions and Zoning standards are appropriate to accommodate the requested uses based on the surrounding context and general site design.

## Attachments

Appendix 1: Information Report  
Appendix 2: Revised Concept Plan



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Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: David Breveglieri, Development Planner





# Corporate Report

Clerk's Files

Originator's  
Files CD.21.LOR

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**DATE:** January 13, 2015

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: February 2, 2015

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Information Report**  
**City-initiated Official Plan Amendment and Rezoning**  
**To permit a new municipal works yard**  
**2385 Loreland Avenue**  
**North of Queensway East, east of Dixie Road**  
**Owner/Applicant: City of Mississauga**  
**Bill 51**

**Public Meeting** **Ward 1**

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**RECOMMENDATION:** That the Report dated January 13, 2015, from the Commissioner of Planning and Building regarding the City-initiated amendment to the Official Plan from "Business Employment" and "Greenbelt" to "Business Employment – Special Site" and "Greenbelt" and to change the Zoning from "E2" (Employment) and "G1" (Greenbelt) to "E2 – Exception" (Employment) and "G1" (Greenbelt), to permit a new municipal works yard under File CD.21.LOR, City of Mississauga, 2385 Loreland Avenue, be received for information.

**REPORT  
HIGHLIGHTS:**

- The proposed amendments are being undertaken by the Planning and Building Department to allow a new Transportation and Works and Community Services municipal works yard;

- Also these amendments will prohibit development within the hazard lands associated with the Etobicoke Creek;
- Prior to the Recommendation Report, the technical issues outlined in this report will need to be resolved.

**BACKGROUND:**

On June 18, 2014, a report from the Commissioner of Transportation and Works was presented to General Committee directing that the Planning and Building Department undertake an Official Plan Amendment and Rezoning for the property to permit a new works yard for use by the City's Transportation and Works and Community Services Departments.

The concept plan attached in Appendix I-5 is preliminary as Community Services and Transportation and Works Departments have not finalized their plans for the site. The details will be finalized during the Site Plan Approval application.

A large open storage area on the east side of the site will initially be reserved for trees and wood chips from the City of Mississauga's Emerald Ash Borer tree removal program. Once the site is fully developed, it will continue to be used for the Emerald Ash Borer tree removal program and for other uses such as leaf collection and snow storage.

An Environmental Assessment (EA) is underway for the bridge crossing the Etobicoke Creek as shown on the concept plan. The first Public Information Centre was held on April 27, 2011 and the second was held on November 15, 2012. While the final report for the EA has been prepared, the Transportation and Works Department has asked the consultant to hold off on finalizing and filing the report with the Ministry of Environment and Climate Change (MOECC) until the Official Plan Amendment and Rezoning has advanced.

The proposed amendments have been circulated for technical comments. The purpose of this report is to provide preliminary information on the amendments and to seek comments from the community.



**COMMENTS:** Details of the proposal are as follows:

<b>Development Proposal</b>	
Supporting Documents:	<ul style="list-style-type: none"> <li>• Concept Plan</li> <li>• Species at Risk Screening Assessment and Tree Inventory</li> <li>• Updated Phase I &amp; II Environmental Site Assessment</li> <li>• Noise Impact Assessment Report</li> <li>• Risk Assessment and Due Diligence Risk Assessment</li> <li>• Planning Rationale Report</li> </ul>

<b>Site Characteristics</b>	
Frontage:	95 m (311.6 ft.)
Depth (Irregular):	83 m (272.3 ft.)
Gross Lot Area:	9.81 ha (24.2 ac.)
Net Lot Area:	6.57 ha (16.23 ac.)
Existing Use:	Vacant

Additional information is provided in Appendices I-1 to I-8.

### **Neighbourhood Context**

The property is located in an employment area. The surrounding lands to the north and west are mostly industrial and employment uses. The site is irregularly shaped and is covered by fill that has been brought to the site.

There is a house at 2295 Loreland Avenue. The house located immediately south of the site is accessed by way of an easement over the City owned lands. The private residence is listed on the heritage register but is not designated.

The surrounding land uses are described as follows:

North: St. Lawrence and Hudson Railway  
East: Etobicoke Creek and City of Toronto

South: Little Etobicoke Creek, Etobicoke Creek and a private residence  
West: Industrial

**Current Mississauga Official Plan Designation and Policies for the Dixie Employment Area**

**"Business Employment"** which permits an integrated mix of business activities that operate mainly within buildings. A municipal works yard is a permitted use within the **"Business Employment"** designation. However, this designation does not allow unlimited uncovered outdoor storage of materials.

**"Greenbelt"** which permits uses generally associated with natural hazards or significant natural areas. Development is prohibited to protect people and property from damage and to provide for the protection, enhancement and restoration of the Natural Area System. A portion of lands designated **"Greenbelt"** are subject to the policies for **"Natural Hazards"**. No development is proposed within the **"Greenbelt"** lands.

There are other policies in Mississauga Official Plan that are also applicable in the review of these amendments, which are found in Appendix I-7.

The proposal does not conform with the land use designations. An Official Plan Amendment is required for this project.

**Proposed Official Plan Designation and Policies**

**"Business Employment - Special Site"** to amend the existing Business Employment policies to permit the outdoor storage of municipal works equipment and material storage such as snow storage, wood chips, and leaves, associated with the proposed works yard.

The Official Plan does not allow development within lands near valley systems with steep slopes or that may flood.



City staff and the Toronto and Region Conservation Authority (TRCA), met on site to identify the top of bank of the valley of the Etobicoke Creek. A portion of the "**Business Employment**" lands below the top of bank will be re-designated to "**Greenbelt**" within Mississauga Official Plan, as no development is permitted within this area. In addition, a small portion of lands designated "**Greenbelt**" that is located above the top of bank and not considered hazard lands will be re-designated to "**Business Employment - Special Site**" to permit development in this area.

### Existing Zoning

"**E2**" (**Employment**), which permits a variety of office, business, commercial, motor vehicle commercial and other uses. A works yard is not permitted within the "**E2**" (**Employment**) zone.

Outdoor storage in an "**E2**" (**Employment**) zone is only permitted accessory to a Business Activity use, however it shall not exceed 5% of the lot area or 10% of the gross floor area – non-residential of the building or structure on the lot.

"**G1**" (**Greenbelt**), which permits flood control, stormwater management, erosion management and natural heritage features and conservation.

The following parking rates would apply to each of the uses proposed for the works yard if reviewed separately:

Type of Use	Parking Rate
Motor Vehicle Repair Facility – Commercial Motor Vehicle	4.3 spaces per 100 m <sup>2</sup> (1,076.4 sq. ft.) of gross floor area (GFA) – non – residential, of which 50% of the required space may be tandem parking spaces
Motor Vehicle Wash Facility – Commercial Motor Vehicle	4.0 spaces per wash bay, of which 2.0 spaces can be located at vacuum stations, plus a staking lane

Type of Use	Parking Rate
Office	3.2 spaces per 100 m <sup>2</sup> (1,076.4 sq. ft.) of gross floor area (GFA) – non – residential
Warehouse/Distribution Facility (Single-Occupancy Building)	1.1 spaces per 100 m <sup>2</sup> (1,076.4 sq. ft.) of gross floor area (GFA) – non – residential up to 6 975 m <sup>2</sup> (75,080 sq. ft.)

### Proposed Zoning By-law Amendment

**"E2 - Exception" (Employment)**, to allow the municipal works yard as an additional use.

The exception will include a definition of municipal works yard since one does not currently exist within Mississauga Zoning By-law 0225-2007. "Municipal Works Yard" will mean a municipal facility used for the servicing of construction and maintenance equipment, storage of materials and will also include accessory uses such as: office, motor vehicle repair and wash facilities, outdoor storage, warehousing, fueling station and temporary storage of commercial vehicles.

The Zoning By-law does not state what the parking rates are for a municipal works yard. Therefore staff are reviewing parking requirements at existing municipal works yards to determine an appropriate parking rate. The proposed modified parking rate will only apply to the municipal works yard and no other permitted uses on the site.

A portion of the **"E2" (Employment)** lands that are part of the valley of the Etobicoke Creek will be rezoned to **"G1" (Greenbelt)** as no development will be permitted within this area. A small portion of lands zoned **"G1" (Greenbelt)** which are not part of the valley lands will be rezoned to **"E2 - Exception" (Employment)** to permit development.



## **COMMUNITY ISSUES**

No community meetings were held and no written comments were received by the Planning and Building Department. As noted in the Background Section of this report, two Public Information Centres were held as part of the EA for the bridge crossing the Etobicoke Creek.

## **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix I-6. Based on the comments received and the Mississauga Official Plan policies, the following matters will have to be addressed:

- investigate the option to close the public road known as The Queensway West that currently intersects with Queensway East, ultimately creating a private driveway off of the Queensway East and over the Little Etobicoke Creek;
- the parking requirements for the proposed municipal works yard.

## **OTHER INFORMATION**

### **Development Requirements**

In conjunction with the proposed development, there are certain other engineering and conservation matters which may require appropriate municipal agreements.

**FINANCIAL IMPACT:** Not applicable at this time.

**CONCLUSION:** All 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 this proposal.

**ATTACHMENTS:**

- Appendix I-1: Site History
- Appendix I-2: Aerial Photograph
- Appendix I-3: Excerpt of Dixie Employment Character Area  
Land Use Map
- Appendix I-4: Excerpt of Existing Land Use Map
- Appendix I-5: Concept Plan
- Appendix I-6: Agency Comments
- Appendix I-7: Relevant Mississauga Official Plan policies
- Appendix I-8: General Context Map



Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Sheena Harrington Slade, Development Planner*





City of Mississauga

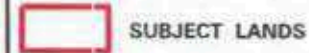
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### Site History

- October 5, 2001 – City of Mississauga acquired ownership of the subject lands;
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which had been appealed. The zoning of the lands changed from "M1" (Industrial Uses - Limited Outside Storage), "M2" (Industrial Uses - Outdoor Storage) and "G " (Park or Conservation Purposes), to "E2" (Employment) and "G1" (Greenbelt);
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed pertaining to the subject lands, the policies of the new Mississauga Official Plan apply. The subject lands are designated "Business Employment" and "Greenbelt" in the Dixie Employment Character Area.



## LEGEND:



NOTE: DATE OF AERIAL PHOTO SPRING 2014



SUBJECT: CITY OF MISSISSAUGA

FILE NO:  
CD.21.LORDWG. NO:  
CD.21.LORaSCALE:  
N.T.S.DATE:  
2015 02 02DRAWN BY:  
B. KRUGER

APPENDIX 1-2

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# **PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN**

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
Major Vehicle Commercial	Utility
Office	To Be Determined

## **LAND USE LEGEND**

Heritage Conservation District	Civic Centre (City Hall)
15/35 NEP/2000 NEP Composite Noise Contours	City Centre Transit Terminal
LSPIA Operating Area Boundary See Aircraft Noise Policies	GO Rail Transit Station
Area Exempt from LSPIA Operating Area	Public School
Natural Hazards	Catholic School
	Hospital
	Community Facilities

## **CITY STRUCTURE**

Elements	Corporate Centre
Downtown	Employment Area
Major Node	
Community Node	
Neighbourhood	

**17** *Appealed to the  
Ontario Municipal Board*

**SUBJECT LANDS**



**SUBJECT:**  
**CITY OF MISSISSAUGA**



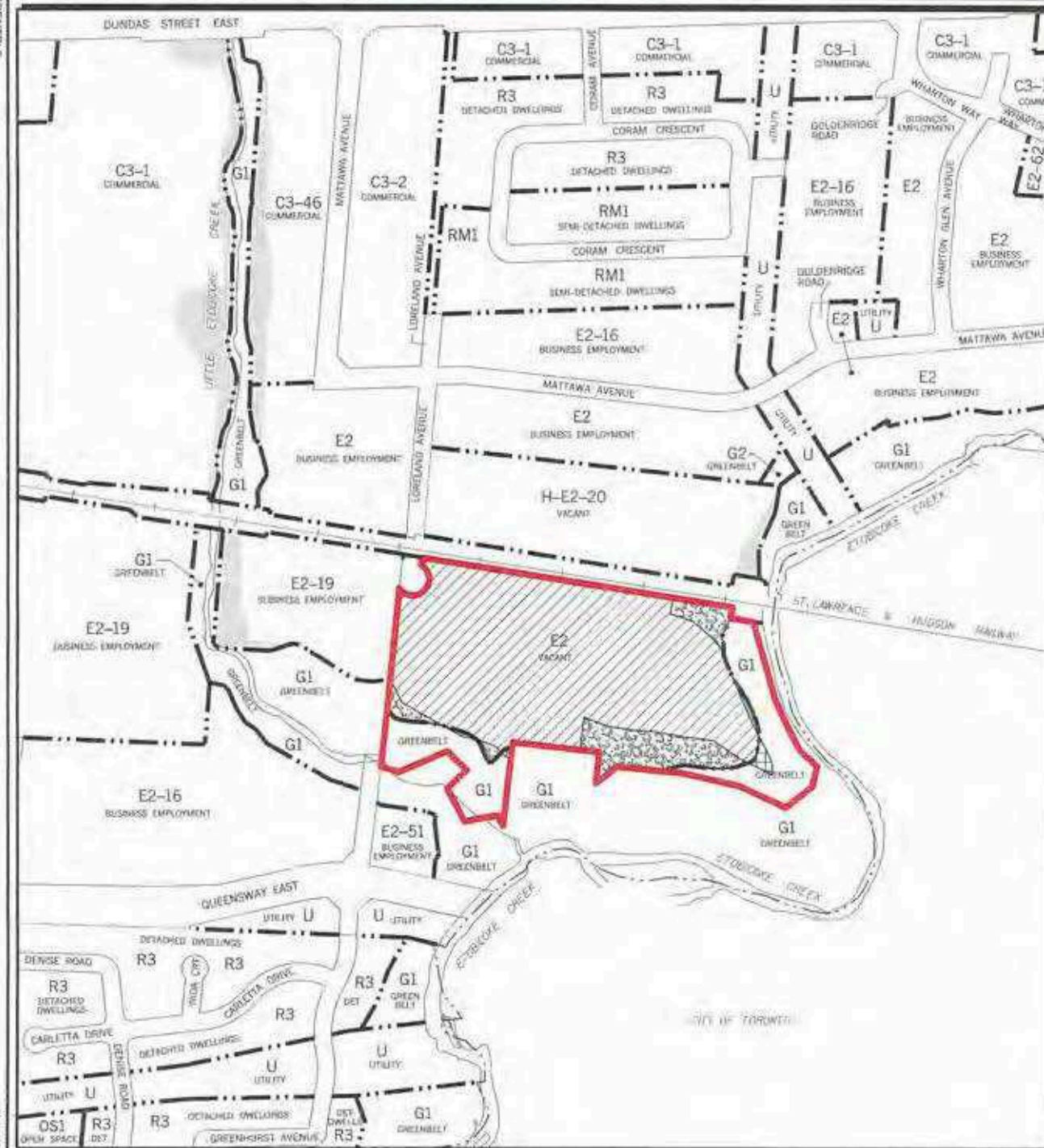
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**DRAWN BY:**  
A.SHAH

APPENDIX 1-3

**MISSISSAUGA**  
Planning and Building

*Produced by  
T&W, Geomatics*





**LEGEND:**



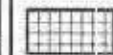
**SUBJECT LANDS**



PROPOSED OFFICIAL PLAN AMENDMENT FROM 'BUSINESS EMPLOYMENT' TO 'BUSINESS EMPLOYMENT-SPECIAL SITE', AND PROPOSED REZONING FROM 'E2' (EMPLOYMENT) TO 'E2-EXCEPTION' (EMPLOYMENT) TO PERMIT A MUNICIPAL WORKS YARD.



PROPOSED OFFICIAL PLAN AMENDMENT FROM 'BUSINESS EMPLOYMENT' TO 'GREENBELT', AND PROPOSED REZONING FROM 'E2' (EMPLOYMENT) TO 'G1' (GREENBELT).



PROPOSED OFFICIAL PLAN AMENDMENT FROM 'GREENBELT' TO 'BUSINESS EMPLOYMENT-SPECIAL SITE' AND PROPOSED REZONING FROM 'G1' (GREENBELT) TO 'E2-EXCEPTION' (EMPLOYMENT) TO PERMIT A MUNICIPAL WORKS YARD.

NOTE: DATE OF AERIAL PHOTO SPRING 2014



**SUBJECT:**

**CITY OF MISSISSAUGA**



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SCALE:  
N.T.S.  
DATE:  
2015 02 02  
DRAWN BY:  
B. KRUGER

APPENDIX 14

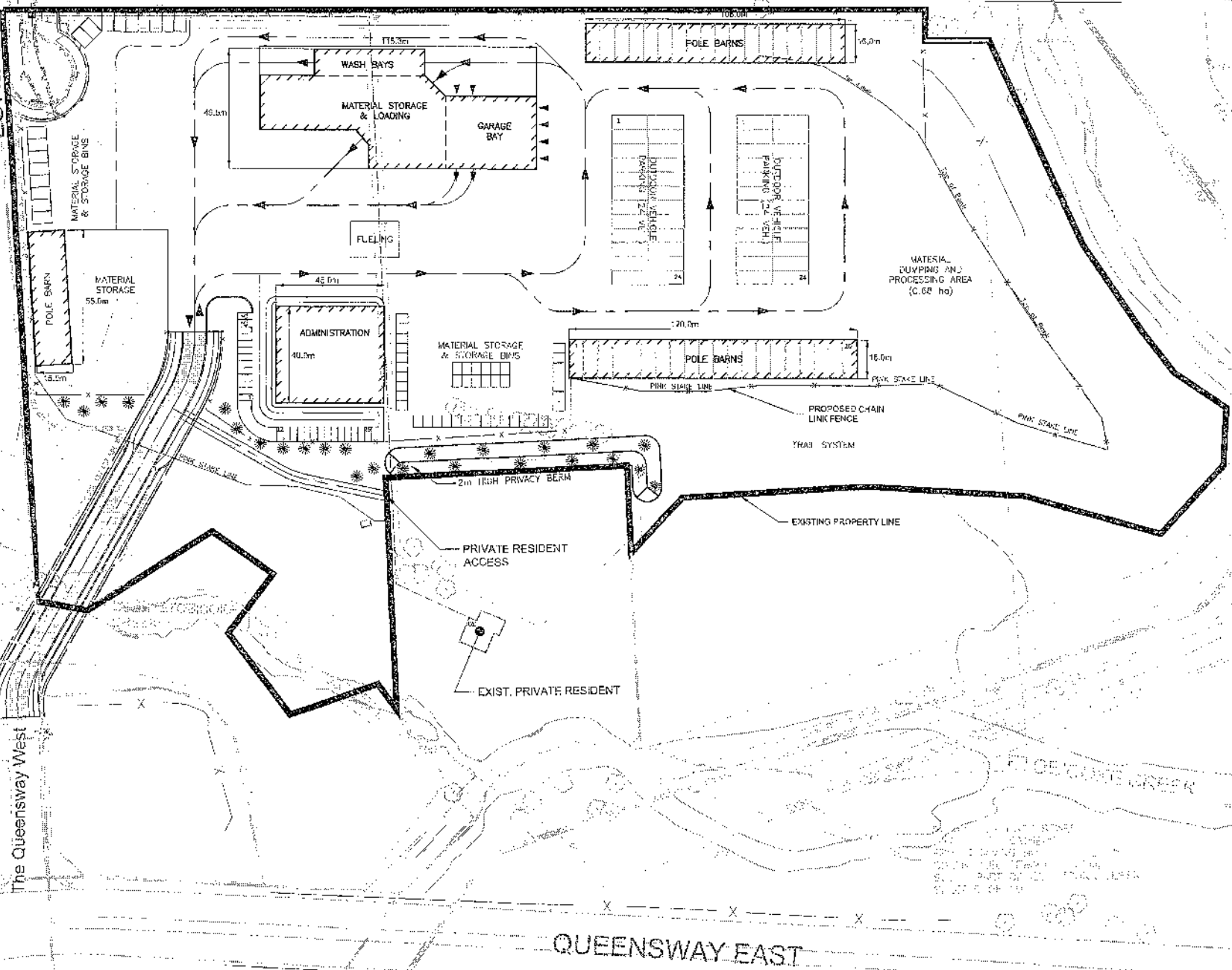
**MISSISSAUGA**  
Planning and Building

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LORELAND AVENUE

ST. LAWRENCE AND HUDSON RAILWAY



QUEENSWAY EAST

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### Agency Comments

The following is a summary of comments from agencies and departments regarding the proposal.

Agency / Comment Date	Comment
Region of Peel (January 9, 2015)	<p>The Region has reviewed the subject proposal and would like to note that as part of the Site Plan Application they will require among other items:</p> <ol style="list-style-type: none"> <li>1. A scoped Traffic Analysis to evaluate the impact of the proposed land use on the existing Regional Road network;</li> <li>2. A signal warrant analysis to be completed at the proposed access; and</li> <li>3. Access details including but not limited to; configuration, geometrics, potential signalization, pavement markings, signage, auxiliary lanes etc., that will be determined through the functional design which is to be provided to the Region for review. A feasibility study for a potential westbound right turn lane is also to be completed.</li> </ol>
Toronto and Region Conservation Authority (October 29, 2014)	<p>The TRCA no significant concern with the Official Plan Amendment or Rezoning, however the following items will need to be addressed:</p> <ol style="list-style-type: none"> <li>1. Include the top of bank line in its entirety on drawing sheet 1 of 1, prepared by Amec.</li> <li>2. The two "pole barns" are either located very close or beyond the staked top of bank. A minimum buffer of 15 m (49.2 ft.) should be maintained from the top of bank unless supporting geotechnical information is provided to rationalize and support the reduced buffer. This will need to be reviewed by TRCA technical staff.</li> <li>3. It was noted in the Species at Risk Screening Assessment and Tree Inventory that vegetation removals will be compensated for. Please refer to our Post Construction Restoration Guidelines for additional compensation details.</li> </ol>



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Agency / Comment Date	Comment
City Community Services Department – Parks and Forestry Division/Park Planning Section (November 4, 2014)	This department advised that lands below top-of-bank are to be fenced off in accordance with City standards, and that comments pertaining to site configuration may be provided as the proposal progresses.
City Transportation and Works Department (December 10, 2014)	<p>This department confirmed receipt of the Concept Plan, Noise Impact Assessment Report, Phase I and II Environmental Site Assessment, Due Diligence Risk Assessment, Risk Assessment for Unaddressed Parcel on Loreland Avenue, Preliminary Geotechnical Investigation Report and Traffic Volume Memorandum circulated by Planning and Building.</p> <p>Notwithstanding the findings of these reports and drawings, the City is currently in the process of refining the technical details. Development matters currently under review and consideration by the department include:</p> <ul style="list-style-type: none"> <li>• Top of bank and buffer limits,</li> <li>• Access configuration,</li> <li>• Easement requirements,</li> <li>• Noise impact and mitigation measures,</li> <li>• Grading implications,</li> <li>• Storm drainage design, and</li> <li>• Environmental implications.</li> </ul> <p>The above aspects will be addressed in detail prior to the Supplementary Report.</p>
City Community Services Department – Fire and Emergency Services Division (November 28, 2014)	The site must have access to a municipal street in order to obtain site plan and building permit approval. If the access road from Queensway all the way into the site is private, it must be designed in conformance with bylaw 1036-81 and we will review that as part of our site plan processing. As to access easements, Fire will defer to the Building Division as to whether the proposal is acceptable for the purposes of having a street frontage and building permit issuance; review of legal agreements is not Fire's jurisdiction.

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Agency / Comment Date	Comment
	The municipal address is to be reflective of the site's connection to a municipal street. The use of Loreland Avenue for addressing is unacceptable due to the railway crossing.
City of Toronto (October 31, 2014)	<p>Amongst other City initiatives occurring in proximity to the operations yard site, the City of Toronto is currently undertaking a review and update of the existing planning policy framework for the Sherway Area. Part of the Sherway Study Area is located immediately east of 2385 Loreland Avenue. A future signalized intersection is proposed on The Queensway just west of The West Mall. This is in accordance with Site and Area Specific Policy 19, Map 2 of 3 Proposed Additions to Public Road Network of the City of Toronto Official Plan.</p> <p>A potential trail connection is shown on the proposed site plan. Please consider the integration of the existing and proposed trail networks between the cities of Mississauga and Toronto along the Etobicoke Creek Valley system.</p>
Canadian Pacific Rail (December 5, 2014)	<p>The Canadian Pacific Railway has no concerns with the subject proposal but recommends the following:</p> <ol style="list-style-type: none"> <li>1. It is recommended that a 6 ft. (1.8 m) high chain-link fence be constructed and maintained along the common property line to deter trespassing (and theft from the operations yard).</li> <li>2. Any changes to the existing drainage pattern affecting the CP right-of-way are to be reviewed by the railway.</li> </ol>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to this proposal provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>• Enersource</li> <li>• City Community Services Department – Heritage Planning</li> <li>• Enbridge Gas Distribution Inc.</li> </ul>



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Agency / Comment Date	Comment
	<ul style="list-style-type: none"><li>• Rogers Cable</li><li>• Economic Development, City of Mississauga</li><li>• Bell Canada</li><li>• Go Transit</li><li>• Urban Forestry, City of Mississauga</li></ul>
	<p>The following City Departments and external agencies were circulated the proposal but provided no comments:</p> <ul style="list-style-type: none"><li>• Hydro One Networks Inc.</li><li>• Canada Post</li><li>• Trillium Health Partners</li></ul>

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### Relevant Mississauga Official Plan Policies

Below is an overview of some of the policies which apply to the proposal:

	Specific Policies	General Intent
Chapter 5 – Direct Growth	Section 5.2.2 Section 5.2.3 Section 5.3.6.1	Mississauga will promote and encourage the restoration of natural forms, functions and linkages and will seek to enhance opportunities for the appreciation and enjoyment of the Green System.  Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment.
Chapter 6 – Value the Environment	Section 6.3.1.5 Section 6.3.1.14 Section 6.3.3.3 Section 6.3.3.13	The Natural Areas System will be protected, enhanced, restored and expanded.
Chapter 11 – General Land Use Designations	Section 11.2.11 Section 11.2.11.3 Section 11.2.3	Within the Business Employment designation permitted uses will operate mainly within enclosed buildings.  Lands designated Greenbelt are generally associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage and to provide for the protection, enhancement and restoration of the Natural Area System.



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Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"><li>• 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;</li><li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li><li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li><li>• 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.</li></ul>
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## APPENDIX I-8





