
Planning and Development Committee

Date

2016/10/24

Time

7:00 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

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 – 6th Floor
Att: Development Assistant
300 City Centre Drive, Mississauga, ON, L5B 3C1
Or Email: application.info@mississauga.ca

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. APPROVAL OF MINUTES OF PREVIOUS MEETING - October 11, 2016
4. MATTERS TO BE CONSIDERED
 - 4.1. **PUBLIC MEETING INFORMATION REPORT (Wards 4 and 7)**
Draft Downtown Community Improvement Plan - Public Meeting
File: CD.04.COM
 - 4.2. **PUBLIC MEETING INFORMATION REPORT (ALL WARDS except W9)**
Proposal to rezone and redesignate 21 City owned properties, one property owned by Credit Valley Conservation and one privately owned property
File: CD.21.CON
 - 4.3. Provincial Coordinated Land Use Planning Review - Proposed Plans
File: LA07-PRO
 - 4.4. **REPORT ON COMMENTS (Wards 1, 2, 8 and 11)**
Mississauga Road Scenic Route Policies Review
Implementation - Proposed Changes to Mississauga Official Plan
File: CD.21-MIS
 - 4.5. **SECTION 37 COMMUNITY BENEFITS REPORT**
1715 Audubon Boulevard, Northeast corner of Audubon Boulevard and Fieldgate Drive
Owner: Beverley Homes Holding Corp.
File: OZ 13/006 W3
5. ADJOURNMENT

City of Mississauga

Corporate Report



Date: 2016/10/04

To: Chair and Members of Planning and Development Committee

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

Originator's files:
CD.04.COM

Meeting date:
2016/10/24

Subject

Public Meeting (Wards 4 and 7)

Draft Downtown Community Improvement Plan - Public Meeting

File: CD.04.COM

Recommendation

1. That the submissions made at the public meeting held on October 24, 2016, to consider the report "Draft Downtown Community Improvement Plan – Public Meeting" dated October 4, 2016, be received; and
2. That staff report back to Planning and Development Committee on the submissions made, outlining any modifications to the original proposed community improvement plan, if necessary.

Background

On June 22, 2016, City Council approved a report on the draft Downtown Community Improvement Plan (CIP) and directed that, among other matters, a public meeting be held and the community improvement project area be expanded. The report is attached as Appendix 1.

A CIP is a policy tool which allows a municipality to develop a comprehensive plan for community improvement either at a city-wide or area-specific scale.

By-law 0178-2016 was adopted by Council on September 14, 2016 which expands the Community Improvement Project Area to the entire Downtown Core Character Area for which the draft CIP applies.

Comments

Downtowns form the economic, social and cultural foundations of a city. They are the centre of commerce, have iconic buildings and distinct memorable features. However, while the planning framework for office development opportunities exist on a number of sites in the downtown, significant office development has not transpired.

A CIP is proposed to assist in attracting new office development to the Downtown Core through the use of incentives for the purposes of creating jobs, balancing growth and supporting planned infrastructure investments. The CIP is intended to be an enabling tool that would allow Mississauga Council to consider requests to participate in the proposed programs.

The purpose of the public meeting is to receive comments on the proposed CIP. Subsequent to the public meeting, a report on comments will be prepared for consideration by Planning and Development Committee. Staff will also be preparing an administrative process, that will include a protocol for reviewing and responding to application submissions, to be implemented upon Council adoption of the CIP.

Financial Impact

There is no financial impact at this time. Approval of the CIP does not commit Council to any financial expenditures or obligation at this time.

Conclusion

The proposed Downtown Community Improvement Plan is an enabling tool intended to attract new office development to the downtown. The statutory public meeting provides stakeholders an opportunity to comment on the proposed plan. All comments will be reviewed and evaluated to determine if any changes are required.

Attachments

Appendix 1: Report titled "Draft Downtown Community Improvement Plan" dated May 24, 2016 from the Commissioner of Planning and Building.



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Shahada Khan, Policy Planner

City of Mississauga
Corporate Report



Date: May 24, 2016

To: Chair and Members of Planning and Development Committee

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

Originator's files:
 CD.04.COM

Meeting date:

June 13, 2016

Subject

Draft Downtown Community Improvement Plan Information Report (Wards 4 and 7)

File: CD.04.COM

Recommendation

1. That the Community Improvement Project Area boundary, as defined by By-law #0052-2013, be amended, to include all lands within the Downtown Core Character Area;
2. That a public meeting be held to consider the Draft Downtown Community Improvement Plan (Appendix 1);
3. That the report titled "Draft Downtown Community Improvement Plan" dated May 24, 2016 from the Commissioner of Planning and Building, be received and forwarded to the Ministry of Municipal Affairs and Housing; and
4. That the Region of Peel be requested to work with City Staff to explore the development of a complementary community improvement plan for Mississauga's downtown.

Report Highlights

- Significant positive change is occurring, yet new major office building development continues to elude the downtown.
- A Community Improvement Plan (CIP) is proposed to assist in attracting new major office buildings to the downtown.
- The CIP is simply an enabling tool. This means should Council approve the CIP, there is no commitment of any financial loans or grants. Rather, the CIP simply enables Council to consider future granting and loan opportunities.
- CIP programs to be considered may include: Tax Increment Equivalent Grants (TIEGs), A Development Processing Fees Rebate, A Municipally Funded Parking Program and A Municipal Property Acquisition and Disposition Program.

- An expansion to the CIP Project Area previously approved by City Council is proposed to apply to the entire Downtown Core to capitalize on opportunities afforded by the new LRT and BRT investments.
- The Region of Peel's participation in the CIP program is important to foster interest by office developers in the downtown.
- A public meeting will be held in the fall to obtain feedback on the proposed CIP.

Background

The Downtown 21 Master Plan sets the vision for Mississauga's Downtown Core (referred to as the "downtown"). The Plan defines six guiding principles to achieve the plan's goals:

1. Catalyze Employment
2. Build Multi Modal
3. Create an Urban Place
4. Living Green
5. Establish a Focus
6. Create a Development Framework with Predictability

Advancements in Mississauga's Downtown

A number of recent initiatives and development projects will profoundly impact the future of the downtown:

- *Light Rail Transit* – The City is planning for the development of Light Rail Transit (LRT) along Hurontario Street which will include a number of stations within the downtown. The proposed western alignment of the LRT has been relocated from Living Arts Drive to Duke of York Boulevard. The funding announcement for the LRT has generated development interest near the existing transit terminal and other planned stations in the downtown.
- *Bus Rapid Transit* – The newly built Mississauga Transitway, referred to as the City's bus rapid transit (BRT) will provide a new east and west connection to the downtown from other areas of the city.
- *Square One Redevelopment* – A southern commercial expansion to the mall has provided opportunity to animate the exterior to the building, and incorporate streetscape improvements and a small park. The northern end of the mall has seen considerable improvement with increased walkability and connections.
- *Sheridan College* – Phase 2 of Sheridan College is under construction. The expansion will accommodate up to an additional 3,200 full-time students and support new programs.

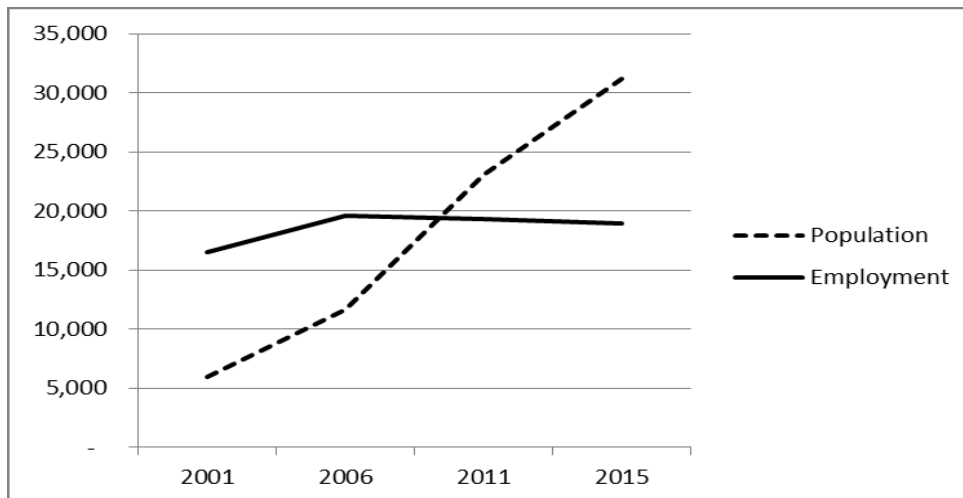
- **New Residential Buildings** – Considerable residential development has occurred in recent years and the market continues to be strong in the downtown. There are a number of active residential development applications (e.g. in the Confederation, Sussex and Exchange Districts). Projects in their early stages of planning include:
 - Phase 3 Master Plan prepared by Amacon for the site west of Confederation Parkway, north of Burnhamthorpe Road West. This will yield 3,000 residential units above the existing units approved through Phases 1 and 2, and 4,000m² of non-residential.
 - Master Plan prepared by Rogers contemplates approximately 4,500 residential units and 6,000 m² of non-residential.

Major Office Development Trends

The downtown attracted a strong office base in the 1980s, but after the mid-1990s office growth languished. Some of the existing office buildings are reaching their end of life and are ripe for redevelopment.

Today, Mississauga's downtown supports approximately 34,000 people and 22,600 jobs¹, a ratio of 1.5:1. These jobs consist primarily of office employment (approx. 68%) and retail jobs (approx. 23%).

Population and Employment Trends in the Downtown



The current development focus in the downtown is residential, the risk of losing lands for future office is great and achieving the 1:1 target established in the Official Plan (70,000 people and 70,000 jobs at build-out)² could

be lost. The graph³ shows the trend toward increased population and the growth imbalance since 2001.

There are several factors which influence a choice in developing new office buildings.

¹ Figures are from Mississauga's Growth Forecasts for the year 2016.

² Target and population figures established in the Downtown 21 Master Plan and implemented in Mississauga Official Plan 8).

³ Population is based on Census results. Employment is based on the Mississauga Employment Database.

- *Regulatory Requirements* – Mississauga Official Plan directs where future major office uses are to occur. These include lands designated Mixed Use in the downtown, Office, and Business Employment in Corporate Centres.
- *Availability of Amenities* – Many contemporary offices aim to provide positive work-life balance for employees. The availability of nearby amenities such as restaurants, cafes, gyms, theatres and retail is important. A solid residential base can also influence office location. Today's market is influenced by the behaviours of the "millennial generation" who choose to locate in areas where they can live and work without the use of a car.
- *Transit* – Close proximity to transit stations is becoming a key factor in location decisions, as businesses consider employee mobility and access to transit as a main indicator when making this decision. Businesses may also factor in traffic patterns and congestion, as this could impact productivity and customer service.
- *Parking* – Parking is often a factor in office location. Parking is typically limited in busy downtowns or very expensive to construct, especially for underground spaces. Parking demand is still relatively high in Mississauga for office tenants, which makes locating in business parks more attractive even if there are fewer amenities available for tenants. Business parks often have surface parking and lower rents than in the downtown, which historically have been attractive locational criteria for office tenants.
- *Proximity to other Businesses* – A business may benefit from locating near others within similar sectors as it can create synergies among them and foster innovation. A business may also choose a location based on its own service needs. Major office developments most likely would prefer to locate in prestige office locations, with enhanced aesthetics.

Comments

A downtown is the hallmark for any major city; and Mississauga is no different. Downtowns form the economic, social and cultural foundations of a city. They are the centre of commerce, have iconic buildings, and distinct memorable features. However, while the planning framework for office development opportunities exist on a number of sites in the downtown, new office building development has not transpired. New major office has not been developed within the last 20 years.

The Opportunity

Office development is cyclical in nature and the interest in downtowns is reemerging. Businesses are interested in urban areas with walkability, amenities and proximity to transit stations. The downtown has these as well as a strong residential base to support future office buildings. While

there is growing interest in locating office in the downtown, it is important to narrow the competitive gap between the downtown and other municipalities.

Locations considered most desirable for office building development are sites at the north side of the Downtown, as these sites are larger, near the existing transit terminal and have highway profile. Other opportunities exist around the planned LRT stations, as sites suitable for future office buildings.

Capitalizing on the Opportunity

Barriers to new office building development were confirmed through stakeholder consultation with land owners and realty brokerage firms. The high cost of building parking in the downtown is a barrier to office developers.

Consultation with office developers and brokers revealed that to “catalyze employment”, some form of incentive is required. They advised office developers are interested in the downtown but cannot achieve the rental rates needed to cover the cost of development. The stakeholders cited the Tax Increment Equivalent Grant (TIEGs) and parking partnerships as the form of incentives most likely to encourage investment in new office building development.

Consultants, Gladki Planning Associates and Peter Tomlinson Consulting, were retained to analyze the potential opportunities and implications for a community improvement plan (CIP). They recommend the use of financial incentives to attract new office building development to the downtown and also advised that the impact of incentives would be most effective if the City and Region jointly participated.

Making it Happen

Section 28 of the *Planning Act* enables a municipality to offer assistance (i.e. grants or loans) to owners and tenants of lands and buildings within a Community Improvement Project Area, through a CIP. A CIP is a policy tool which allows a municipality to develop a comprehensive plan for community improvement either at a city-wide or area-specific scale. The program can span a wide spectrum of municipal objectives including, but not limited to “Incentive-Based Programs”: which could include grant, loan and property tax assistance, commercial building façade improvements, downtown/core area and waterfront revitalization, and the provision of affordable housing.

Potential Financial Incentives

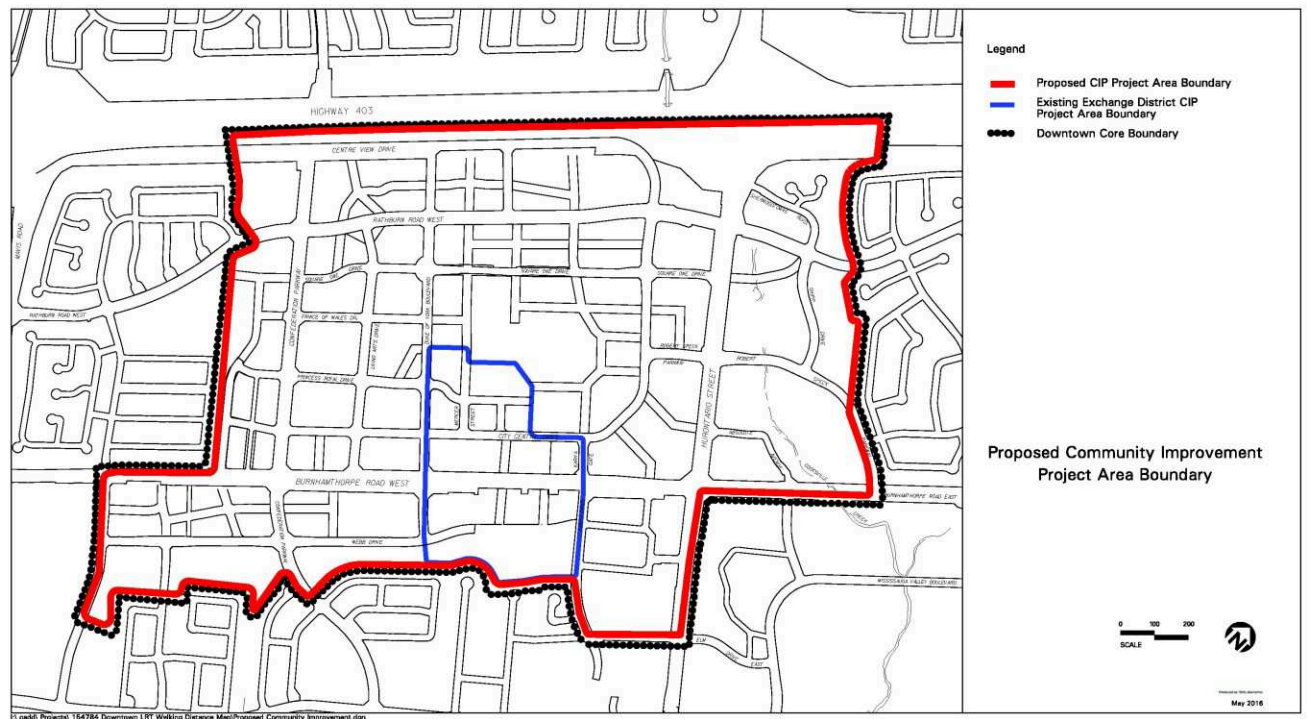
Several incentives have been outlined below which Council may elect to offer to encourage new office building development. Details of these are provided in the Draft Downtown Community Improvement Plan attached in Appendix 1. It is important to note the CIP is simply an enabling tool. This means that should Council approve the CIP, there is no commitment of any financial loans or grants. Rather, the CIP simply enables Council to consider future opportunities. Council

would assess the individual merits of any office proposal against a set of established criteria and determine whether or not incentives are warranted.

1. Tax Increment Equivalent Grant – A Tax Increment Equivalent Grant (TIEG) is a financial incentive to improve or redevelop property. It is provided in the form of a grant equivalent to a portion of the increase in the municipal property taxes directly attributable to a development/improvement. After the development has been constructed, the City provides a grant to the property owner on an annual basis for an agreed upon term. Such grant programs often diminish in scale over their duration.
2. A Development Processing Fees Rebate – For appropriate development projects, a one-time rebate may be offered equivalent to the municipal planning application fees related to:
 - official plan amendments;
 - rezonings;
 - minor variances and consents;
 - site plans, site plan amendments; and
 - plans of subdivision.
3. Municipally Funded Parking Program – As a means of stimulating new office building development, the City may build and own a municipal stand-alone parking facility. The City may offer a below market-value rate for the rental or lease of the parking. Alternatively, the City may co-locate a portion of municipally owned parking within a private office building development. The City would retain ownership of the facility/spaces for the long term.
4. Municipal Property Acquisition and Disposition – The City may acquire key properties for the purposes of redeveloping them for major office buildings. The City may issue requests for proposals (RFPs) for private development of key municipal properties and/or participate in public-private partnerships (P3s) for development that achieves the objectives of the CIP. Additionally the City may elect to dispose of City-owned lands for the purpose of attracting new major office building development.

Application of the CIP

On March 6, 2013, City Council passed By-law #0052-2013 designating the Exchange District (formerly the Main Street District) as a Community Improvement Project Area and directed staff to prepare a Community Improvement Plan (CIP). However, after consulting with stakeholders and in view of emerging developments and infrastructure investments in the downtown, it is recommended that the Community Improvement Project Area boundary be expanded to the entire Downtown Core Character Area as shown on the map below. The expansion of the boundary will allow for the potential to attract a range of office types (major or secondary office). This would ensure opportunities afforded by new LRT and BRT investments are capitalized. As well, an expansion will create greater opportunity to achieve the employment targets set for the downtown.



The Region of Peel's Role

Consultants and stakeholders have indicated Regional participation in a TIEG will influence success of the program. Without Regional incentives, the City portion will not likely be enough to attract interest. Preliminary discussions to measure potential support of the Downtown CIP, particularly a TIEGs program have begun. Regional staff acknowledge the strategic importance of the downtown as it relates to the Provincial Growth Plan and satisfying the Region's employment targets. With the Region's new growth management initiative underway, there is an opportunity to consider incentives as well as a number of other financial planning tools.

Next Steps

Staff will hold a public meeting to obtain feedback on the draft CIP in the fall and will prepare a report on comments for Council consideration. Staff will continue to work with the Region to determine the most appropriate manner to support Mississauga's Downtown CIP.

Strategic Plan

The vision for the downtown was first established through the Strategic Plan visioning exercise. The Strategic Plan identifies five strategic pillars for change, each one playing a critical role in shaping the future of the city. They are: Move, Belong, Connect, Prosper and Green. A strategic goal under the Connect pillar, which focuses on "completing our neighbourhoods", is to create a

vibrant downtown. A vibrant downtown is one that is the civic and cultural soul of the city, as well as a strong economic centre.

Financial Impact

There is no financial impact at this time. Approval of the CIP does not commit Council to any financial expenditures or obligation at this time.

Conclusion

The Downtown CIP is an enabling tool that would allow the City to provide grants or loans as incentives. A CIP helps advance the vision for the downtown and achieve the objectives of balancing growth, creating a complete community and supporting infrastructure investments. Proposals received under the program must meet the established criteria, as well as the strategic objectives and priorities of the City.

Attachments

Appendix 1: Draft Downtown Community Improvement Plan



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Shahada Khan, Policy Planner

the **downtown** community improvement plan

DRAFT – May 2016

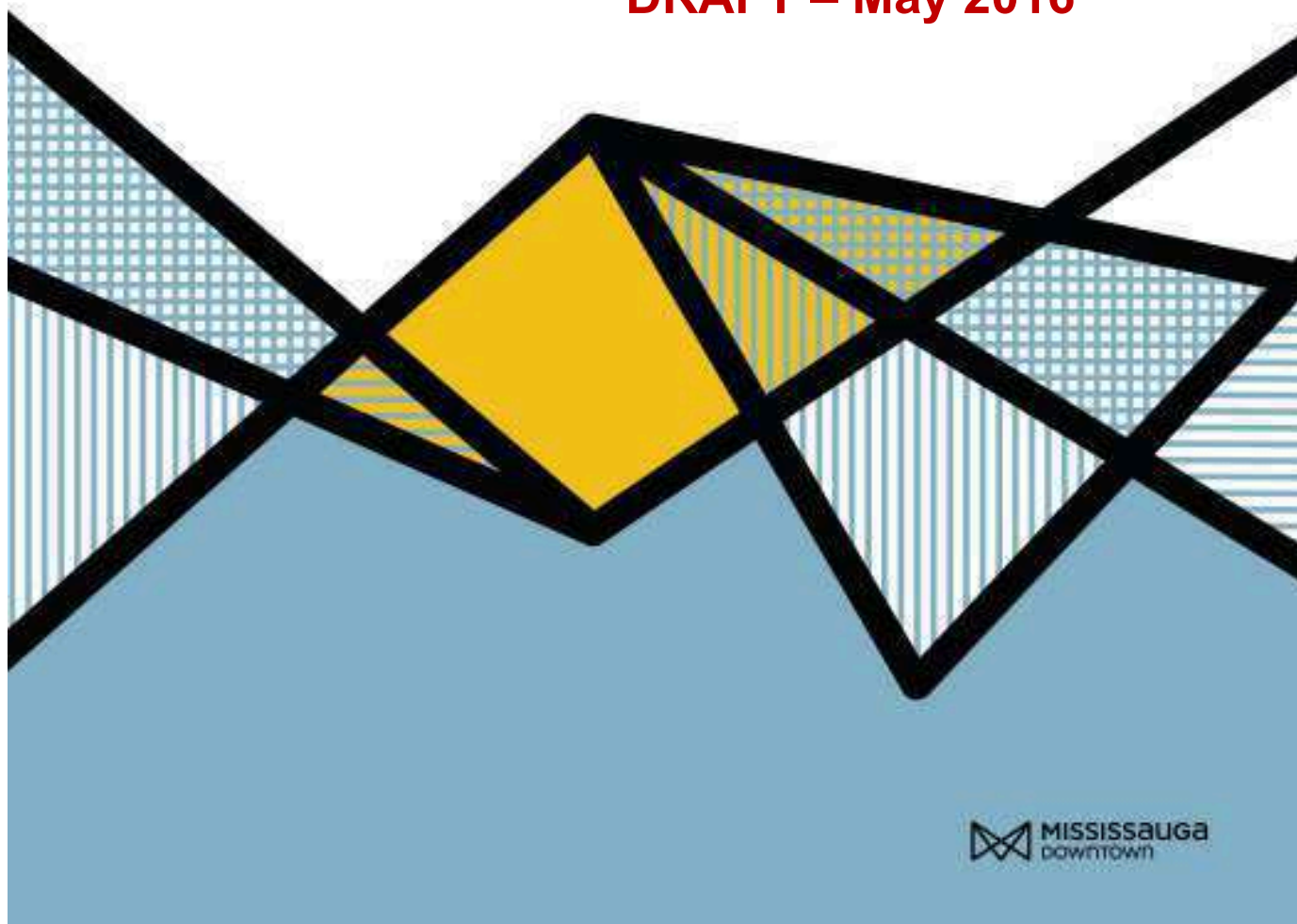


TABLE OF CONTENTS

1.0 INTRODUCTION	1
2.0 PURPOSE OF THE CIP	1
3.0 VISION	1
4.0 COMMUNITY IMPROVEMENT PROJECT AREA	2
5.0 LEGISLATIVE AUTHORITY	3
5.1 <i>Municipal Act</i>	3
5.2 <i>Planning Act</i>	3
6.0 THE DOWNTOWN COMMUNITY IMPROVEMENT PLAN	4
6.1 Goals	4
6.2 Objective	4
7.0 INCENTIVE PROGRAMS/TOOLBOX	4
7.1 The “Toolbox” Approach	4
7.2 Financial Incentive Programs	4
7.3 Guiding CIP Principles	6
7.4 General Eligibility Criteria	6
8.0 IMPLEMENTATION	7
8.1 Activation	7
8.2 Administration Process	7
8.3 Amending Policies	7
8.4 Marketing the CIP	7
8.5 Monitoring the Plan	7

1.0 INTRODUCTION

The Downtown Core Character Area (referred to as the downtown) is currently home to approximately 34,000 residents and 22,650 jobs. The downtown has been successful in attracting high density residential uses. However, no major new office development has been constructed in the downtown in over 20 years.

In 1992 Mississauga's downtown was the most successful office location within the city, with approximately 3 million sq. ft. (279,000 m²) of prestige office space.¹ However, since then most office development has relocated to the business parks. Two of the major impediments to office development not occurring in the downtown are the cost of land and the cost of constructing underground parking.

Given vacancy rates are rising in the Greater Toronto and Hamilton Area (GTHA), there is significant competition for office.

Office development is cyclical in nature and the interest in downtowns is remerging. Businesses are interested in urban areas that are walkable and in close proximity to amenities and transit stations. The downtown has these as well as a strong residential base to support future office buildings. Although there appears to be growing interest in locating in the downtown, it is important to narrow the competitive gap between the downtown and other municipalities. New office development will support key transit infrastructure investments and the existing residential base.

¹ Mississauga Office Strategy Study, Final Report, 2008

2.0 PURPOSE OF THE CIP

The Downtown Community Improvement Plan (CIP) is a strategic tool intended to stimulate investment in office development.

This CIP is an enabling tool available to the City should a land owner or tenant be interested in participating in one or more of the programs. The proposal must meet the criteria outlined in this CIP and advance the City's strategic priorities. All proposals are subject to City Council approval.

3.0 VISION

One of the strategic goals for the City is to create a vibrant downtown that will be the civic and cultural hub of the city, as well as a strong economic centre. The Downtown 21 Master Plan articulates the vision for the downtown and defines six guiding principles to achieve the plan's goals. They are:

1. Catalyze Employment
2. Build Multi Modal
3. Create an Urban Place
4. Living Green
5. Establish a Focus
6. Create a Development Framework with Predictability

The Downtown Core is to achieve a 1:1 population to employment ratio with a total population of 70,000 people and 70,000 jobs.

Mississauga Official Plan Amendment 8 (MOPA 8) implements the vision of the Downtown 21 Master Plan. Mississauga Official Plan includes policies, as required by the *Municipal Act*, that allow the City to designate community improvement project areas and prepare and adopt community improvement plans. The policies list the types

of matters that a CIP may address, one of which is the identification of the need to encourage office and other employment opportunities.

This CIP is consistent with the existing Mississauga Official Plan, MOPA 8 and Regional Official Plan policies.

Regional Government Participation

Regional governments are permitted to create community improvement plans of their own or participate in those at the lower-tier level. The benefit of Regional involvement, especially for incentives such as TIEGs, is that they can offer a larger grant than local governments, making these types of incentives more attractive to potential developers.

Stakeholder Consultation

In the fall of 2015 staff engaged stakeholders to discuss a Community Improvement Plan, specifically the boundaries and potential incentives. The engagement revealed that in order to achieve office the boundary would need to capture opportunities beyond the existing downtown transit terminal. Staff also heard that incentives would help developers offset the cost of building parking. Further, Regional participation was said to be critical to the success of the program.

4.0 COMMUNITY IMPROVEMENT PROJECT AREA

On March 6, 2013, Council passed By-law #0052-2013 thereby designating the Exchange District of the Downtown Core Character Area as a Community Improvement Project Area. At the Planning and Development Committee meeting on June 13, 2016 staff will request that the designated boundary be amended to the entire Downtown Core Character Area (Figure 1).

The rationale for expanding the boundary is to provide greater opportunity to attract office development to the downtown, with the objective of creating a complete community with a balanced population to employment ratio. This would ensure opportunities are afforded by new light rail transit (LRT) and bus rapid transit (BRT) investments are capitalized.

The “but for” test establishes the need for the incentives and asks “but for the existence of X, would Y have occurred?”. This test applies to the downtown, i.e., but for any type of incentive, major office development will likely not occur in the downtown.

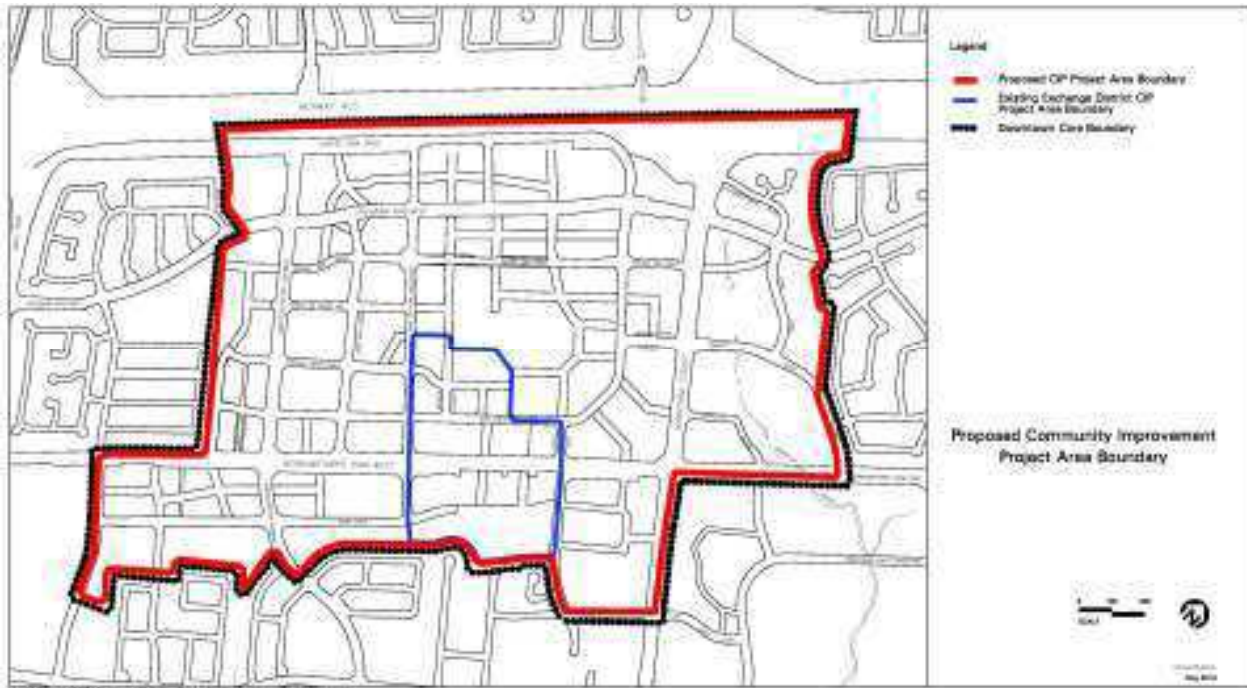


Figure 1: Proposed Community Improvement Project Area for the Downtown Core.

5.0 LEGISLATIVE AUTHORITY

5.1 *Municipal Act*

Section 106(1) of the *Municipal Act*, 2001, c.M.45 prohibits municipalities from assisting, either directly or indirectly, any manufacturing business or other industrial or commercial enterprise through the granting of bonuses for that purpose. However, an exception is made in Section 106(3) of the *Municipal Act*, 2001, for municipalities exercising powers under Section 28(6) or (7) of the *Planning Act*. Section 28 of the *Planning Act* allows municipalities with community improvement policy provisions in their Official Plans, to designate by by-law a “community improvement project area”. Once designated, a municipality may prepare a “Community Improvement Plan” which may provide either

direct or indirect financial assistance to businesses in the designated area.

5.2 *Planning Act*

According to Section 28(1) of the *Planning Act*, a “community improvement project area” is defined as “a municipality or an area within a municipality, the community improvement of which in the opinion of the council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason.”

For the purposes of carrying out a CIP, a municipality may engage in the following activities within the community improvement project area:

- acquire, hold, clear, grade or otherwise prepare land for community improvement (Section 28(3));

- construct, repair, rehabilitate or improve buildings on land acquired or held by it in conformity with the community improvement plan (Section 28(6));
- sell, lease or otherwise dispose of any land acquired or held by it in conformity with the community improvement plan (Section 28(6)); and,
- make grants or loans to registered owners, assessed owners and tenants of lands and buildings within the community improvement project area, and to any person to whom such an owner or tenant has assigned the right to receive a grant or loan, to pay for the whole or any part of the cost of rehabilitating such lands and buildings in conformity with the community improvement plan (Section 28(7)).

6.0 THE DOWNTOWN COMMUNITY IMPROVEMENT PLAN

6.1 Goals

The key goal of the CIP is to attract major office development, which in turn creates employment.

Attracting additional employment to the downtown will help balance growth and create an active, vibrant environment that:

- a. provides a lively, pedestrian and transit-oriented urban place that is a model, catalyst and attractor for on-going investment in the downtown;
- b. supports existing and planned transit infrastructure; and
- c. supports arts, culture, recreation activities, institutions, entertainment and other employment uses.

6.2 Objective

The objective of the Downtown CIP is to stimulate private sector investment through grant programs aimed at reducing development costs.

7.0 INCENTIVE PROGRAMS/TOOLBOX

7.1 The “Toolbox” Approach

The approach with the Downtown CIP is to enable a “toolbox” of incentives that can be used to attract office development by providing incentives to offset the high cost of parking in the downtown, subject to budget and program approval of Council or its delegate. A list of programs that are enabled as part of this CIP are set out below.

Once the CIP is adopted, some or all of the incentive programs in the toolbox may be activated subject to a case-by-case feasibility and financial assessment of each proposal's impact on the budget, staff evaluation, recommendation and approval.

No upfront seed money is allocated in conjunction with this Plan and the details of each program (commitment of funding, budget allocation, time limits, changes, termination, forms and instructions) are to be secured through a formal and legally binding agreement.

7.2 Financial Incentive Programs

This CIP toolbox includes the following potential incentives.

7.2.1 Tax Increment Equivalent Grant (TIEG)

Intent: To promote office development by removing the financial disincentive associated with increased property taxes related to this type of development.

Description: A Tax Increment Equivalent Grant (TIEG) is a financial incentive to improve or redevelop property. It is provided in the form of a grant equivalent to a portion of the increase in the municipal property taxes directly attributable to a development/improvement. After the development has been constructed, the City provides a grant to the property owner on an annual basis for an agreed upon term. Such grant programs often diminish in scale over their duration.

For example, the duration of the grant might be ten years. At year one, the value of the grant is equivalent to 100% of the increase in municipal property taxes due to the improvement/development. At year two, the value drops to 90% of the increase and continues to drop 10% a year until the last year of the grant program.

Funding: Property tax

Implementation: Detailed implementation including but not limited to incentive limitations, duration, funding and financial and other conditions will be determined through a formal program agreement.

7.2.2 Development Processing Fees Rebate

Intent: To improve the feasibility of developing office uses in the downtown by rebating the development application and building permit fees paid for this type of proposal.

Description: For appropriate development projects, a one-time rebate may be offered equivalent to the municipal planning application fees related to:

- official plan amendments;
- rezonings;
- minor variances and consents;
- site plans, site plan amendments; and
- plans of subdivision.

Funding: Limited to application fees charged by the City and pro-rated to apply to the office development only.

Implementation: Detailed implementation including but not limited to incentive limitations, duration, funding and financial and other conditions will be determined through a formal program agreement.

7.2.3 Municipally Funded Parking Program

Intent: To provide parking at reduced cost to the office developer.

Description: As a means of stimulating new office building development, the City may build and own a municipal stand-alone parking facility. The City may offer a below market-value rate for the rental or lease of the parking.

Alternatively, the City may co-locate a portion of municipally owned parking within a private office building development. The City would retain ownership of the facility/spaces for the long term.

Funding: Limited to capital budget approval by Council.

Implementation: Detailed implementation including, but not limited to, leasing rate, incentive limitations, duration, funding and financial and other conditions will be

determined through a formal program agreement with the developer subject to approval by Council.

7.2.4 Municipal Property Acquisition and Disposition

Intent: To provide land at an affordable price for developments that includes office.

Description: The City may acquire key properties for the purposes of redeveloping them for major office buildings. The City may issue requests for proposals (RFPs) for private development of key municipal properties and/or participate in public-private partnerships (P3s) for development that achieves the objectives of the CIP. Additionally, the City may elect to dispose of City-owned lands for the purpose of attracting new major office building development.

Funding: Limited to capital budget approval by Council.

Implementation: Detailed implementation would be determined at the time of land acquisition or disposition.

The community improvement strategies referenced above describe incentives for private sector development. The details and structuring of incentive packages will be prepared on a case-by-case basis subject to the approval of Council.

7.3 Guiding CIP Principles

The program is designed to assist proponents who complete projects rather than those who speculate on the granting of development approvals (such as rezoning applications) only to enhance land use or density permissions.

Individual programs may not be activated or may be terminated based on Council decision or its delegate.

The level of incentive available to successful proponents is based on many factors including the following: location within the Community Improvement Project Area, type of development, quality of the proposal, public benefit, and alignment with the strategic priorities of the City.

Incentives will not be granted to office uses that are considered accessory to another use.

7.4 General Eligibility Criteria

The general eligibility criteria for participation in one or more of the Downtown CIP programs is as follows:

- a. only lands situated within the Downtown Community Improvement Project Area as outlined in Figure 1 are eligible;
- b. only new construction or the adaptive reuse of existing office buildings, where the payment of increased property taxes would apply, are eligible;
- c. only buildings with a minimum height of three storeys are eligible;
- d. a minimum of 5,000 m² (50,000 sq. ft.) is required to be eligible;
- e. only the office portion of a mixed-use development is eligible;
- f. Transportation Demand Management (TDM) measures must be included;
- g. applicants with outstanding appeals to Mississauga Official Plan policies or amendments to the Downtown Core, Zoning By-law #0225-2007 and/or Interim Control By-laws # 0046-

2011/0036-2012; or Downtown Core Built Form Standards, for the subject property, are ineligible; and

- h. only projects which conform to the policies under regulations referenced above in “g” are eligible.

8.0 IMPLEMENTATION

8.1 Activation

The Plan shall come into effect the day after the approval of the adopting by-law (and the expiration of the appeal period).

8.2 Administration Process

The Downtown CIP will be administered by the Planning and Building Department according to the details outlined in the City of Mississauga Corporate Policies and Procedures, as approved by Council.

8.3 Amending Policies

A formal amendment to this Community Improvement Plan is required in the following circumstances:

- changes to the Downtown Community Improvement Plan boundary;
- the addition of grant, loan and incentive programs, not referred to in the Downtown Community Improvement Plan; and
- other major revisions.

The deletion, by Council of any program referred to in the Downtown Community Improvement Plan shall not require an amendment to the Plan. Amendments are subject to the provisions of the *Planning Act* with respect to notice, public involvement and appeal provisions.

8.4 Marketing the CIP

Marketing of the Downtown CIP after it has been approved may be promoted through a number of means including but not limited to:

- Website and newspaper advertisement;
- Program notice distribution to all eligible properties;
- Municipal solicitation for expressions of interest in the tool box incentives;
- Meetings with key stakeholders, including property owners, BILD and other interest groups.

8.5 Monitoring the Plan

Monitoring of the CIP, program participation and performance will be conducted by the Planning and Building Department annually to provide the basis for decisions regarding program design and funding. Potential monitoring items and metrics include tax assessment totals and contribution to the City's total tax base, office vacancy rates, and value of building permits issued.

City of Mississauga

Corporate Report



Date: October 4, 2016

To: Chair and Members of Planning and Development Committee

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

Originator's file:
CD.21.CONMeeting date:
2016/10/24

Subject

PUBLIC MEETING INFORMATION REPORT (ALL WARDS except W9)

Proposal to rezone and redesignate 21 City owned properties, one property owned by Credit Valley Conservation and one privately owned property

File: CD.21.CON

Recommendation

1. That the report dated October 4, 2016, from the Commissioner of Planning and Building regarding proposed amendments to Mississauga Official Plan (MOP) and/or the Zoning By-law to redesignate and rezone 21 City owned properties and a property owned by Credit Valley Conservation and a privately owned property, be received for information.
2. That following the Public Meeting, staff report back to Planning and Development Committee on any submissions made.

Background

The purpose of this Report is to recommend appropriate Official Plan designations and/or zone categories for 21 City owned properties, one Credit Valley Conservation (CVC) property, and one private property that was the subject of a settlement concerning an encroachment. The City owned properties have been acquired through purchase, tax sale, transfers between Departments, or have been in the City's land inventory and identified as having incorrect land use designations/zones. Upon completion, the properties identified in this Report will be in conformity with their intended open space, greenlands, buffer or residential uses.

Comments

DETAILS OF THE PROPERTIES AND PROPOSED AMENDMENTS

The proposed amendments affect properties in all Wards in the City except Ward 9. The properties are identified by Ward on the Location Maps in Appendix 1. Appendix 2 contains a detailed chart which summarizes all of the proposed Mississauga Official Plan (MOP) and Zoning By-law amendments.

OFFICIAL PLAN

Seventeen of the City owned properties require an amendment to MOP, as does the property owned by CVC. Sixteen of these amendments involve a redesignation to either **Greenlands** or **Open Space** to reflect the intended or actual use of the properties. There are two MOP amendments that are different, and are explained below.

Part of Zonta Meadows (Ward 4) requires an amendment to delete Special Site 2, a policy that is no longer relevant with the approval and substantial completion of the Amacon development to the west of the Civic Centre. Deletion of this policy, which currently allows below-grade parking in part of the Park, will bring it into conformity with the **OS1** (Open Space - Community Park) zone, which does not permit this use. It is also no longer required as no below grade parking is proposed under this part of the park as part of the Amacon development.

The property owned by CVC is located at 589 Mississauga Crescent (Ward 8). It is zoned **G1** (Greenbelt - Natural Hazards) and is a vacant residential lot which provides access to the Credit River valley for the CVC when they need to undertake restoration and conservation works. The land use designation is **Residential Low Density I**; however to achieve consistency with the Zoning By-law and the actual use of the property, an amendment to **Greenlands** is proposed.

ZONING BY-LAW

Thirteen of the City owned properties require a rezoning, twelve of them to **G1** (Greenbelt - Natural Hazards), **G2** (Greenbelt - Natural Features) or **OS1** (Open Space - Community Park) to reflect the intended or actual use of the properties. There are two proposed rezonings that are different, and are explained below.

A buffer block, adjacent to the Canadian Pacific Railway, was acquired by the City as part of a development application north of Tannery Street and Crumbie Street, west of Mississauga Road (Ward 11). Most of this land was rezoned to **RA5-25** (Apartment Dwellings - Exception), but the actual use of the strip of land is for a buffer between the extension of Rutledge Road and the railway corridor. The land should be rezoned to **B** (Buffer), however it is appropriate that the underlying land use designation remain Residential High Density, which is typical of other buffer blocks across the City.

City-owned Greenbelt at 1455 Old Derry Road (Ward 11) has been reduced due to a court order related to a settlement agreement for an encroachment. The owner of the adjacent property, 7038 Gazette Gate, was sold a portion of the Greenbelt lands as part of the terms of settlement. This private land must be rezoned from **G1** (Greenbelt - Natural Hazards) to **R1** (Detached Dwellings - Typical Lots) to conform with not only the use but the Residential Low Density I land use designation.

DEVELOPMENT ISSUES

A summary of the proposed amendments were sent to the Community Services Department for comment. The amendment with respect to the CVC property has been reviewed and they have no objection. No agency or Department had any comments on the circulated material.

Financial Impact

There is no financial impact associated with the proposals.

Conclusion

After the Public Meeting has been held, the Planning and Building Department will be in a position to make a recommendation regarding these amendments.

Attachments

Appendix 1: Location Maps

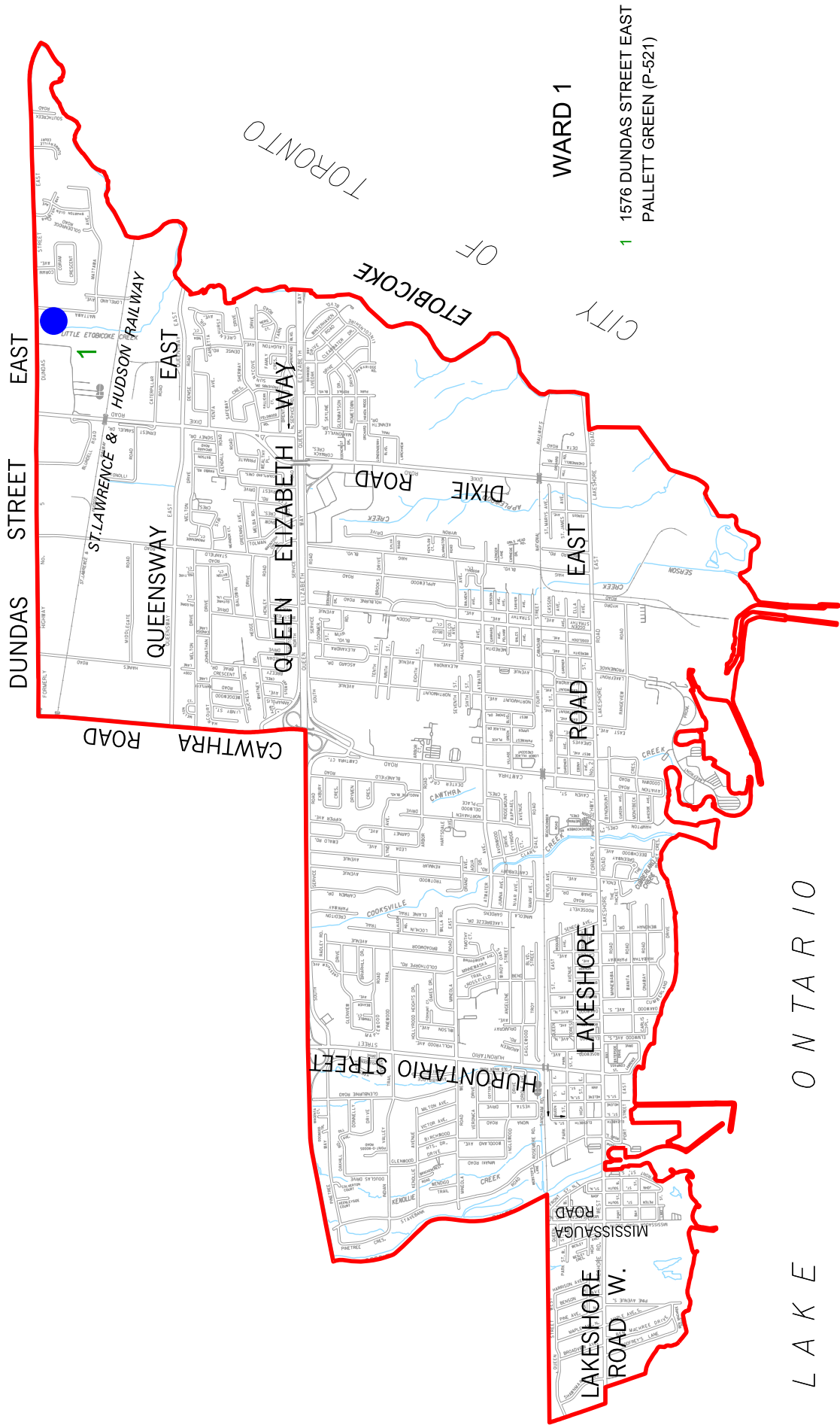
Appendix 2: Summary of Proposed Mississauga Official Plan and Zoning By-law Amendments



Edward R. Sajecki, Commissioner of Planning and Building

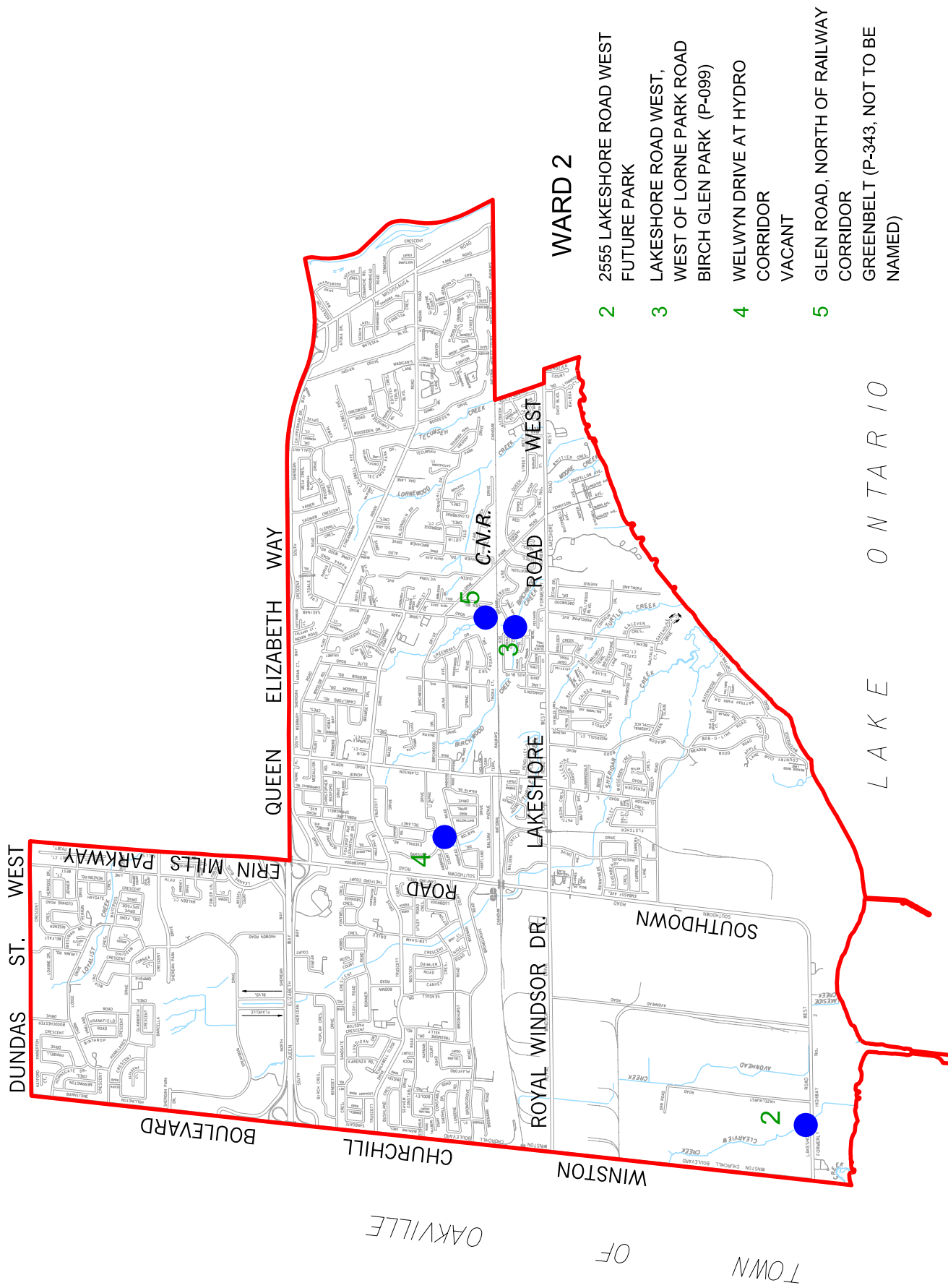
Prepared by: Lisa Christie, Zoning By-law Planner

\\s01\projects\reports\map\133948_CD_21_CON_BPT\Vector\04_2016_Conformity\WARD 1 Location Map-Ward 1.dgn

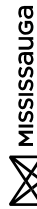


LOCATION OF PROPERTIES FOR PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENT
AND / OR PROPOSED REZONING

4.2 - 5

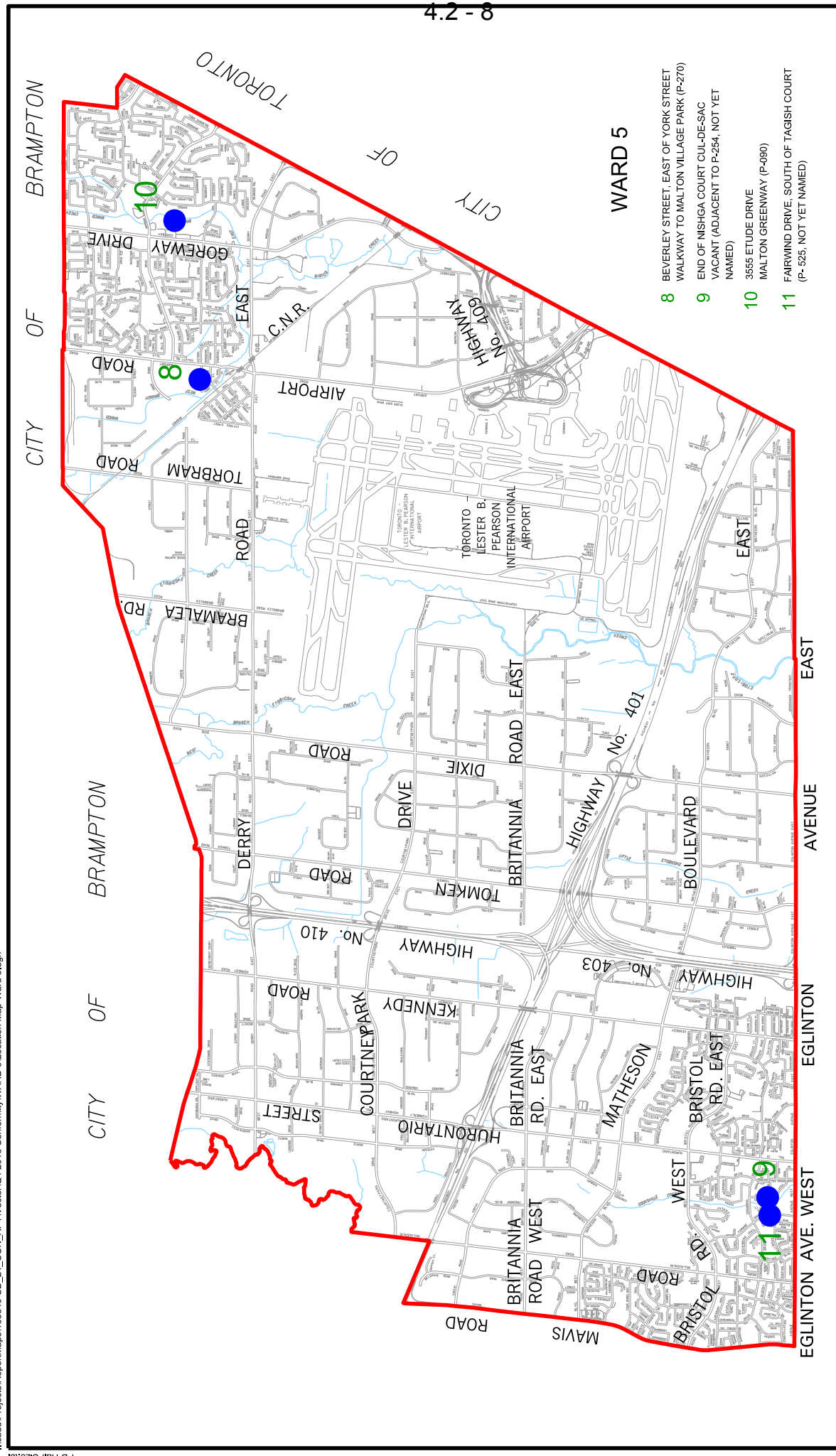


LOCATION OF PROPERTIES FOR PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENT
AND / OR PROPOSED REZONING



Produced by
T&M, Geomatics


I:\cadd\Projects\Report\Mapa133849_CD_21_CON_RPT\Vector\Q4 2016 Conformity\WARD 5\Location Map-Ward 5.dgn



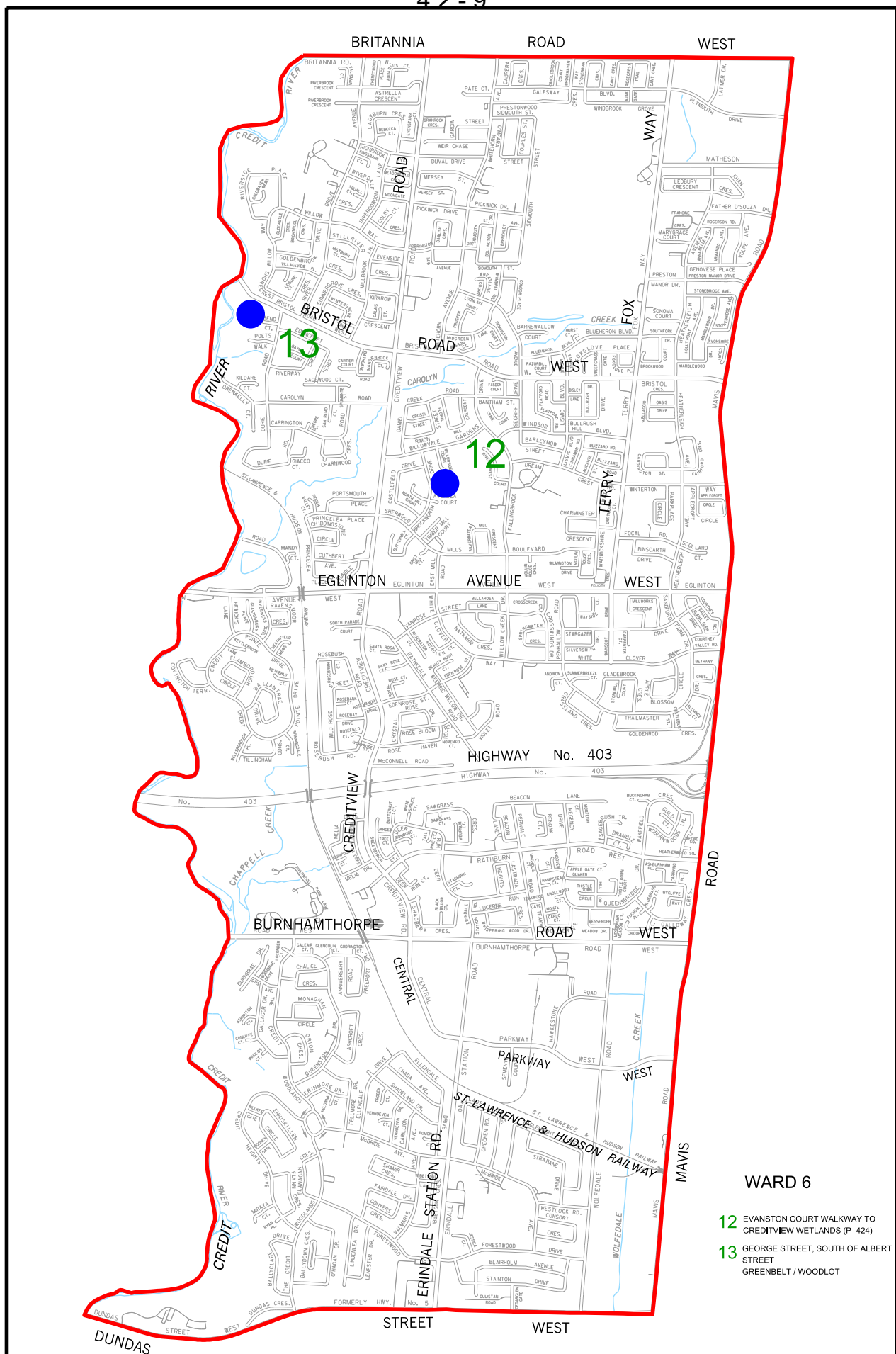
4.2 - 8

WARD 5

- 8 BEVERLEY STREET, EAST OF YORK STREET
WALKWAY TO MALTON VILLAGE PARK (P-270)
- 9 END OF NISHGA COURT CUL-DE-SAC
VACANT (ADJACENT TO P-254, NOT YET
NAMED)
- 10 3555 ETUDE DRIVE
MALTON GREENWAY (P-390)
- 11 FAIRWIND DRIVE, SOUTH OF TAGISH COURT
(P- 525, NOT YET NAMED)

 **MISSISSAUGA**
Produced by
T&W, Geomatics

LOCATION OF PROPERTIES FOR PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENT AND / OR PROPOSED REZONING



LOCATION OF PROPERTIES FOR PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENT
AND / OR PROPOSED REZONING

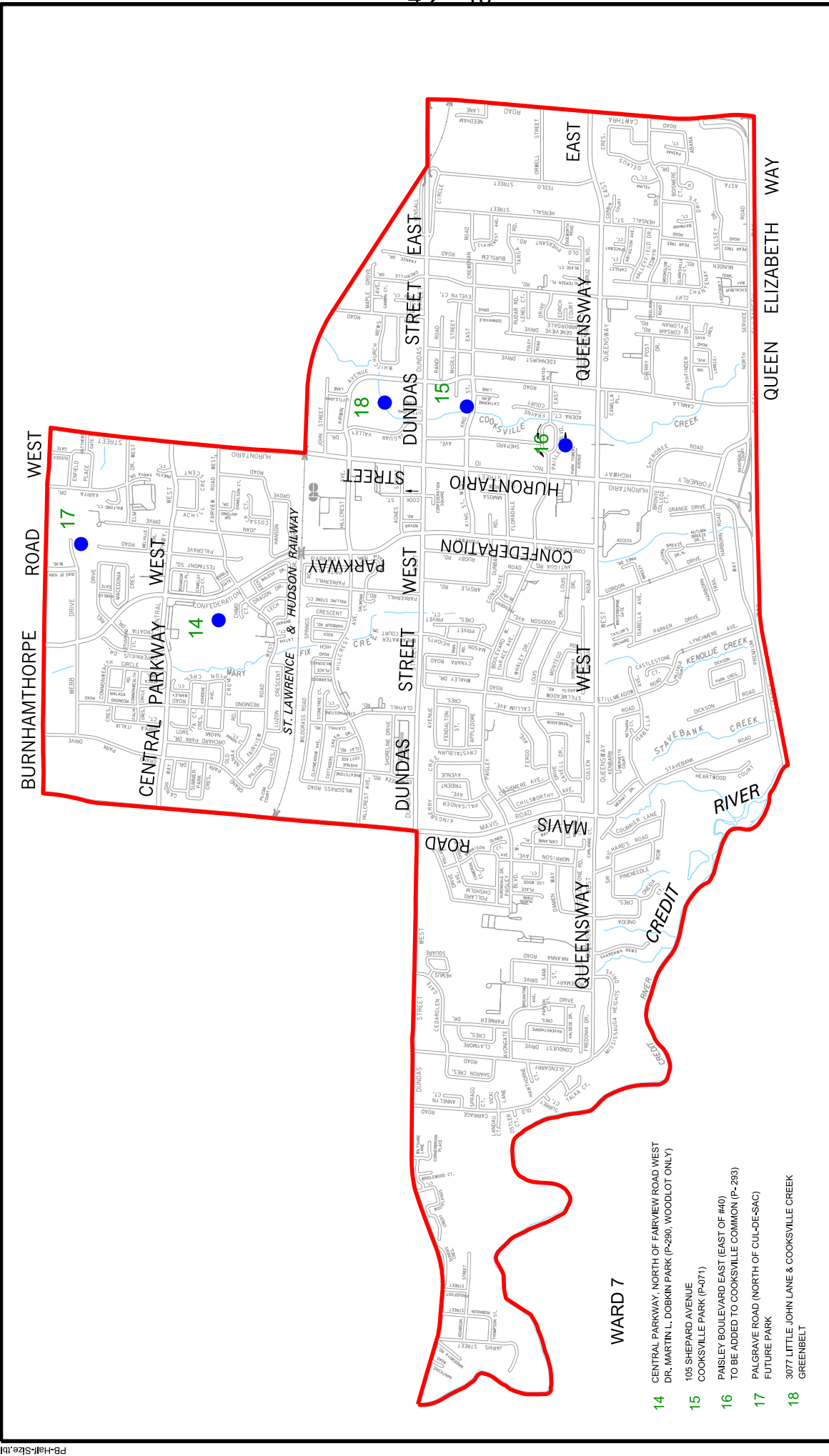
0 100 200 300 400
metres



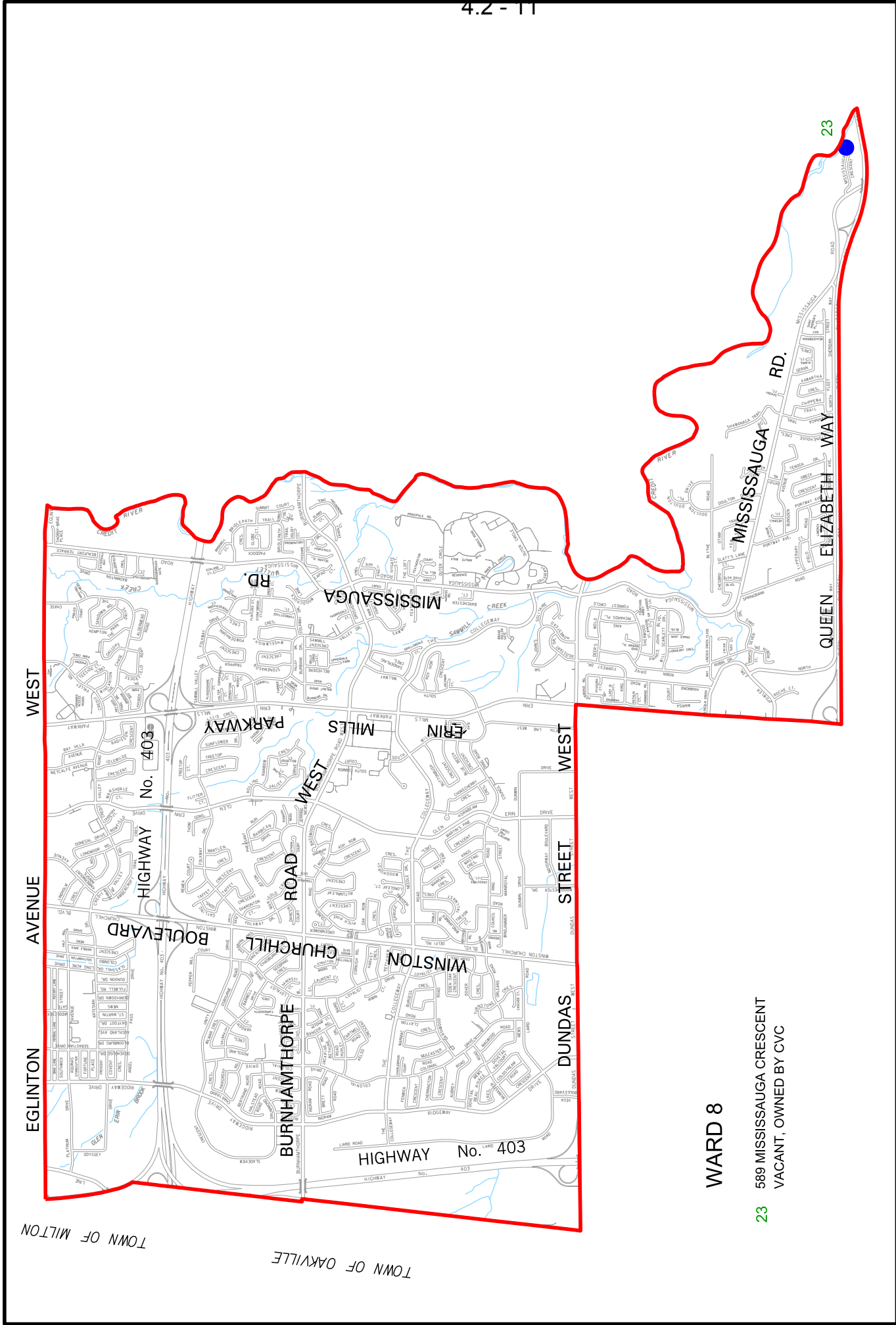
MISSISSAUGA

Produced by
T&W, Geomatics

I:\cadd\Projects\Report\Map\133849_CD_21_CON_RPT\Vector\Q4_2016_Conformity\ALL_LOCATION_MAPS\Location Map-Ward 7.dgn



LOCATION OF PROPERTIES FOR PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENT
AND / OR PROPOSED REZONING



LOCATION OF PROPERTIES FOR PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENT
AND / OR PROPOSED REZONING

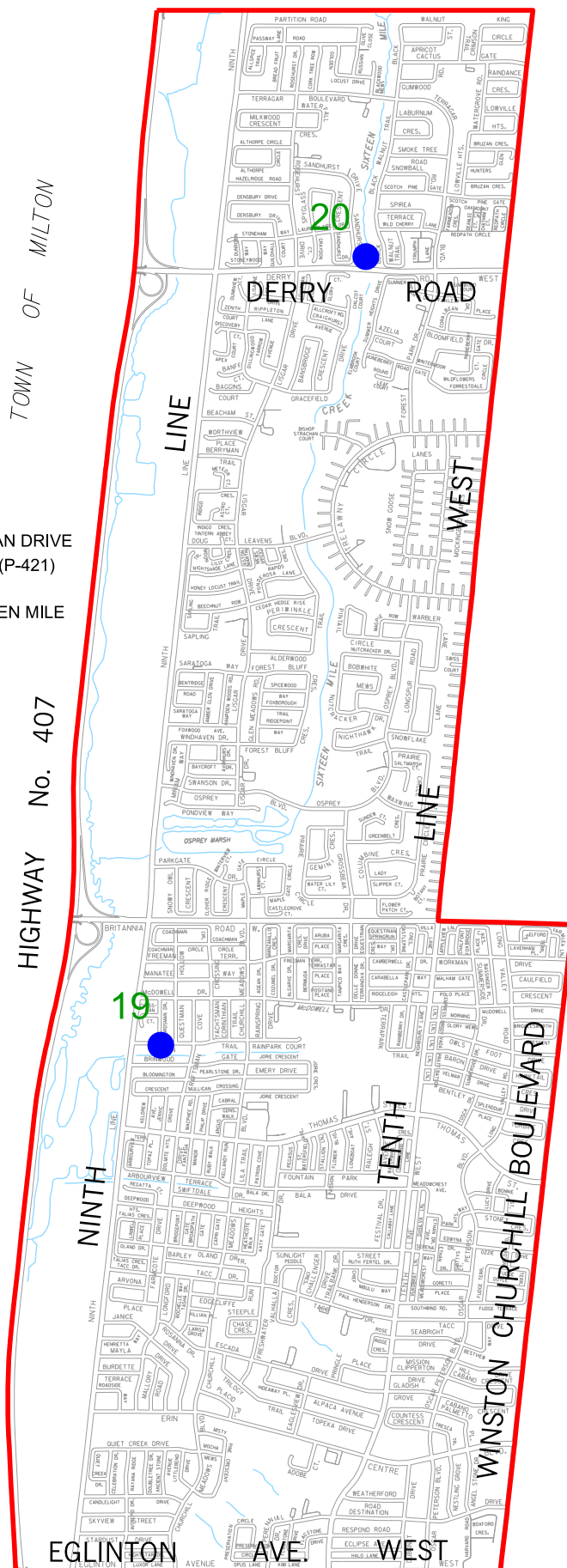


WARD 10

- 19 LACMAN TRAIL AT SWORDSMAN DRIVE
WALKWAY TO DIVINER'S WAY (P-421)
- 20 DERRY ROAD WEST AT SIXTEEN MILE
CREEK
GREENBELT

TOWN OF MILTON

HIGHWAY No. 407



LOCATION OF PROPERTIES FOR PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENT
AND / OR PROPOSED REZONING

0 100 200 300 400
metres

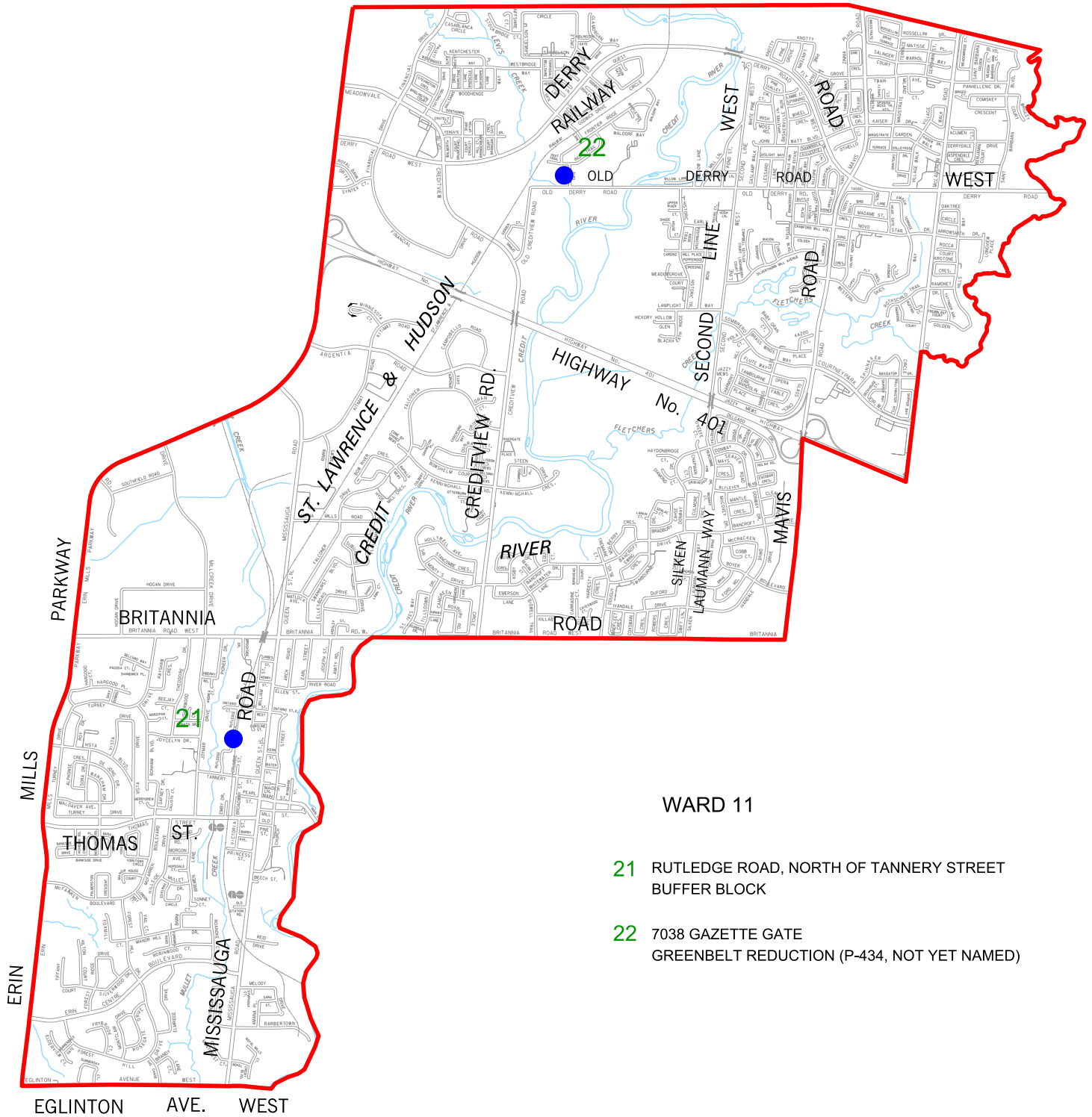


MISSISSAUGA

Produced by
T&W, Geomatics

4.2 - 13

PB-Half-Size.tbl



LOCATION OF PROPERTIES FOR PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENT
AND / OR PROPOSED REZONING

0 150 300 450 600
metres



MISSISSAUGA Produced by
T&W, Geomatics

2016/10/05

apasha

Summary of Proposed Mississauga Official Plan and Zoning By-law Amendments

Ward	Map No.	Site Location - City Owned Properties	Character Area	Current Use	Current MOP Designation	Proposed MOP Designation	Current Zoning	Proposed Zoning
1	1.	1576 Dundas Street East	Dixie Employment Area	Pallett Green (P-521)	Business Employment, Mixed Use and Greenlands	Greenlands	E2 (Employment), C3-1 (General Commercial - Exception) and G1 (Greenbelt - Natural Hazards) and Greenbelt Overlay	G1 (Greenbelt - Natural Hazards) and remove Greenbelt Overlay
2	2.	2555 Lakeshore Road West	Southdown Employment Area	Vacant (future park)	Business Employment and Greenlands	Greenlands	E2-108 (Employment - Exception) and Greenbelt Overlay	G1 (Greenbelt - Natural Hazards) and remove Greenbelt Overlay
2	3.	Lakeshore Road West, west of Lorne Park Road	Clarkson - Lorne Park Neighbourhood	Birch Glen Park (P-099)	Greenlands	n/a	No zone	G1 (Greenbelt - Natural Hazards)
2	4.	Welwyn Drive, at Hydro Corridor	Clarkson-Lorne Park Neighbourhood	Vacant	Residential Low Density II	Greenlands	G1 (Greenbelt - Natural Hazards)	n/a
2	5.	Glen Road, north of railway corridor	Clarkson-Lorne Park Neighbourhood	Greenbelt (P-343, not to be named)	No designation	Greenlands	G1 (Greenbelt - Natural Hazards)	n/a
3	6.	1094 Eglinton Avenue East	Northeast Employment Area	Greenbelt (P-259, not to be named)	Mixed Use	Greenlands	G1 (Greenbelt - Natural Hazards) and G2-1 (Greenbelt - Natural Features - Exception)	n/a
4	7.	410 Rathburn Road	Creditview Neighbourhood	Zonta Meadows (P-294)	Open Space Special Site 2	Delete Special Site 2	OS1 (Open Space - Community Park)	n/a
5	8.	Beverley Street, east of York Street	Malton Neighbourhood	Walkway to Malton Village Park (P-270)	Residential Low Density I	Open Space	R3 (Detached Dwellings - Typical Lots)	OS1 (Open Space - Community Park)
5	9.	End of Nishga Court cul-de-sac	Hurontario Neighbourhood	Vacant (adjacent to P-524, not Yet named)	Residential Low Density I	Open Space	R4-22 (Detached Dwellings - Typical Lots - Exception)	OS1 (Open Space - Community Park)
5	10.	3555 Etude Drive	Malton Community Node	Malton Greenway (P-090)	Mixed Use	Greenlands	C3 (General Commercial) and Greenbelt Overlay	G1 (Greenbelt - Natural Hazards) and remove Greenbelt Overlay
5	11.	Fairwind Drive, south of Tagish Court	Hurontario Neighbourhood	Vacant (P-525, not yet named)	Greenlands	n/a	D (Development)	G1 (Greenbelt - Natural Hazards)
6	12.	Evanstown Court	East Credit Neighbourhood	Walkway to Wetlands (P-424)	Residential Low Density II	Open Space	R4 & R5 (Detached Dwellings - Typical Lots)	OS1 (Open Space - Community Park)
6	13.	George Street, south of Albert Street	East Credit Neighbourhood	Greenbelt/woodlot	Residential Low Density I	Greenlands	G1 (Greenbelt - Natural Hazards)	n/a

Summary of Proposed Mississauga Official Plan and Zoning By-law Amendments

Ward	Map No.	Site Location - City Owned Properties	Character Area	Current Use	Current MOP Designation	Proposed MOP Designation	Current Zoning	Proposed Zoning
7	14.	Central Parkway, north of Fairview Road West	Cooksville Neighbourhood	Dr. Martin L. Dobkin Park (P-290, woodlot only)	Greenlands	n/a	OS1 (Open Space - Community Park)	G2 (Greenbelt - Natural Features)
7	15.	105 Shepard Avenue	Cooksville Neighbourhood	Cooksville Park (P-071)	Residential Low Density I	Greenlands	G1 (Greenbelt - Natural Hazards)	n/a
7	16.	Paisley Boulevard East, east of #40	Cooksville Neighbourhood	Vacant (to be added to Cooksville Common P-293)	No designation	Greenlands	No zone	G1 (Greenbelt - Natural Hazards)
7	17.	Palgrave Road, north of cul-de-sac	Downtown Core	Future park	Residential High Density and Residential Low Density I	Open Space	D (Development) and R3 (Detached Dwellings - Typical Lots)	OS1 (Open Space - Community Park)
7	18.	3077 Littlejohn Lane & Cooksville Creek	Downtown Cooksville	Greenbelt	Open Space and Residential Low Density II	Greenlands	G1 (Greenbelt - Natural Hazards)	n/a
10	19.	Lacman Trail at Swordsman Drive	Churchill Meadows Neighbourhood	Walkway to Diviner's Way (P-421)	Residential Low Density II	Open Space	RM5-38 (Street Townhouse Dwellings - Exception)	OS1 (Open Space - Community Park)
10	20.	Derry Road West at Sixteen Mile Creek	Lisgar Neighbourhood	Greenbelt	Residential Low Density II	Greenlands	G2 (Greenbelt - Natural Features)	n/a
11	21.	Rutledge Road, north of Tannery Street	Streetsville Community Node	Buffer Block	Residential High Density	n/a	RA2-25 (Apartment Dwellings - Exception)	B (Buffer)
4.2 - 15								
Ward	Map No.	Site Location - Privately Owned Property	Character Area	Current Use	Current MOP Designation	Proposed MOP Designation	Current Zoning	Proposed Zoning
11	22.	7038 Gazette Gate	Meadowvale Village Neighbourhood	Residential (Greenbelt reduction P-434)	Residential Low Density I	n/a	G1 (Greenbelt - Natural Hazards)	R1 (Detached Dwellings - Typical Lots)
8	23.	589 Mississauga Crescent	Sheridan Neighbourhood	Vacant	Residential Low Density I	Greenlands	G1 (Greenbelt - Natural Hazards)	n/a

City of Mississauga
Corporate Report



Date: 2016/10/04

To: Chair and Members of Planning and Development Committee

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

Originator's files:
LA.07-PRO

Meeting date:
2016/10/24

Subject

Provincial Coordinated Land Use Planning Review - Proposed Plans

Recommendation

1. That the recommended directions in the report titled "Provincial Coordinated Land Use Planning Review – Proposed Plans" dated October 4, 2016, from the Commissioner of Planning and Building, be endorsed.
2. That the report titled "Provincial Coordinated Land Use Planning Review – Proposed Plans" dated October 4, 2016, from the Commissioner of Planning and Building, be forwarded, by the City Clerk, to the Ministry of Municipal Affairs, the Association of Municipalities of Ontario (AMO), the Region of Peel, the City of Brampton and the Town of Caledon.

Report Highlights

- In May 2016, the Province released for comment the proposed amended versions of the four provincial plans: the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Greenbelt Plan, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan
- The four provincial land use plans work together to manage growth, build complete communities, curb urban sprawl and protect the natural environment in Ontario's Greater Golden Horseshoe region. Two of these are most relevant to the City of Mississauga - the Growth Plan, and to a lesser extent, the Greenbelt Plan
- The proposed Growth Plan's goals and policies which prioritize intensification and higher densities that support transit viability, optimize existing infrastructure and improve resilience to climate change, are generally supported as they represent good planning principles

- Major changes include: intensification target of 60 per cent for all new residential development occurring annually in existing built-up areas; an increase to designated greenfield area density targets to a minimum of 80 residents and jobs per hectare; a minimum gross density target of 160 residents and jobs combined per hectare for areas served by light rail transit or bus rapid transit (major transit station areas). The plan also provides for even greater protection of employment lands throughout the Greater Golden Horseshoe region
- Upon review, the ability to meet the proposed intensification and density targets simultaneously is not feasible and needs to be reviewed with consideration of the overall objectives of the Growth Plan. In particular, the policies and minimum density targets for major transit station areas are not appropriate or achievable in all locations and should be reconsidered
- The Growth Plan has significant financial implications for municipalities that need to be supported by and aligned with Provincial financing tools, funding models and capital investment

Background

In May 2016, the Province released for comment the proposed amended versions of the four provincial plans: the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Greenbelt Plan, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan. This release follows the Province's review of the Advisory Panel's report, "Planning for Health, Prosperity and Growth", as discussed in the report presented to the Planning and Development Committee (PDC) on March 21, 2016 (see Appendix 1).

The City has monitored and submitted comments during the coordinated plans review process that commenced on February 27, 2015. The City's initial comments, with a focus on the Growth Plan, were considered by PDC on May 25, 2015 (see Appendix 2). Comments on the proposed four provincial plans are due October 31, 2016, and are the subject of this report.

Generally, the Growth Plan prioritizes intensification and higher densities that support transit viability, optimize existing infrastructure and improve resilience to climate change. More specifically, the Growth Plan supports:

- Intensification in built-up areas and focused growth in strategic growth areas¹ with a minimum intensification target of 60 per cent. Designated greenfield areas (DGA) are subject to a higher minimum density target of 80 residents and jobs per hectare
- Transit-supportive growth that will be aligned with transit investment in strategic growth areas, including major transit station areas (MTSAs) and along priority transit corridors. This direction is supported by minimum density targets around MTSAs
- Identification and protection of prime employment areas, that prohibit residential and other sensitive land uses, institutional, retail and commercial uses, and non-ancillary office uses
- Cost-effective infrastructure that is to be achieved through integrated planning, optimization of existing infrastructure and focusing investment in strategic growth areas
- Protection of systems necessary for environmental health and ecological integrity of the region, including water resource and natural heritage systems

Below are staff comments on key areas in the Growth Plan that have significant impact for the City, followed by recommended directions, where appropriate.

Comments

Two of the proposed plans are relevant to the City of Mississauga - the Growth Plan, and to a lesser extent, the Greenbelt Plan. The focus of this report will be on the Growth Plan. Once in effect, all decisions with respect to planning matters shall conform with the Growth Plan, regardless of the status of a municipal comprehensive review.

The direction of the Growth Plan and the intent of its goals and policies represent good planning principles. As envisioned in the Growth Plan, the City is well positioned to accept growth and intensification in its strategic growth areas including the Downtown, nodes and corridors.

However, critical to the Growth Plan's success is the Province's continued support by way of investing in major transportation infrastructure, such as the Hurontario LRT and the all-day two-way service on the Lakeshore GO line. Moreover, as the following commentary illustrates, further refinement and consideration of the draft Growth Plan policies are needed.

Additionally, upon review, staff note potential implications of jurisdictional matters between upper- and lower-tier municipalities. These must be addressed to provide an appropriate level of autonomy to the City in order to successfully implement the Growth Plan. The Plan appoints the

¹ The term "strategic growth areas", to replace the term "intensification areas", are defined as nodes, corridors and other areas (e.g. urban growth centres), that are the focus for accommodating intensification and higher-density mixed uses in a more compact built form.

Region as the lead on several processes including (1) the delineation of Major Transit Station Areas (MTSA) (2) initiating a municipal comprehensive review, and (3) identification of prime employment areas. While regional leadership is needed, this governance creates another layer of approval authority and reduces the ability for lower-tier municipalities to respond to local planning matters. As the approval authority for lower-tier official plans, the Region already has the ability to ensure the overall Growth Plan policies are adhered to and, as such, the additional powers are not required.

The following highlights the proposed changes to the Growth Plan, the critical implications for Mississauga, specifically the challenges related to operationalizing the policy, and some of the potential solutions the Province may wish to consider to address these.

1. Intensification and Designated Greenfield Area (DGA) Density Targets

The Growth Plan increases minimum intensification and density targets in support of its objectives. An increase to the minimum intensification target from 40 per cent of all new residential development occurring annually in existing built-up areas, to 60 per cent, is proposed. Further, since Mississauga has an urban growth centre, its minimum intensification target must be equal to or higher than the Regional target.

The Growth Plan also proposes a minimum density target of 80 residents and jobs (persons plus jobs, “ppj”) per hectare for lands within an upper- or single-tier municipality. The 80 ppj is the suggested minimum required to support frequent transit service and to mitigate climate change.² Planning for the Ninth Line lands show that this target is achievable. For comparison, the Churchill Meadows greenfield area which is largely developed, has a density of 80 ppj.

The Implications

- The intensification target is achievable for the City of Mississauga as most of the city’s development will be intensification, with the Ninth Line lands being the only remaining potential new greenfield area to be added
- The Region of Peel has identified an issue with the 80 ppj density target applicable to already built and planned greenfields, as well as to unplanned greenfield areas. The Region calculates that if the unplanned areas (15 per cent of the total) are required to compensate for the lower densities of built and planned greenfield lands, a density of approximately 140 ppj would be required. This would force substantially higher densities

² Frequent transit service means one bus every 10-15 minutes. Very Frequent Bus Service means one bus every five minutes with potential for LRT or BRT, supported by a minimum density of 100 residents and jobs combined per ha. Ontario Ministry of Transportation, “Transit Supportive Guidelines”.

in new greenfield areas and could exceed the densities in some strategic growth areas.³ This could have implications for the planning of the Ninth Line lands

- The urban form and mix of unit types resulting from the Growth Plan is also a point of consideration. The consulting firm Malone Given Parsons Ltd. has undertaken research on the unit mix at varying density levels. They estimate at a density of 130 ppj, approximately 86 per cent of development would be stacked townhouses and apartments, compared to only 15 percent with a 50 ppj target. However, unit mixes at the same density can vary widely. Churchill Meadows, for instance, at a density of 80 ppj, has 85 per cent ground-related units as opposed to the 45 per cent in the consultant's unit mix estimate (see Appendix 3)

Staff Assessment & Potential Considerations:

- Reconsider existing plans by adding density to the existing built and planned greenfield. The anticipated high densities in unplanned greenfield areas envisioned to compensate for the lower densities of built and planned greenfield lands could be addressed by adding density to the existing built and planned greenfield. However, significant time and effort has gone into planning approvals and the revisiting of approvals in built and planned DGAs would be of concern

If revisiting these areas for additional density is intended, further clarification is required on how the Province intends to assist municipalities (e.g. protection against appeals) with this undertaking. Preliminary City staff calculations show that if existing and planned greenfield areas were to be re-planned at 80 ppj, no new DGA expansion would be required. Not only would this mean that no new greenfield lands are required, there would be a surplus land supply to meet the needs to 2041. No greenfield expansions would impact bringing the Ninth Line lands into the urban boundary

It is recommended that the Province:

- Review the DGA minimum density target to ensure density is not unintentionally higher in DGAs than in strategic growth areas
- Provide policy direction for revisiting planning approvals for built and planned DGAs to add additional density, and if it is the Province's intent that these lands be revisited, how the Province intends to assist municipalities in this undertaking

³ The Region estimates new DGA densities of approximately 140 ppj for unplanned DGAs. This is in the range of Mississauga's Community Node density targets of 100 to 200 ppj.

2. Transit Supportive Growth and Density Targets

The Growth Plan proposes that all Major Transit Station Areas (MTSAs) will be required to achieve, by 2041 or earlier, the below minimum gross density targets. The targets are applicable to all MTSAs⁴, regardless of size or function.

- 160 residents and jobs combined per hectare for MTSAs served by light rail transit or bus rapid transit
- 150 residents and jobs combined per hectare for all MTSAs served by express rail service on the GO transit network

The Growth Plan also speaks to planning around these areas including the need to pre-zone lands, plan for affordable housing, reduce parking standards and prohibit land uses and built form that would adversely affect the achievement of the minimum density targets.

The Implications:

- The density targets reinforce the City's land use planning initiatives for transit-supportive densities at strategic locations such as in the City Centre and along the Hurontario LRT corridor in the Cooksville and Port Credit mobility hubs and Gateway Corporate Centre
- The prescribed minimum density targets are unachievable for some stations (e.g. in areas with stable residential neighbourhoods with no infill sites or adjacent to Parkway Belt West lands) based on City staff's preliminary review of selected existing and planned areas. This is compounded by the density targets being based on a gross density that, with the exception of designated prime employment areas, does not allow for exclusions/take-outs for non-developable lands (e.g. highway corridors, greenbelt lands)
- The Growth Plan does not consider the magnitude of impact from the cumulative number of stations, resulting from the existing and planned BRT and LRT corridors and three GO rail lines in Mississauga. Preliminary analysis undertaken by City staff found that all the population and employment growth for the city to 2041 would need to be assigned to transit station areas, leaving no growth to be allocated to other priority areas, such as community nodes, significant waterfront sites and the Ninth Line lands. Additionally, the minimum density target of 200 ppj for the Downtown could not be achieved. This situation would only be exacerbated with additional stations being planned for the Dundas Street corridor and the Ninth Line lands

⁴ MTSA is defined as the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core.

- The Growth Plan allows for the size, shape and boundaries of MTSA's to be developed by the Region in consultation with the City. It is unclear if the boundaries are to be delineated in the upper-tier plans. If they are, this would add extra process for the municipality to amend boundaries

Staff Assessment & Potential Considerations:

- More flexibility should be provided by the Plan. The targets should not be applicable to all higher order transit stations and stops. While it is important to integrate transit and land use planning and there are some stations where the proposed densities are achievable and appropriate, and other stations where it is not, due to the function (e.g. minor transit stop) and limited development potential. Although the Plan provides flexibility in delineating the size and shape of a transit station boundary, there may still be lands that must be included in order to provide a contiguous boundary but have no development capacity (e.g. neighbourhood connection, station parking), and should be excluded from the density calculation.
- The City should have the authority to define MTSA boundaries, particularly since City staff have knowledge of the local planning context

It is recommended that the Province:

- Develop a hierarchy in the Growth Plan to recognize that each MTSA has a different role in the transportation system and a different land use context, and therefore, development at the MTSA densities be required at MTSA's only where appropriate
- Allow for exclusions/take-outs in the MTSA density calculation for undevelopable areas
- Review the ability for the targets to be met in combination with other targets and in consideration of the overall objectives of the Growth Plan
- Give authority to lower-tier municipalities to delineate MTSA's in collaboration with the Region

3. Employment Land Protection and Office Park Intensification

The Growth Plan proposes that municipalities identify and designate suitable lands near major goods movement facilities and corridors as prime employment areas. Prime employment areas are described as areas that are land extensive or have low employment densities, including manufacturing, warehousing and logistics. Additionally, the Plan prioritizes the intensification of existing office parks, supported by amenities and open space and improved transit connectivity.

The aim to reduce the reliance on the single occupancy vehicle to access employment is important for reducing traffic congestion.

The Implications:

- The employment policies allow for the Minister and the Region to identify prime employment areas; however, there is no reference in the policy to the requirement to consult with the lower-tier municipality when identifying these areas
- Currently, the lower-tier municipality can initiate an MCR for employment land conversions under the in-effect Growth Plan. However, the proposed MCR definition requires that an MCR be initiated by an upper- or single-tier municipality, with no mention of the role of the lower-tier municipality
- Once identified, prime employment areas would not be eligible for conversion to non-employment uses and could be excluded from greenfield and major transit station area density calculations
- If this designation was to be applied in Mississauga, it would most likely be to the lands around the Pearson Airport, not including Corporate Centres. However, MOP policies allow for secondary office and would not be in conformance with the prime employment lands definition
- Residential and other sensitive land uses, institutional uses, and non-ancillary retail, commercial and office uses would be strictly prohibited

Staff Assessment & Potential Considerations:

- The Growth Plan definition should be expanded to enable small freestanding office. The exclusion of freestanding office uses is consistent with the City's plan policy that does not allow major office⁵ in employment character areas. The intent of this policy is to direct major office uses to Corporate Centres that could be serviced by higher order transit
- Office parks are analogous with Corporate Centres as identified in MOP and generally align with the policy direction in MOP for these areas

⁵ Major office is defined in MOP as freestanding office buildings of 10,000 square metres of floorspace or greater, or with approximately 500 jobs or more. This is based on the 2006 Growth Plan definition. Note that the proposed Growth Plan definition changes this to 4,000 square metres of floorspace or greater, or with approximately 200 jobs or more.

It is recommended that the Province:

- Amend the prime employment area definition to allow for small freestanding office uses (i.e. not major office)
- Include a policy requirement for the Minister and upper-tier municipalities to consult with lower-tier municipalities when identifying prime employment areas
- Give authority to lower-tier municipalities to initiate a MCR for employment land conversion

4. Infrastructure Planning

Of significant importance in the Growth Plan is the requirement to plan for new or expanded infrastructure in an integrated manner and to link infrastructure investments to facilitate higher-density development in strategic growth areas. Integrated infrastructure planning involves the evaluation of long-range scenario-based land use and financial planning, supported by infrastructure master plans, asset management plans, community energy plans, watershed planning, environmental assessments and other relevant studies where appropriate. The Plan also identifies priority transit corridors.

The Implications:

- An Inter-Municipal Growth Management Workgroup led by the Region of Peel with the mandate to undertake integrated planning in effort to plan for cost-effective growth is underway. At the local level, integrated planning is also undertaken (e.g. Dundas Connects, Hurontario LRT). This work meets the intent of the Growth Plan's integrated planning policy
- With regards to priority transit corridors, it is noted that the Dundas Street corridor is not shown on Schedule 5 in the Growth Plan

Staff Assessment & Potential Considerations:

- Schedule 5 in the Growth Plan should be amended to align with the Regional Transportation Plan (RTP), The Big Move, that identifies rapid transit which shows Dundas Street as a top priority
- There are other higher order and transit priority corridors identified in MOP that may recommend higher order transit, including Lakeshore Road, Erin Mills Parkway, Dixie Road, Derry Road, Eglinton Avenue and Airport Road. The status of these in the Growth Plan, needs to be better understood

It is recommended that the Province:

- Provide clarification on how the Dundas Street Corridor identified under the RTP, and future higher order and priority transit corridors identified by the City, will be considered in the Growth Plan and incorporated into “Schedule 5: Moving People – Transit”
- Provide clarification on how the proposed Growth Plan policies will coordinate with the forthcoming (Spring 2017) proposed RTP policies

5. Environmental Matters

The Growth Plan requires that upper- and single-tier municipalities develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with the Ontario Climate Change Strategy, 2015 and Action Plan. Additionally, the Growth Plan and Greenbelt Plan work together to reduce the impact on the environment with policies that support conservation, the protection of key systems, resources and features, and climate change action planning.

The Implications:

- The Greenbelt Plan expands the Greenbelt into Mississauga by designating Urban River Valley (URV) lands along the Credit River and Etobicoke Creek, and clarifies that only publicly owned lands are subject to the URV policies. The Province also includes policy allowing for municipal requests to grow the Greenbelt within the URV designation, including the addition of privately owned lands
- Municipalities need to work towards net-zero communities⁶
- Municipalities are encouraged to develop strategies to improve resilience to climate change through land use planning, planning for infrastructure (e.g. transit, alternative energy) and water and energy conservation
- Municipalities are encouraged to develop greenhouse gas (GHG) inventories and reduction targets
- Municipalities need to develop climate change strategies and improve resiliency to climate change

⁶ Net-zero communities are defined as communities that meet their energy demand through low-carbon or carbon-free forms of energy and offset, preferably locally, any releases of greenhouse gas emissions that cannot be eliminated. Net-zero communities include a higher density built form, and denser and mixed-use development patterns that ensure energy efficiency, reduce distances travelled, and improve integration with transit, energy, water and wastewater systems.

- Municipalities will need to assess infrastructure vulnerability to identify priority actions and investments to increase infrastructure resilience and adapt to climate change

Staff Assessment & Potential Considerations:

- MOP will need to be amended to conform to proposed Greenbelt Plan policies and to align with future Regional climate change policies
- Assessing infrastructure vulnerability will be a significant undertaking for the City and clarification from the Province on what the process and expected outcomes are for an infrastructure vulnerability assessment will be needed
- City staff are in the process of developing a Climate Change Plan specifically for Mississauga that will consider new climate change-related policies for MOP. The development of greenhouse gas (GHG) emission reduction targets will need to be considered

It is recommended that the Province:

- Provide assistance to municipalities with implementing climate change policies and developing strategies by providing support documents and best practices (e.g. outline process for and expected outcomes of assessing infrastructure vulnerability)

Financial Impact

While supported, the Growth Plan's direction for intensification, integrated infrastructure, transit connectivity, and climate change adaptation has significant financial implications for municipalities.

Provincial financing tools, funding models and capital investment are required to help support growth with adequate infrastructure, particularly transit, and parkland, community infrastructure (e.g. schools, recreations centres), and affordable housing.

It is imperative that the Province align capital investments in support of Growth Plan initiatives. It is unclear how the Plan's goals and targets could be met otherwise.

Conclusion

The overall intent of the Growth Plan is supported albeit there are operational challenges that need to be addressed, including achieving proposed intensification and density targets and the financing of the planned growth.

Some, but not all, of the City's comments contained in the report considered at PDC on May 25, 2015 (see Appendix 2), were addressed in the proposed Growth Plan. In particular, the City's recommendations request future actions from the Province regarding a review of planning tools and funding mechanisms, provision of funding/incentives, green infrastructure best practices, and intensification-focused design guidelines. While these may extend beyond the Growth Plan policy framework, they should be addressed. It is recommended that the Province reconsider the City's comments that were not addressed in its May 2015 submission

Finally, while the general intent of the Growth Plan policies is supported, there are challenges when operationalized. Transition policies are needed to address challenges with meeting targets and infrastructure requirements, particularly transit. Provincial assistance in Growth Plan implementation is also required by way of tools, best practices and guidelines. It is recommended that the Province develop transition policies to assist with the implementation of the Growth Plan.

Attachments

Appendix 1: March 21, 2016 PDC Meeting: Report - Provincial Coordinated Land Use Planning Review – Advisory Panel Report

Appendix 2: May 25, 2015 PDC Meeting: Report - Provincial Coordinated Land Use Planning Review

Appendix 3: Designated Greenfield Area Unit Mix



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Sharleen Bayovo, Inter-agency Planner

City of Mississauga

Corporate Report

PDC

MAR 21 2016



MISSISSAUGA

Date: March 1, 2016	Originator's files: LA.07.PRO
To: Chair and Members of Planning and Development Committee From: Edward R. Sajecki, Commissioner of Planning and Building	Meeting date: 2016/03/21

Subject

Provincial Coordinated Land Use Planning Review - Advisory Panel Report

Recommendation

That the report titled "Provincial Coordinated Land Use Planning Review – Advisory Panel Report", dated March 1, 2016, from the Commissioner of Planning and Building, be received for information.

Background

On February 27, 2015 the Province launched a coordinated review of the four provincial plans (Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan). Collectively, the Plans aim to direct growth in a more efficient manner, and to preserve critical natural areas and agricultural lands.

In recognition of the complementary and related policies within each Plan, a Provincial Advisory Panel, chaired by David Crombie, was formed to ensure a consistent and integrated approach to the review and recommendations.

On December 7, 2015, the Ministry of Municipal Affairs and Housing released the Advisory Panel's report titled "Planning for Healthy, Prosperity and Growth in the Greater Golden Horseshoe: 2015-2041". The full report can be accessed at:

<http://www.mah.gov.on.ca/Asset11110.aspx?method=1> . The Advisory Panel report has 87 recommendations focused around six strategic directions:

1. Building complete communities;
2. Supporting agriculture;
3. Protecting natural and cultural heritage assets;
4. Providing infrastructure;

5. Mainstreaming climate change; and
6. Implementing the Plans.

The Province is currently reviewing the Advisory Panel Report recommendations. Based on these, proposed amendments to the four Plans will be drafted. The draft amendments will be released to the public sometime this winter for comment. The Province hopes to complete the coordinated review process and update the four Plans by the summer of 2016.

Comments

The Advisory Panel report recommends streamlining the policy framework, terminology and timelines of the four Plans. It suggests a secretariat within the government be delegated to ensure effective coordination of the Plans. Beyond these, the following comments highlight some of the details around the Panel's recommendations of particular relevance to the City:

Complete Communities

The Report suggests the densities targeted in the 2005 Growth Plan, are actually too low to foster complete communities. The Report recommends strengthening policies for well-designed density, and compact walkable, mixed-used, transit oriented communities. Specifically, the report suggests a need to focus on:

- Directing more new development to existing urban areas through intensification, and less to new greenfield areas
- Increasing the density of housing and job opportunities in new development to create well-designed, healthy and transit-supportive communities
- Establishing stronger criteria to control settlement area expansion
- Encouraging a greater mix of housing types, including affordable housing
- Protecting employment areas (from conversion, adjacent to transportation infrastructure and of "strategic" regional importance) and supporting evolving economic activities

Intensification and Density Targets

Probably amongst the more contentious issues, the Report recommends both a greater degree of intensification/re-development inside already built-up areas and higher densities in the "greenfield" sites that are made available for future development.

The current Growth Plan identifies 25 urban growth centres (UGC's) throughout the Greater Golden Horseshoe region, one of which is located in Mississauga and encompasses the City's Downtown Core, Fairview, Cooksville and Hospital character areas. The Advisory Panel Report recommends increases to the intensification and density targets to the UGC.

This will not significantly impact Mississauga, as it is anticipated to achieve the Growth Plan density targets by 2031. However, fostering the desired balance of population to employment ratio remains a challenge, and the Report does not provide much to address this particular issue. Mississauga was advocating for the residential and employment targets to be separated

for both greenfields and UGCs, so that a more realistic balance can be achieved within local contexts.

Also relevant to Mississauga is the Report's recommendation to require transit-supportive densities. The current Growth Plan includes density targets for urban growth centres, but does not provide targets for transit station areas and mobility hubs, nor transit corridors. Additionally, the Report recommends prioritizing urban growth centres and intensification corridors as areas for investment.

Climate Change

The report recognizes the vital importance of climate change mitigation and adaptation, and recommendations with a direct bearing on climate change are flagged throughout the report. The basis for most of the recommendations is to create complete, sustainable communities that are resilient to extreme weather events.

Financial Impact

Not applicable.

Conclusion

The Provincial coordinated review of four Plans (Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan) concluded in December 2015 with the release of an Advisory Panel Report. The Advisory Panel report, chaired by David Crombie, has 87 recommendations. The Province is reviewing the recommendations and intends to release draft amendments to the respective Plans this winter. Upon release of these, staff will report on the proposed amendments and implications for Mississauga.



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Shahada Khan, Policy Planner



Corporate Report

Clerk's Files

Originator's
Files

LA.07.PRO

DATE: May 5, 2015

TO: Chair and Members of Planning and Development Committee
Meeting Date: May 25, 2015

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Provincial Coordinated Land Use Planning Review**

RECOMMENDATION: That the report titled "Provincial Coordinated Land Use Planning Review", dated May 5, 2015, from the Commissioner of Planning and Building, be approved and forwarded, by the City Clerk, to the Ministry of Municipal Affairs and Housing, the Association of Municipalities of Ontario (AMO), the Region of Peel, the City of Brampton and Town of Caledon.

**REPORT
HIGHLIGHTS:**

- The Province initiated a review of the Growth Plan, the Greenbelt Plan the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan.
- This report is in response to the first phase of the review and provides comments on how to improve the Plans, with a focus on the Growth Plan.
- Public comments are due on May 28, 2015. At which time all recommendations will be reviewed by an Advisory Panel, chaired by David Crombie. The Panel will recommend amendments to the Plans, which will then be circulated for a second round of comment.
- It is expected that a final amendment will be presented to the Government for approval in early 2016.

BACKGROUND:

The Growth Plan for the Greater Golden Horseshoe was adopted by the Province in 2006. The City of Mississauga must comply to the Plan which establishes a detailed policy framework for managing growth. The Plan is very important to the City. Not only does it establish growth allocations, but it ultimately directs all future land use planning matters related to: economic development, transportation, infrastructure, urban form, housing, and natural resources.

On February 27, 2015 the Province launched a coordinated review of the Growth Plan, the Greenbelt Plan, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan. The latter two Plans do not apply to lands within Mississauga. The purpose of the review is to identify how to make the Plans work better. The Province would like to know what is working well and what should remain the same?

The coordinated review consists of two phases. The first is to seek input to inform the development of amendments to the Plans, and the second phase is to consult on proposed amendments.

A provincial Advisory Panel has been formed consisting of six advisors, chaired by David Crombie, to develop recommendations on how to amend and improve the Plans. The Panel will deliver a report to the Minister of Municipal Affairs and Housing and the Minister of Natural Resources and Forestry by September 1, 2015.

Additionally, in order to facilitate feedback, the Province prepared and released a discussion document titled "*Our Region, Our Community, Our Home*". It focused on six key themes.

To date, planning staff have conducted internal consultation with departments across the City to obtain feedback. Additionally, staff have participated in the following activities:

- A public meeting held by the Province on April 22, 2015.
- Interview conducted by the Canadian Urban Institute (CUI), who were retained by the Ontario Growth Secretariat to meet with municipalities to gather information on Growth Plan policies.

- Facilitated workshops hosted by the Ontario Professional Planners Institute (OPPI).

This report is to provide input into the first phase of the review. The last day to submit comments to the Province is May 28, 2015.

COMMENTS:

From the City's perspective, growth is beneficial. As the city grows its revenues (taxation, user fees and potentially Provincial grants) will increase which enables the City to improve existing services and provide new services to support new residents and businesses. However, with growth come challenges, some of which are unique to Mississauga by comparison to abutting municipalities.

In consideration of the Growth Plan, it is important to understand the critical elements of a successful growth plan. Based on best practices, the following criteria are considered important for success:

- a clear vision, goals and targets;
- adequate tools for implementation;
- commitments to the plan by all parties;
- a high degree of collaboration among stakeholders; and
- financial commitments to support growth management.

The following section provides an overview of what is working well and what should be changed to improve the overall approach to growth management based on these criteria. Detailed comments are attached as Appendix 1.

What is Working Well?

When the Growth Plan was approved in 2006 its purpose was to guide planning in the fast growing Greater Golden Horseshoe by curtailing the urban sprawl that was undermining the region's economic competitiveness and quality of life. By directing a larger share of growth to built-up areas and developing criteria for greenfield expansions the Plan sought to create vibrant mixed use communities that are transit supportive, preserve employment areas for future economic growth, responsibly plan for infrastructure investments, and conserve natural systems and prime agricultural land.

The Province is to be commended for its initiative and the Growth Plan's many successes. The dialogue around creating complete communities and planning for major infrastructure investments such as higher order transit has helped shape planning documents such as Mississauga Official Plan. The Growth Plan and municipal plans that refine its policies to respond to local circumstances, have established a policy framework that will serve the region well as it continues to grow.

In the world of policy planning and land development, ten years is not a long time. Many of the benefits of the Growth Plan are still working their way through the system. That said, there are lessons that have been learned that can strengthen the Growth Plan and its implementation. The comments in this report recognize that the basic premise of the Growth Plan remains sound and serves as a strong foundation to be built upon.

What Needs to be Changed?

Matters of particular concern that should be addressed by the Province as part of this important review include the following:

- The Growth Plan should exempt lands within the built boundary from the 20 year planning time horizon identified in Policy 1.1.2 of the Provincial Policy Statement. Lands within the built boundary should be able to protect lands for long term intensification and to coordinate the land use vision with major infrastructure investments (e.g., higher order transit).
- Essential to achieving the intensification vision contained in the Growth Plan is the need to obtain and finance basic community infrastructure such as roads, parks and schools. The planning and financial regime that exists works well in obtaining community infrastructure in greenfield situations, but not for intensification within developed areas. The Province should undertake a comprehensive review of planning tools and funding mechanisms to ensure that greenfield development is not incentivized over intensification within the built boundary. This has been a point of concern for a number of City Councillors, as members of the Regional Growth Management Committee.

- The employment and population density targets should be separated, for both greenfields and urban growth centres.
- The Growth Plan, the Greenbelt Plan, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan should be harmonized to ensure consistent definitions, designations and technical guidelines. Further, The Parkway Belt West Plan should be incorporated into the Growth Plan, in order to update its policies and ensure a consistent policy direction.
- Official plan policies that conform to Growth Plan policies, particularly intensification requirements, should not be appealable. Appeals should also be prohibited where there has been large infrastructure investment and for policies that protect employment lands.

Next Steps for the Review

Provincial staff has advised that by the end of the summer the Advisory Panel will provide advice/recommendations to the Government for consideration. In the fall of 2015 phase two of the consultation will commence which will include draft amendments. In early 2016 (winter/spring) an amendment will be presented to the Government for approval.

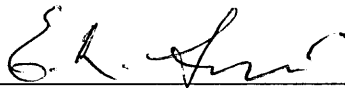
Staff will report back to Council on the proposed amendments and implications for Mississauga after they are released.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: This report provides input into the first phase of the Provincial review of the Growth Plan, the Greenbelt Plan, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan. A second round of comments will be sought once the Provincial Advisory Panel has reviewed comments received and proposes draft amendments to the Plans. It is expected that a final amendment will be presented for Government approval in early 2016.

It is recommended that this report be approved and forwarded to the Ministry of Municipal Affairs and Housing so that the City's position can be considered by the Province.

ATTACHMENTS: Appendix 1: City of Mississauga Response to the
 Provincial Coordinated Land Use Planning Review



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Shahada Khan, Planner, Policy Planning

AW. K:\PLAN\POLICY\GROUP\2015 Provincial Legislation\Coordinated Provincial Plans Review\PDC Report May 25
2015_3 AW.doc

City of Mississauga Response to the Provincial Coordinated Land Use Planning Review

The following comments are to be considered as input into the Provincial Coordinated Land Use Planning Review from the City of Mississauga. The comments are organized by theme area and apply to all Plans under review, with emphasis on changes to the Growth Plan.

What is Working Well?

When the Growth Plan was approved in 2006 its purpose was to guide planning in the fast growing Greater Golden Horseshoe by curtailing the urban sprawl that was undermining the region's economic competitiveness and quality of life. By directing a larger share of growth to built-up areas and developing criteria for greenfield expansions the Plan sought to create vibrant mixed use communities that are transit supportive, preserve employment areas for future economic growth, responsibly plan for infrastructure investments, and conserve natural systems and prime agricultural land.

The Province is to be commended for its initiative and the Growth Plan's many successes. The dialogue around creating complete communities and planning for major infrastructure investments such as higher order transit has helped shape planning documents such as Mississauga Official Plan. The Growth Plan and municipal plans that refine its policies to respond to local circumstances, have established a policy framework that will serve the region well as it continues to grow.

What Needs to be Changed?

In the world of policy planning and land development, ten years is not a long time. Many of the benefits of the Growth Plan are still working their way through the system. That said, there are lessons that have been learned that can strengthen the Growth Plan and its implementation.

Planning Horizon

- The Growth Plan should exempt lands within the built boundary from the 20 year planning time horizon identified in Policy 1.1.2 of the Provincial Policy Statement. Lands within the built boundary should be able to protect lands for long term intensification and to coordinate the land use vision with major infrastructure investments (e.g., higher order transit).
- A fixed time horizon is appropriate for greenfield lands. To address issues of oversupply of greenfields, a time horizon of less than 20 years with well-established review periods may be appropriate.

Growth Allocations

- Criteria for the allocation of growth to lower tier municipalities should be specified. For example, in Peel Region the following criteria were developed to guide the allocation of the Amendment 2 forecasts:
 - Protection of agricultural lands
 - Support “growth pays for growth” concept; minimize the impact on existing taxpayers
 - Efficient utilization of the Region’s existing and planned infrastructure
 - Densities that support transit and complete communities
 - Planning for a range of employment over the long term to adjust to market cycles
- The employment forecast methodology should be reviewed to better reflect what is being achieved.

Greenfield Expansions

- Greenfield expansions have a direct impact on urban areas, specifically on infrastructure servicing and expansions. This can result in large costs to municipalities. As well, greenfield expansions can result in the loss of prime agricultural lands, that are needed to support the food production in local communities. The Province should clarify the purpose of the “white belt” and its intended long term role. Should this boundary be fixed in certain areas to protect critical resources (e.g., prime agricultural land)?
- As part of the land budget exercise to determine where growth will occur and by how much, this includes urban areas and greenfields. Take-outs are identified within greenfield areas, that are sometimes necessary in order to identify areas where growth cannot happen. These could include natural features for example. It is important that the Province articulate what are appropriate greenfield take-outs and also provide guidance on preparing land budgets. This will make it easier for upper and lower tier governments when trying to allocate the Provincially assigned population and employment forecasts.

Targets

- The Province should re-evaluate the intensification targets and customize them to fit with community context. Once established, exemptions which undermine the Growth Plan and create an unlevel planning field, should not be permitted.
- The employment and population density targets should be separated, for both greenfields and urban growth centres.
 - In greenfield situations, the employment densities being achieved are far lower than the target and drive up residential densities to levels that might not be acceptable to the

community or reflect good planning. Are the residential densities required appropriate in areas without supportive community infrastructure and transit services? Will municipalities restrict lands designated for employment uses out of concern for the implications on residential development?

- In urban growth centres the challenge is about getting employment to create mixed use live-work environments. Lands for employment uses, specifically office, need to be protected as they are not competitive with other uses such as high density residential.
- Consideration should be given to including additional density targets, such as for Major Transit Station Areas.
- The Province should clarify if the density targets are to be “planned for” or achieved by the horizon year.

Protecting Stable Neighbourhoods

- Develop a policy framework for non-intensification areas. Once municipalities have appropriately developed growth management plans that provide for intensification, they should be able to identify the type and scale of development in non-intensification areas to protect the character of stable residential communities.

Greenbelt Plan

- The Greenbelt policies should be strengthened ensure that certain uses are not permitted that would cause disturbances to the natural environment.
- Develop a policy framework encourages municipalities to brings food production uses back into the urban area.
- Clarify the purpose of the urban river valley (URV) designation. If the designation is to be retained, extend it to privately owned lands to provide connections and apply it to all major rivers draining into Lake Ontario.

Environment Policies in the Growth Plan

- The Growth Plan should include policies that make linkages between public health and public open spaces.
- Climate change will have a direct impact on how municipalities plan now and into the future, in order to mitigate flooding and the damage caused to homes, trees, the natural environment, etc. In urban areas, climate change can have a significant impact with regard to infrastructure that will be affected by extreme weather and what can be done to adapt to climate change. The Growth Plan needs to examine the impact that climate change will have on communities with attention to its

connection to land use planning and impacts to communities. The Plan should also define the term “resilient communities”.

- Direction or guidance on use of green infrastructure and other types of infrastructure that are resilient in light of climate change
- The Growth Plan should include a specific section for energy with policies that link energy to development and land use. Infrastructure to support growth should include energy infrastructure. These policies should encourage the integration of energy types (e.g. district energy, smart grid, etc.) and promote renewable energy sources.
- Policies should be added with regard to the modal split supporting the reduction of greenhouse gas emissions.
- Require and provide municipalities with tools to implement stormwater quality control via innovative technologies. This will protect and enhance natural area systems and provide pollution protection and green infrastructure to treat stormwater run-off before it flows into the Region's natural water bodies.

Healthy Development

- The Growth Plan should support the achievement of healthy communities by requiring that health impacts be taken into consideration in the development of plans and review of development proposals.
- Partnerships are needed between the Province, municipalities and school boards to develop policies/plans that focus on the location of schools and prepare school travel plans to get more students to walk and bike to/from school.

Harmonization of Plans and Policy Alignment

- The Growth Plan, Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan and Greenbelt Plan should be harmonized to ensure consistent definitions, designations, and technical guidelines between the plans.
- Harmonize the Parkway Belt West Plan with the Growth Plan.
- The Province needs to ensure that the Plans coordinate with and are in alignment with work of other agencies, such as Metrolinx (The Big Move) and conservation authorities.

Implementation

- The Provincial Policy Statement, when released in April 2014, came into effect on the same day with no transition period. The Province should review the transition policies of the Growth Plan as well as municipal official plans. Specifically, the premise of the “clergy principle” should be reviewed.
- Official Plan policies that conform to Growth Plan policies, particularly intensification requirements, should not be appealable. Appeals should also be limited for policies that support large infrastructure investments and for policies that protect employment lands.
- The Province should undertake the sub-area assessments identified in the implementation section of the Growth Plan.
- The Province needs to review the issue of pre-existing planning approvals (e.g. plans of subdivision in rural areas that are unbuilt but approved prior to Growth Plan) and the impact they may have on implementing the Growth Plan policies.

Definitions

- The Growth Plan should define mixed use and major retail uses.

Realizing the Vision

- Essential to achieving the intensification vision contained in the Growth Plan is the need to obtain and finance basic community infrastructure such as roads, parks and schools. The planning and financial regime that exists works well in obtaining community infrastructure in greenfield situations but not for intensification within developed areas. The Province should undertake a comprehensive review of planning tools and funding mechanisms to ensure that greenfield development is not incentivized over intensification within the built boundary.
- The Province should link infrastructure funding to intensification. Municipalities that comply with or exceed the intensification targets should be a priority for infrastructure investments.
- The next iteration of the Growth Plan needs to tackle the complex set of issues related to employment. This includes issues related to locating employment to support mixed use communities and transit investments, achieving the employment growth forecasts, addressing employment densities and attracting businesses that provide secure jobs with liveable wages.
- Funding/incentives should be provided to land owners as a tool to protect agricultural lands, water and natural areas.
- The Province should develop minimum design guidelines that are intensification supportive, address the public realm and speak to how to create active, healthy communities including work places in employment areas.

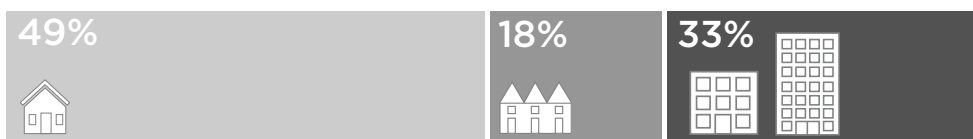
- The Province should coordinate the development of sustainable design guidelines and minimum standards to address energy, noise, urban design, etc., and recommend changes to the *Building Code Act*. The *Act* should require new developments be built with higher energy efficiency.

K:\PLAN\POLICY\GROUP\2015 Provincial Legislation\Coordinated Provincial Plans Review\Summary of Comments2.docx

DESIGNATED GREENFIELD AREA UNIT MIX

GTHA¹

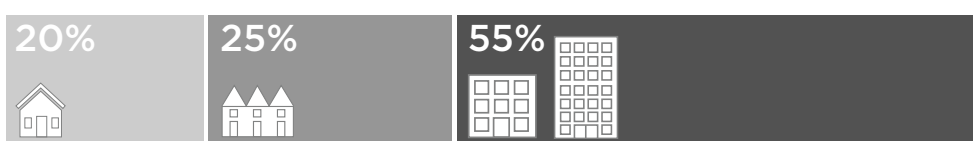
Housing Mix
(Hemson, 2012)



50 P+J/HA²



80 P+J/HA



130 P+J/HA



Mississauga DGA³ 80 P+J/HA



¹ Greater Toronto Hamilton Area

² Population Plus Jobs Per Hectare

³ Designated Greenfield Area in Churchill Meadows

City of Mississauga

Corporate Report



Date: October 4, 2016

To: Chair and Members of Planning and Development Committee

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

Originator's file:
CD.21-MIS

Meeting date:
2016/10/24

Subject

REPORT ON COMMENTS (Wards 1, 2, 8 and 11)

Mississauga Road Scenic Route Policies Review

Implementation - Proposed Changes to Mississauga Official Plan

File: CD.21-MIS

Recommendation

That the report dated October 4, 2016, from the Commissioner of Planning and Building titled "Report on Comments (Wards 1, 2, 8 and 11) Mississauga Road Scenic Route Policies Review Implementation - Proposed Changes to Mississauga Official Plan", be adopted in accordance with the following:

1. That the proposed amendments to Mississauga Official Plan for the Mississauga Road Scenic Route Policies Review be approved in accordance with Appendices 2 and 3 of this report.
2. That Urban Design Guidelines for the Mississauga Road Scenic Route Study Area be prepared by staff and brought forward to a future Planning and Development Committee meeting for Council endorsement.

Report Highlights

- A public meeting was held on June 27, 2016 to hear comments regarding the proposed amendments to Mississauga Official Plan to implement the findings of the Mississauga Road Scenic Route Policies Review
- The proposed amendments will strengthen the existing policies which seek to protect the unique scenic character of Mississauga Road between Streetsville and Port Credit
- Through the circulation of the proposed amendments to agencies and departments, along with the public consultation process, several comments were provided, reviewed and proposed modifications recommended, where appropriate

Background

A public meeting was held by the Planning and Development Committee on June 27, 2016, at which time a Public Meeting Report (Appendix 1) was received for information.

Recommendation PDC-0055-2016 was then adopted by Council on July 7, 2016.

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.
4. That the designation of the Mississauga Road Scenic Route as a Heritage Conservation District be referred to Heritage staff, Culture Division, for review.

Submissions were received at the public meeting and staff was 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 changes to the draft policies.

Comments

The proposed Official Plan Amendment is intended to strengthen the existing policies which seek to protect the unique scenic character of Mississauga Road between Streetsville and Port Credit. Through the circulation and public consultation process several comments were made which have been summarized below.

A summary of the proposed policies outlining the recommended modifications to the existing Official Plan policies and to those presented at the June 27, 2016 Public Meeting is included in Appendix 2. A draft of the proposed Official Plan Amendment is found in Appendix 3.

COMMUNITY COMMENTS

Comment

Permitting only detached homes abutting Mississauga Road amounts to a prohibition on condominium development and contradicts policies in the Official Plan which promote mixed uses and compact development within Corridors.

Response

The existing buildings along Mississauga Road are mainly characterized by detached homes on large lots with generous front yard setbacks. These proposed policies seek to reinforce and maintain this housing form which is a key component of the streetscape that makes this a unique and scenic road.

Comment

Existing properties with **Mixed Use** and **Residential Medium Density** designations should be exempt from these policies.

Response

The existing and proposed modifications to the Official Plan policies are not attached to specific land use designations but give direction to the type of development that represents good planning and design abutting Mississauga Road along the length of the Scenic Route. They include more than just lands that are designated **Residential Low Density I**. The policies also require new development to be sensitive to the existing neighbourhood context.

Comment

The sections of Mississauga Road north of the CP Rail tracks, as you enter into Streetsville and south of the CN railway tracks as you enter Port Credit should not be part of the Scenic Route.

Response

While the character of Mississauga Road may differ along sections of the Study Area, there is a general commonality of key scenic features along its length that are worth preserving and enhancing. Staff is of the opinion that the extent of the Scenic Route should not be altered. The updated policies reflect the context and character found at the north and south ends of the Study Area (e.g. the policies relating to non-residential land uses north of Melody Drive).

Comment

Since these updated policies restrict widening of Mississauga Road, any past land dedications from abutting properties for future road widenings should be returned to the property owners.

Response

These land acquisitions are to complete the public right-of-way widths identified in Mississauga Official Plan. They allow for future public amenities along Mississauga Road such as sidewalks, trees, bicycle paths, utilities and other boulevard improvements. They are needed even when the paved portion of the road is not planned to be widened.

Comment

Public art should be added along Mississauga Road.

Response

There are currently no planned public art projects along this route. However, staff from the City's Culture Division have indicated that they will explore with City departments possible opportunities for the integration of public art elements into future infrastructure improvements along Mississauga Road as those projects arise.

Comment

The volume and speed of traffic detracts from this scenic road and should be addressed.

Response

It is recognized that there are public concerns associated with traffic on Mississauga Road. Although the recommended policy changes strengthen planning and design direction for low density development along the Study Area, any efforts to specifically reduce traffic flow and volumes on this road are outside of the Study scope.

Comment

Council should support the designation of the Scenic Route as a Heritage Conservation District under the *Ontario Heritage Act* and that no new development take place until this happens.

Response

Please refer to the response in the next section under the heading "Planning & Development Committee Comments".

PLANNING & DEVELOPMENT COMMITTEE COMMENTS**Comment**

Consistent with requests by neighbours in the area of Melody Drive and Mississauga Road, the potential for designation of the Mississauga Road Scenic Route as a Heritage Conservation District (HCD) should be reviewed by Heritage staff in the City's Culture Division.

Response

On July 15, 2016, Heritage Planning staff, along with representatives from the Planning and Building Department, met with four Mississauga residents who identify with a group known as "Affected Neighbours". The group had asked to meet to discuss the potential for Mississauga Road to be studied and possibly designated as an HCD. Staff walked the group through the detailed process necessary to determine if there was a case to proceed with a feasibility study. It was explained that an HCD is a cultural heritage landscape whereby the heritage attributes of the landscape are identified for protection. The residents could not identify or clearly express the heritage attributes associated with Mississauga Road. It was also discovered through the conversation that the property owners fronting onto Mississauga Road, or with a Mississauga Road address had not demonstrated an interest in pursuing an HCD. It is Heritage Planning staff's opinion that until such time as the residents who own property on Mississauga Road

approach the City with an organized request, clearly identifying the heritage elements and significance to be protected through legislation, that no further action be taken at this time.

Comment

Does the City have a long term plan for tree replacement along Mississauga Road given the continuing loss of trees over the next 20 years due to the Emerald Ash Borer and Gypsy Moth?

Response

City-wide tree replacement is ongoing. Ash trees removed along Mississauga Road will be replaced in proximity to where they were removed, and when that is not feasible, they will be planted within the surrounding neighbourhood. In general, Forestry staff are continually looking across the City for infill tree planting opportunities. As recommended in the Urban Forest Management Plan, staff have also been looking at various locations, including the southern portions of the City, to identify areas where the tree canopy is maturing, and potentially beginning to decline naturally.

Comment

Enhanced streetscape policies or guidelines should be considered as part of this policy review.

Response

Should an Official Plan Amendment in keeping with the recommendations of this report be approved, staff propose that a detailed set of urban design guidelines be prepared for the Study Area that will include recommended streetscape design. These guidelines will be brought forward to a future Planning and Development Committee Meeting for consideration.

AGENCY COMMENTS

Infrastructure Ontario

Infrastructure Ontario manages the Province's real estate, including its hydro corridors. This agency provided comments related to proposed policies regarding tree preservation and enhancement (Policy 9.3.3.11h.), as well as minimizing utility impacts on existing vegetation (Policy 9.3.3.11 k.). It indicated that the City should be aware that notwithstanding these proposed policies, it may not always be possible to preserve trees while operating and/or expanding works within hydro corridors in order to facilitate the safe transmission and distribution of electricity. No changes to the proposed policies are recommended by staff as a result of Infrastructure Ontario's comments.

PLANNING COMMENTS

The proposed Official Plan Amendment is intended to strengthen the existing policies which seek to protect the unique scenic character of Mississauga Road between Streetsville and Port Credit. The only recommended change to those policies presented at the June 27, 2016 public meeting is the deletion of wording that would have modified the **Residential Low Density I** land use policies in the Central Erin Mills and Erin Mills Neighbourhoods requiring only detached

homes abutting Mississauga Road. Since these requirements will be part of the main Mississauga Road Scenic Route policies of Section 9.3.3.11, there is no need to attach them to specific land use designations for the reasons identified earlier in this report.

Financial Impact

There is no financial impact.

Conclusion

The proposed City-initiated Official Plan Amendment associated with the Mississauga Scenic Route Policies Review should be approved as it meets the overall intent, goals, objectives and policies of the Official Plan and achieves the specific goal of improving the existing Mississauga Road Scenic Route policies. In addition, urban design guidelines should be prepared for the Study Area that will include recommended streetscape design.

Attachments

Appendix 1: Public Meeting Report

Appendix 2: Chart of Proposed Amendments to Mississauga Official Plan

Appendix 3: Draft Proposed Official Plan Amendment



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ben Phillips, Planner

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-MIS

Meeting 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). 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

Planning and Development Committee

2016/06/07

3

Originator's file: CD.21-MIS

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



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 To: Chair and Members of Planning and Development Committee From: Edward R. Sajecki, Commissioner of Planning and Building	Originator's file: CD21-MS
	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
Existing Street Trees and Greenbelt Vegetation – 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.
Road Type – 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.
Residential Character – 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.
Heritage Quality – 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.

Planning and Development Committee

2015/08/18

4

Originators files: CD21-MIS

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.

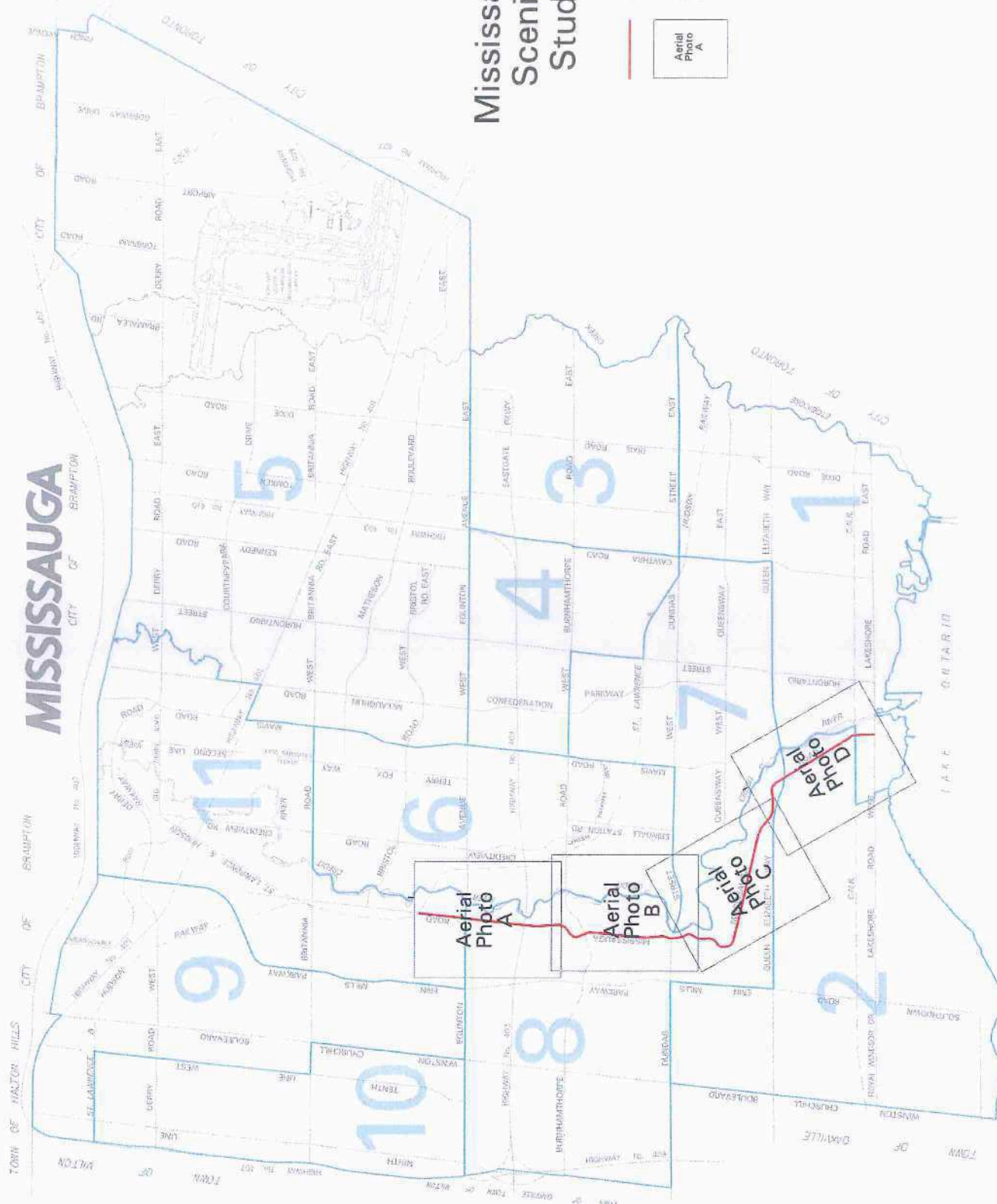
3. No planning approvals for residential development applications received by the City after the passing of this Resolution, on lands with any frontage or potential vehicular access to Mississauga Road from the CPP tracks in Streetsville to the CN Rail tracks, be granted until City Council has made a 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 Road
Scenic Route
Study Area

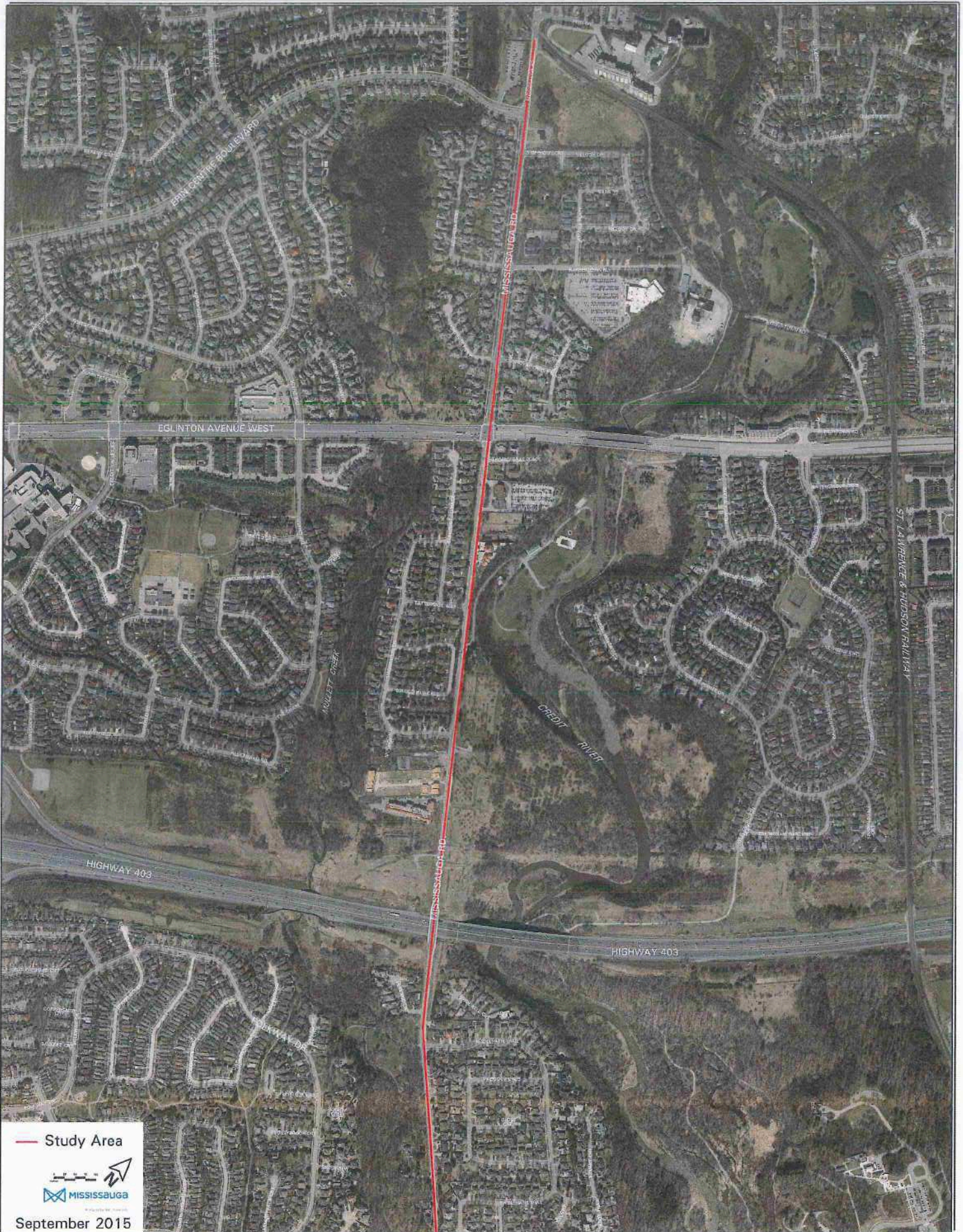
Study Area

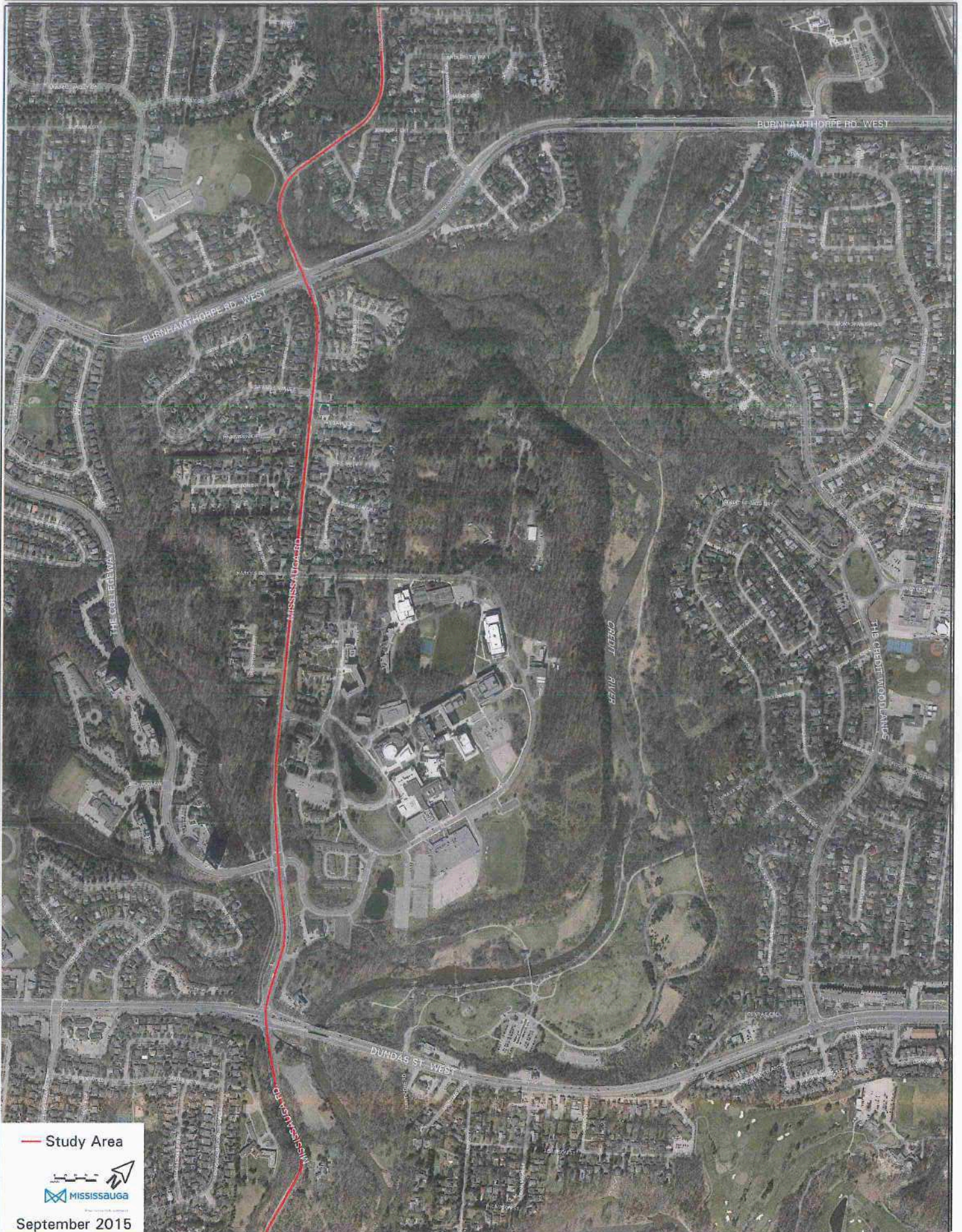
Aerial Photo
Index

Aerial



Aerial Photo A





— Study Area



September 2015



Aerial Photo D



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 right-of-way (<i>i.e.</i> frontage, flankage and rear yards) between the St. Lawrence and Hudson Railway <i>Canadian Pacific Railway (located just south of Reid Drive)</i> and Lakeshore Road West (frontage, flankage and rear yards) which <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
		<p>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.</p>
<p>a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;</p>	<p>a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;</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>	<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>b. service road and reverse frontage lot development will be discouraged;</p>	<p>d. service road and reverse frontage lot development will be discouraged; <i>will not be permitted on lots abutting Mississauga Road.</i></p>	<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>c. existing residential lot frontages will be retained;</p>	<p>Deleted.</p>	<p>The existing wording is unclear. If taken literally, no severances or other redevelopment of even the largest residential lots are permitted, which conflicts with</p>

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, and setbacks and lot frontages should <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 and replacement on private lands 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 <i>discouraged</i> ;	
h. preservation of existing landscape features (retaining walls, fences, hedgerows) will be encouraged; and	j. preservation <i>removal</i> of existing landscape features (<i>including but not limited to stone</i> retaining walls, fences <i>and</i> hedgerows) will be encouraged <i>discouraged</i> ;	Policy strengthened by rewording.
i. the location of utilities should minimize the impact on existing vegetation.	k. the location of utilities should <i>will be situated to</i> minimize the impact on existing vegetation;	Policy strengthened. "Will be" instead of "should".
n/a	<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; and</i>	New Policy. Maintaining grading as much as possible will help preserve the scenic route corridor.
n/a	<i>m. Opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged.</i>	New Policy. Protecting the scenic route corridor should not prevent the enhancement of trail connections.
n/a	<i>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.</i>	Modification to Central Erin Mills land use policies to ensure only detached dwellings abutting Mississauga Road.
n/a	<i>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.</i>	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"> 1. Concerned about development proposals north of Eglinton Ave. W. 2. Requesting a moratorium on development until the Study is complete 3. Needs to be a clear distinction between residential and commercial development issues along the corridor 4. Questions related to the effect of the Corridor status of a portion of Mississauga Road 5. Questions related to traffic, pavement widenings and the Credit Mills development 6. Questions related to Council's Resolution 0222-2012 7. Recommend to keep policy 9.3.3.11 c) to 	<ol style="list-style-type: none"> 1. This review will not address concerns with specific applications. 2. Council has ability to refuse applications it deems premature or inappropriate. 3. Agree that non-residential uses north of Melody Drive should have specific design-related policies – see new Policy 9.3.3.11 n). 4. Staff now recommending removal of "Corridor" identification in the Official Plan for entire length of Study Area. 5. No further changes to the proposed policies were recommended by Affected Neighbours. 6. No further changes to the proposed policies were recommended by Affected Neighbours. 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 	<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"> 1. Concerned that semis or townhomes could be built behind detached homes fronting the corridor, just as Dunpar has done. 2. Traffic comments/ recommended improvements related to specific locations. 3. Retail on Credit Mills site should have heritage design. 	<ol style="list-style-type: none"> 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. 2. No specific concerns with proposed policies. 3. Non-residential design policies are now proposed for the north end of the Study Area. 	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 <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 right-of-way (<i>i.e.</i> frontage, flankage and rear yards) between the St. Lawrence and Hudson Railway <i>Canadian Pacific Railway (located just south of Reid Drive)</i> and Lakeshore Road West (frontage, flankage and rear yards) 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 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>	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;	<p>a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;</p> <p>b. lots abutting Mississauga Road will be encouraged to have direct vehicular access to Mississauga Road;</p> <p>c. lots abutting Mississauga Road will have upgraded building elevations (including principal doors and fenestrations) facing Mississauga Road;</p>	<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. buffer road (i.e. a parallel road abutting Mississauga Road) and reverse frontage lot development will be discouraged; will not be permitted on lots abutting Mississauga Road.	<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	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;	<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;	f. building massing, design, and setbacks and lot frontages will be consistent with buildings on surrounding lots; surrounding buildings and lots;	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 and enhancement and replacement on private lands will be required on public and private lands in order to maintain existing trees.	<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 in order to reduce reverse movements and the number of driveway entrances. Circular driveways will be evaluated on an individual basis discouraged ;	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 removal of existing landscape features (including but not limited to stone retaining walls, fences and hedgerows) will be encouraged discouraged ;	Policy strengthened by rewording.
i. the location of utilities should minimize the impact on existing vegetation.	k. the location of utilities should will be situated to minimize the impact on existing vegetation;	Policy strengthened. “Will be” instead of “should”.
n/a	<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>	New Policy. Maintaining grading as much as possible will help preserve the scenic route corridor.
n/a	<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>	New Policy. Protecting the scenic route corridor should not prevent the enhancement of trail connections.

Current Policy	Proposed Policy	Comment
n/a	<p><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></p> <p><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></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><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></p>	<p>Modification to Central Erin Mills land use policies to ensure only detached dwellings abutting Mississauga Road.</p>
n/a	<p><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></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

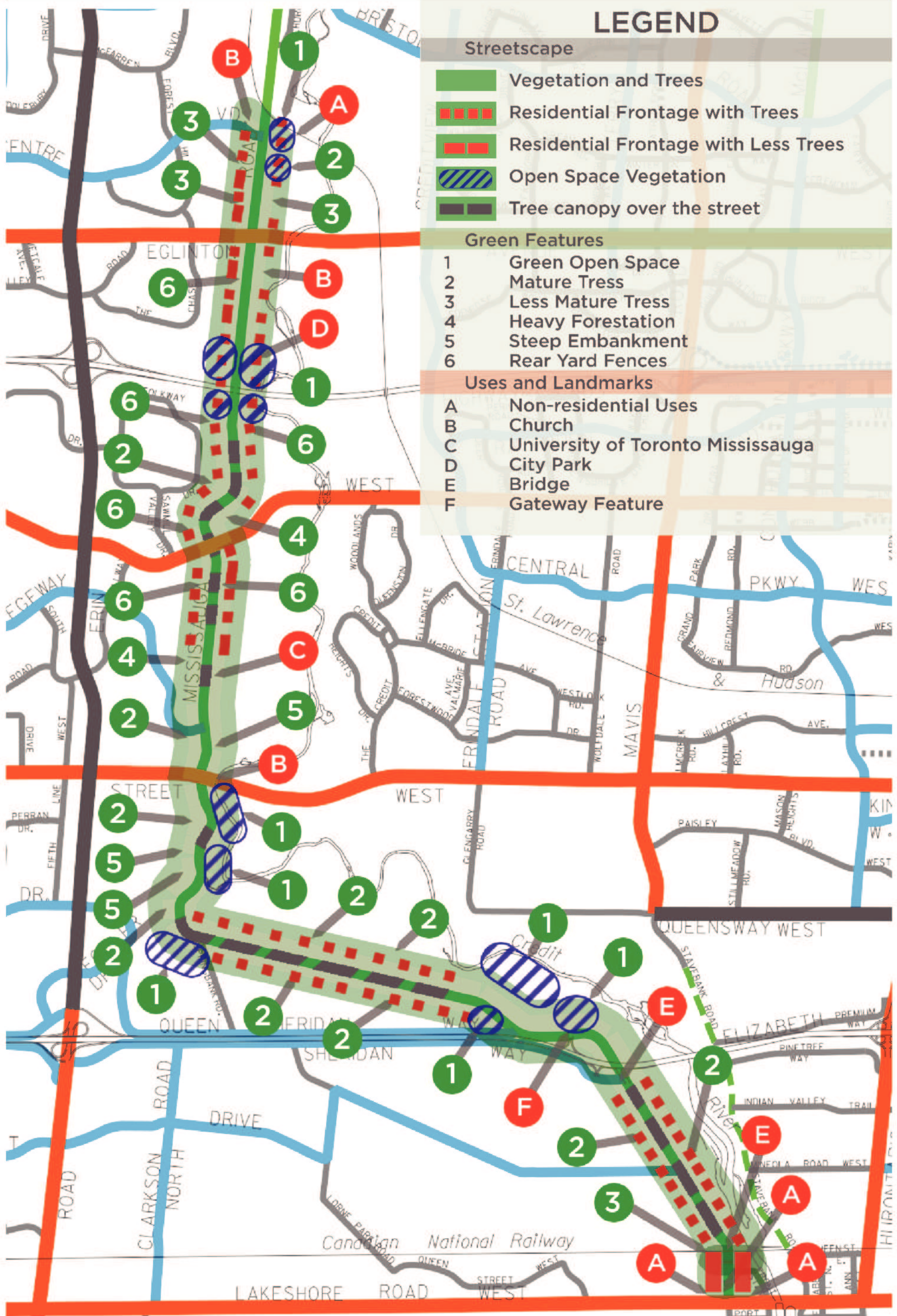


Chart of Proposed Amendments to Mississauga Official Plan

Section 9.3.3.11; Schedule 1; Schedule 1c

Current Policy	Proposed Official Plan Amendment
Section 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 scenic route , will be subject to the following:	Section 9.3.3.11 Lands abutting the Mississauga Road right-of-way (i.e. frontage, flankage and rear yards) between the St. Lawrence and Hudson Railway Canadian Pacific Railway (located just south of Reid Drive) and Lakeshore Road West (frontage, flankage and rear yards) which is are part of a designated scenic route . These lands will be subject to the following:
n/a	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).
a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;	a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged; b. lots abutting Mississauga Road will be encouraged to have direct vehicular access to Mississauga Road; c. lots abutting Mississauga Road will have upgraded building elevations (including principal doors and fenestrations) facing Mississauga Road;
b. service road and reverse frontage lot development will be discouraged;	b. d. buffer road (i.e. a parallel road abutting Mississauga Road) and reverse frontage lot development will be discouraged; will not be permitted on lots abutting Mississauga Road.
c. existing residential lot frontages will be retained;	c. existing residential lot frontages will be retained;

Current Policy	Proposed Official Plan Amendment
n/a	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;
d. building massing, design and setback should be consistent with buildings on surrounding lots;	d. f. f. building massing, design, and setbacks and lot frontages should will be consistent with buildings on surrounding lots; surrounding buildings and lots;
e. projecting garages will be discouraged;	e. g. g. projecting garages will be discouraged;
f. tree preservation, enhancement and replacement on private lands will be required;	f. h. h. tree preservation, and enhancement and replacement on private lands will be required on public and private lands in order to maintain existing trees.
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;	g. i. i. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged in order to reduce reverse movements and the number of driveway entrances. Circular driveways will be evaluated on an individual basis discouraged;
h. preservation of existing landscape features (retaining walls, fences, hedgerows) will be encouraged; and	h. j. j. preservation removal of existing landscape features (including but not limited to stone retaining walls, fences and hedgerows) will be encouraged discouraged;
i. the location of utilities should minimize the impact on existing vegetation.	i. k. k. the location of utilities should will be situated to minimize the impact on existing vegetation;
n/a	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;
n/a	m. Opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged; and

Current Policy	Proposed Official Plan Amendment
n/a	<p><i>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 Streetsville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided.</i></p> <p><i>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.</i></p>
n/a	<p>Schedules 1 (Urban System) and 1c (Urban System – Corridors) – remove the “Corridor” identification of Mississauga Road between Dundas Street West and the CP Railway (just south of Streetsville).</p>

Note: the only change from the June 7, 2016 Public Meeting staff report is the removal of the following proposed policies:

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.

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.

Draft Details of the Proposed Amendment

1. Section 9.3.3.11 of Mississauga Official Plan be deleted and replaced with the following:

9.3.3.11 Lands abutting Mississauga Road (i.e. frontage, flankage and rear yards) between the Canadian Pacific Railway (located just south of Reid Drive) and Lakeshore Road West are part of a designated *scenic route*. These lands will be subject to the following:

- 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);
- b. lots abutting Mississauga Road will be encouraged to have direct vehicular access to Mississauga Road;
- c. lots abutting Mississauga Road will have upgraded building elevations (including principal doors and fenestrations) facing Mississauga Road;
- d. buffer road (i.e. a parallel road abutting Mississauga Road) and reverse frontage lot development will not be permitted on lots abutting Mississauga Road;
- 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;
- f. building massing, design, setbacks and lot frontages will be consistent with surrounding buildings and lots;
- g. projecting garages will be discouraged;
- h. tree preservation and enhancement will be required on public and private lands in order to maintain existing trees;
- i. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged in order to reduce reverse movements and the number of driveway entrances. Circular driveways will be discouraged;
- j. removal of existing landscape features (including but not limited to stone walls, fences and hedgerows) will be discouraged;
- k. the location of utilities will be situated to minimize the impact on existing vegetation;
- 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;

- m. Opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged; and
 - 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 Streetsville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided. 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.
- 2. Schedule 1: Urban System, Mississauga Official Plan is hereby amended by removing the "Corridor" identification of Mississauga Road between Dundas Street West and the CP Railway (just south of Streetsville).
 - 3. Schedule 1c: Urban System - Corridors, Mississauga Official Plan is hereby amended by removing the "Corridor" identification of Mississauga Road between Dundas Street West and the CP Railway (just south of Streetsville).

City of Mississauga

Corporate Report



Date: October 4, 2016

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 13/006 W3

Meeting date:
2016/10/24

Subject

SECTION 37 COMMUNITY BENEFITS REPORT

1715 Audubon Boulevard

Northeast corner of Audubon Boulevard and Fieldgate Drive

Owner: Beverley Homes Holding Corp.

File: OZ 13/006 W3

Recommendation

That the report dated October 4, 2016, from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under File OZ 13/006 W3, Beverley Homes Holding Corp., 1715 Audubon Boulevard be adopted, and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$60,000.00 be approved as the amount for the Section 37 Community Benefit contribution.
2. That City Council enact a by-law under Section 37 of the *Planning Act* to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with Beverley Homes Holding Corp., and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor to secure the community benefits contribution.

Background

On April 24, 2014, an Information and Recommendation report was presented to Planning and Development Committee (PDC) recommending refusal of the Official Plan Amendment and Rezoning applications to permit 30 townhomes on a common element condominium private road. Beverley Homes Holding Corp. had previously appealed the applications to the Ontario Municipal Board (OMB). A settlement was reached between the City and the owner to permit 20 semi-detached homes on a common element condominium private road subject to a number of

conditions including reporting back to Council on the recommended community benefits. A section 37 Agreement is required prior to the OMB enacting the Zoning By-law.

The purpose of this report is to provide comments and a recommendation with respect to the proposed Section 37 Community Benefits.

Comments

Background information including an aerial photograph of the subject lands and a concept plan of the development is provided in Appendices 1 and 2.

SECTION 37 COMMUNITY BENEFITS PROPOSAL

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 Mississauga Official Plan, this policy enables the City to secure community benefits when increases in permitted development are deemed good planning by Council through the approval of a development application. The receipt of the community benefits discussed in this report conforms to Mississauga Official Plan and the Corporate Policy and Procedure on Bonus Zoning.

"Community Benefits" is defined in the Corporate Policy and Procedures as meaning facilities or cash secured by the City and provided by an owner/developer for specific public capital facilities, services or matters. Section 19.8.2 of Mississauga Official Plan provides examples of potential community benefits, such as the provision of public art, multi-modal transportation facilities or streetscape improvements.

Following Council's approval in principle of the subject applications, staff met with Ward 3 Councillor Fonseca to discuss the possible community benefits relating to the proposal. Discussion was also had with representatives from different departments in the City, the local residents and the owner. Based on these discussions, the uses of the contribution were determined.

The Section 37 Community Benefits will include neighbourhood signage for Rockwood Village and improvements to Bough Beeches Park. The funds would be put towards the total proposed improvements for the park which include a small shade structure, outdoor exercise space, seating area, bioretention cell, shade trees and playground redevelopment.

GUIDING IMPLEMENTATION PRINCIPLES

1. Development must represent good planning

A fundamental requirement of the use of Section 37 is that the application being considered must first and foremost be considered "good planning" regardless of the community benefit contribution.

The applications are acceptable from a planning standpoint and represent good planning.

2. A reasonable planning relationship between the secured Community Benefit and the proposed increase in development is required

The proposed contribution of \$60,000.00 is considered a highest priority community benefit, as it is a contribution in the immediate vicinity of the site. The neighbourhood signage and enhancements to Bough Beeches Park located within the Rockwood Neighbourhood Character Area are related to the increase in development by enhancing the surrounding community.

In order to determine a fair value of the Community Benefits contribution, Realty Services retained an independent land appraisal to determine the increased value of the land resulting from the density increase. In this instance, the increased value of the land has been determined to be \$480,000.00. The proposed contribution of \$60,000.00 represents 12.5% of the land lift value. This amount was determined to be appropriate through the settlement of the appeals.

3. Community Benefit contributions should respond to community needs

The need for neighbourhood signage was identified by area residents through consultation with Ward 3 Councillor Chris Fonseca and city staff. The proposed improvements to Bough Beeches Park were identified by the Community Services department and will enhance the neighbourhood amenities. Mississauga Official Plan contains policies which speak to transforming the public realm and ensuring that the Green System contributes to a high quality urban environment.

4. Ensure that the negotiation process of Section 37 Agreements is transparent

The land appraisal report prepared by an independent land appraiser is available for viewing. Any proposed signage or park upgrades would be subject to a detailed assessment.

SECTION 37 AGREEMENT

The Planning and Building Department and the owner have negotiated mutually agreed upon conditions for the community benefit contribution which will be reflected in the related agreement. The agreement provisions will include the following:

- A community benefit contribution is valued at \$60,000.00
- The contribution is to be used towards Rockwood Village neighbourhood signage and upgrades to Bough Beeches Park

- The agreement is to be registered on title to the lands in a manner satisfactory to the City Solicitor

Financial Impact

Cash benefits received from a Section 37 agreement will be collected by the Planning and Building Department and held in a Section 37 Reserve Fund set up for that purpose. This fund will be managed by the Financial Strategies Section, Finance Division, who are responsible for maintaining a record of all cash payment received under this policy.

Conclusion

Staff has concluded that the proposed Section 37 Community Benefit is appropriate, based on the increased density being recommended through the Official Plan Amendment and Rezoning Applications and that the proposal adheres to the criteria contained in the Corporate Policy and Procedure on Bonus Zoning. Once the Agreement has been completed, the OMB will be in a position to enact the By-law.

Attachments

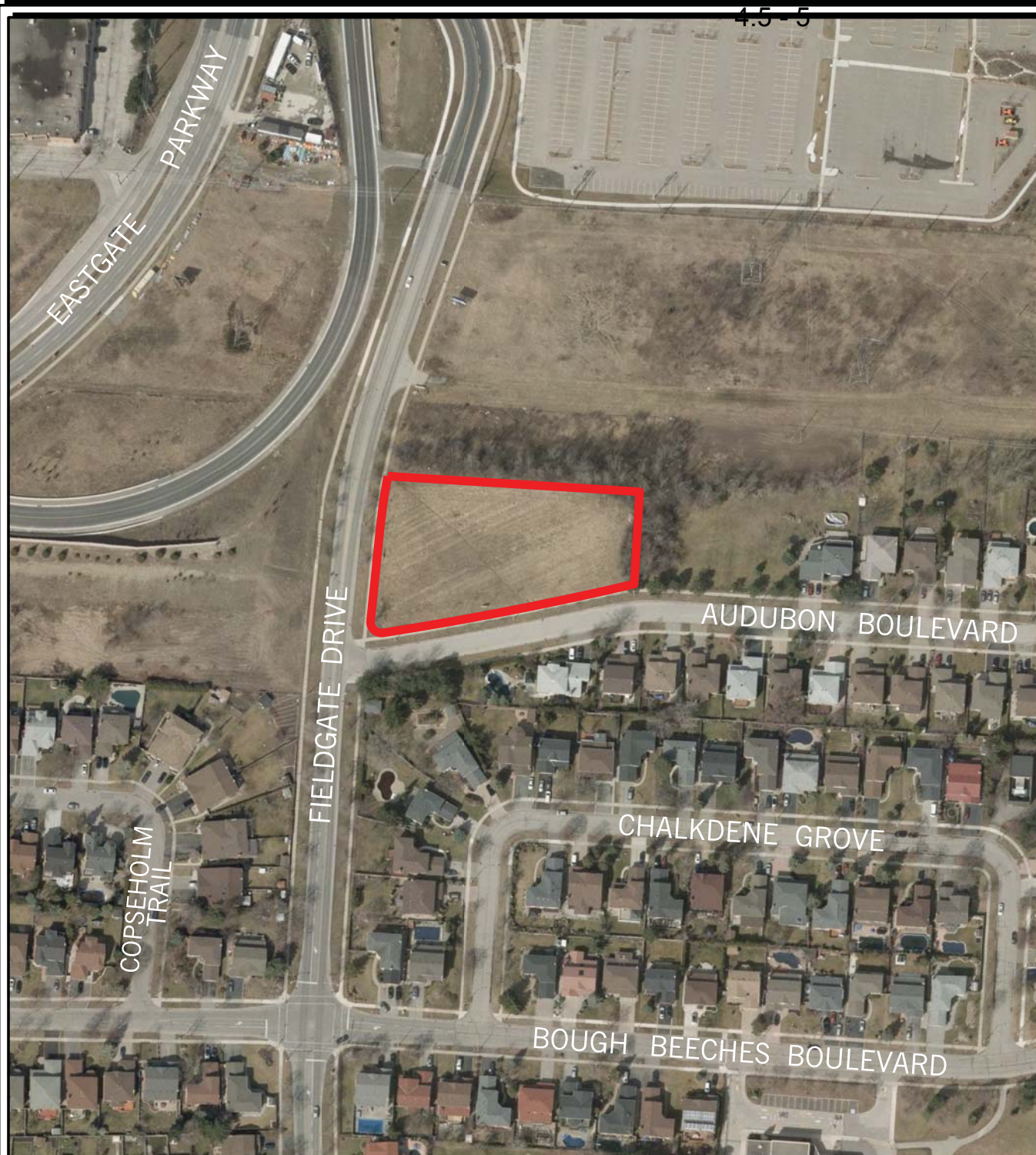
Appendix 1: Aerial Photograph

Appendix 2: Concept Plan



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Aiden Stanley, Development Planner



LEGEND:

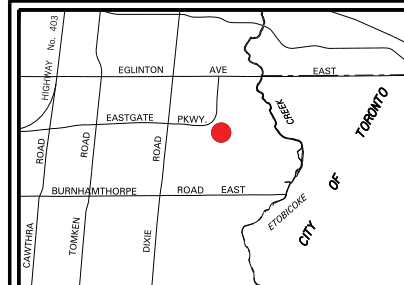


SUBJECT LANDS

DATE OF AERIAL IMAGERY – SPRING 2016



SUBJECT:
BEVERLEY HOMES HOLDING CORPS



FILE NO:
OZ 13 /006

DWG. NO:
OZ13006

SCALE:
1:2500

PDC DATE:

DRAWN BY:
J.BERNARD



MISSISSAUGA

Produced by
T&W, Geomatics

Appendix 1

Appendix 1

