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## Planning and Development Committee

**Date:** January 13, 2020  
**Time:** 1:30 PM  
**Location:** Civic Centre, Council Chamber  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

### Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11 (Chair)

### Contact

Angie Melo, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5423  
[angie.melo@mississauga.ca](mailto:angie.melo@mississauga.ca)

**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 Local Planning and Appeal Tribunal (LPAT), and may not be added as a party to the hearing of an appeal before the LPAT.

***Send written submissions or request notification of future meetings to:***

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

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1. **CALL TO ORDER**

2. **DECLARATION OF CONFLICT OF INTEREST**

3. **MINUTES OF PREVIOUS MEETING**

Approval of the December 2, 2019 Draft Minutes

4. **MATTERS TO BE CONSIDERED**

4.1 RECOMMENDATION REPORT (WARD 5)

Sign Variance Application to permit one (1) double-sided billboard sign with electronic changing copy sign face - 6235 Kennedy Road  
Applicant: Sanford Media Group Inc.  
File: SGNBLD 19-8273 VAR (W5)

4.2 RECOMMENDATION REPORT (WARD 5)

Gateway Corporate Centre City-initiated Zoning By-law Amendment

4.3 RECOMMENDATION REPORT (WARDS 1, 2, 3, 4, 6, 7, 8)

Dundas Street Right-of-Way (ROW) Mississauga Official Plan Amendment

5. **ADJOURNMENT**

City of Mississauga  
**Corporate Report**



<p>Date: 2019/12/06</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building</p>	<p>Originator's file:          SGNBLD 19-8273 VAR (W5)</p>
	<p>Meeting date:          2020/01/13</p>

## Subject

### **RECOMMENDATION REPORT (WARD 5)**

**Sign Variance Application to permit one (1) double-sided billboard sign with electronic changing copy sign face**

**6235 Kennedy Road**

**Applicant: Sanford Media Group Inc.**

**File: SGNBLD 19-8273 VAR (W5)**

## Recommendation

1. That the report dated December 6, 2019, from the Commissioner of Planning and Building regarding variances to the Sign By-law under File SGNBLD 19-8273 VAR (W5), Sanford Media Group Inc., 6235 Kennedy Road be received for information.
2. That the request to permit one (1) double-sided electronic changing copy billboard be approved.

## Background

The applicant has requested a variance to the Sign By-law to permit one (1) double-sided billboard sign with electronic changing copy sign face (Appendix 1). Planning and Building Department has reviewed the sign variance application in accordance with the *Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy* (the Guidelines) and brought to Planning and Development Committee for consideration.

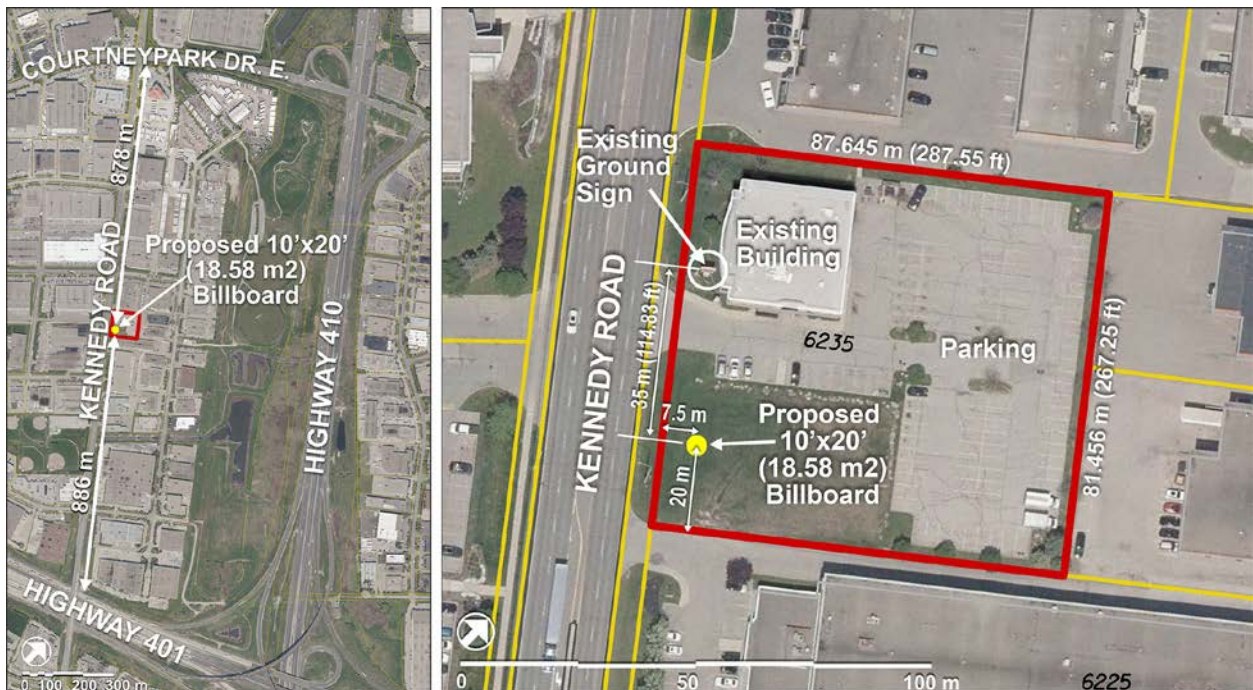
In accordance with Recommendation PDC-0065-2017 all proposed billboard signs are to be reviewed and brought to Planning and Development Committee for consideration.

The purpose of this report is to provide information regarding the application and the rationale for the recommendations.

## Comments

### Site Location

The site is located within the Gateway Employment Area on the east side of Kennedy Road between Highway 401 to the south, Courtneypark Drive East to the north, and Highway 410 to the east. The land and its surrounding area is zoned for Employment uses.



Aerial Image of Subject Property

### History

There is an existing building which contains Kennedy's, an adult entertainment establishment, on the subject property facing Kennedy Road to the north of the proposed sign. There is an existing ground sign for way finding and on site advertising of features with sign permit SGNBLD 99-2942 issued on April 20, 2001.

In 2017, Council requested staff to review Sign By-law 54-2002 as it related to electronic changing copy billboards, which did not exist in 2002 when the Sign By-law was enacted.

In November of 2017, Council endorsed a report recommending electronic billboards be reviewed on an individual basis through the variance process. Additionally, guidelines to evaluate these billboards were approved. These include, but not limited to: locations within specific areas of the City (nodes, public squares); distance from intersections; distance from residential zones; and the speed limit on the adjacent roadway.

### Proposal

The applicant has requested a variance to the Sign By-law to permit one (1) double-sided billboard sign with electronic changing copy.

The proposed electronic billboard sign is to be located in the southeast corner of the site and be visible from Kennedy Road. The dimension of each face of the proposed billboard sign is 6.1 m x 3.048 m (20 ft. x 10 ft.) with an area 18.58 m<sup>2</sup> (200 ft<sup>2</sup>) and 7.5 m (24.61 ft.) height.

The distance between the proposed electronic billboard sign and the existing ground sign is 35 m (114.83 ft.) (*see the Aerial Image of subject property above*).



Image of Existing Conditions

### Analysis

Based on the comparison of the Guidelines for the Review of Billboard Signs with Electronic Changing Copy (the Guidelines) we offer the following information:

- The distance between the proposed electronic billboard sign and the nearest controlled major traffic sign at Courtney Park Drive East and Kennedy Road intersection is 878 m (2880.58 ft.) , which is more than the minimum required 120 m (393.70 ft.) distance as specified in section 3.6 of the Guidelines;
- There is no other existing electronic billboard sign on the same side of the street within 250 m (820.21 ft.);
- There is no residential zone within 250 m (820.21 ft.) of the proposed electronic billboard, as specified in section 3.5 of the Guidelines;

- The sign area of each face of the proposed double-sided electronic billboard sign is 18.58 m<sup>2</sup> (200 ft<sup>2</sup>) which is less than the maximum billboard sign area of 20.0 m<sup>2</sup> (215.28 ft<sup>2</sup>);
- The proposed height of 7.5 m (24.601 ft.) and the setback of 7.5 m (24.61 ft.) from the street line comply with the requirements as specified in section 3.5 of the Guidelines;
- All specifications for the proposed billboard, including the minimum message display duration, the transition between successive displays, message sequencing and amount of information displayed, sign animation, and the sign brightness and luminance are within the Guidelines;
- There is no urban design concern of having the ground sign and the proposed billboard sign with 35 m (114.83 ft.) distance between them.

The proposed double-sided billboard sign with electronic changing copy meets the intent of the Guidelines in all areas.

## Financial Impact

The recommendation contained herein does not have any financial impact to the City of Mississauga.

## Conclusion

The requested variances to permit one (1) double-sided billboard sign having electronic changing copy should be approved. The sign meets the *Guidelines for the Review of Sign Variance Applications for Billboard Signs with Electronic Changing Copy*.

## Attachments

Appendix 1: Applicant's Letter of Rational

Appendix 2: Applicant's Submissions dated September 19, 2019



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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Amr Merdan, Urban Designer



October 9, 2019

To: OBC Plan Examiner  
City of Mississauga  
Planning and Building  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Subject: Letter of Rationale for Variance to Application SGNBLD 19-8273

Dear Plan Examiner,

Thank you for the opportunity to provide the following "Letter of Rational" for the following application for a sign variance to application SGNBLD 19-8273

Please note the application complies with all aspects of the current Mississauga SIGN BY-LAW 54-02, zoning, set backs, structural size, height and sign area... and is not subject to any express limitations set out in Section 4(6) of said by-law.

Due to the Electronic (LED/Digital) nature of the proposed sign would, therefore, be subject to the "GUIDELINES FOR THE REVIEW OF SIGN VARIANCE FOR BILLBOARD SIGNS WITH ELECTRONIC CHANGING COPY" document set out in October 2017. Once again, the proposed sign meets all the relevant requirements with regards to zoning, set backs, size and height limitations and complies with the increased separation from other billboard signage as well as MTO Control area.

The proposed sign will also be in compliance with following guidelines, as set out for signage with electronic changing copy:

3.7 The minimum display duration is 10 seconds

3.8 The maximum transition interval is .1 seconds. The messages are static and do not animate or phase in and out.

3.9 There is no scrolling, sequencing or phasing of messages

3.10 The number of words shall not be greater than the number of seconds required for the duration of the message and will not include or require any interaction with drivers and/or vehicular occupants.

3.11 The messages will be static and will not include any animation.



3.12 The maximum luminance during the day (sunrise to sunset) shall be 5000cd/m<sup>2</sup> and 300cd/m<sup>2</sup> from sunset to sunrise. The maximum illumination at any given time shall be maximum .3 lux above ambient light level.

Please note our LED product comes equipped with 2 photo cells (sensors) that adjust to these specifications with sun and darkness. They are also backed up with a computer program that will override the system and dim the board to 100 nits should there be a sensor error. This system has been accepted as the best fail-safe system on the market.

Trusting this meets with your approval. Please Contact me at your convenience should you require further information.

Kind Regards,

Mike McKague  
President  
Sanford Media Group Inc.





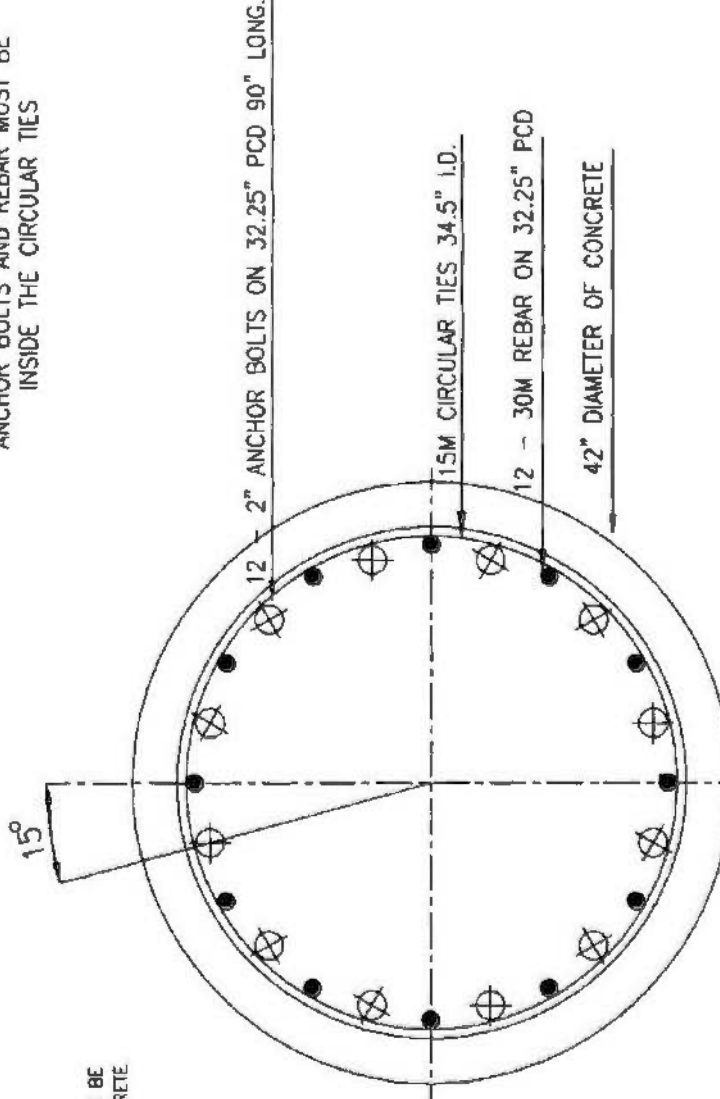
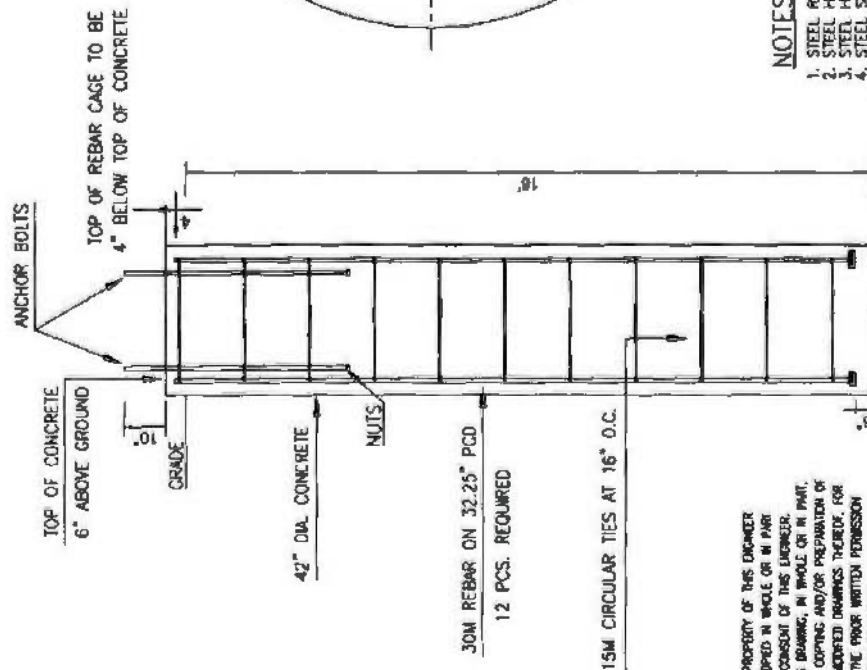


WELDING SHALL NOT BE USED FOR ANY OF THIS STEEL  
OR THE STRUCTURE SHALL NOT BE CERTIFIED BY THIS ENGINEER

20DEC2018  
 55 KSI YIELD  
 ANCHOR BOLTS ON 32.25" PCD 90" LONG.  
 12 - 2" ANCHOR BOLTS ON TOP END AND  
 c/w 9" THREAD ON TOP END AND  
 c/w 4" THREAD ON LOWER END  
 HOT DIP GALVANIZE 12" OF TOP ENDS

EACH ANCHOR BOLT TO BE SUPPLIED  
THREE HOT DIP GALVANISED HEAVY DUTY NUTS

ANCHOR BOLTS AND REBAR MUST BE  
 INSIDE THE CIRCULAR TIES



**NOTES**

1. STEEL REBAR DEFORMED 400 MPa
2. STEEL PESS TUBE 42 KSI YIELD
3. STEEL PESS TUBE 42 KSI YIELD
4. STEEL STRUCTURAL C.S.A. G40.21-44W
5. ANCHOR BOLTS 55 KSI YIELD
6. WELDING C.S.A. W59-1989 & W46.1 LATEST ISSUE
7. FOOTING DESIGNED FOR NORMAL SOIL CONDITIONS WITH LATERAL BEARING PRESSURE OF 250 LB/SQ/FT. APPROVAL OF ONSITE SOIL CONDITIONS WILL BE DETERMINED BY THIS ENGINEER AT TIME OF ESTIMATION IF A SOIL TEST HAS NOT BEEN EXECUTED.
8. DESIGN IS FOR A MINIMUM WIND VELOCITY PRESSURE OF 32MPa AT 28 DAYS 5% AIR
9. BOLTS CONFORM TO ASTM A325
10. CONCRETE STRENGTH 32MPa AT 28 DAYS 5% AIR
11. INSTALL TO CAN/CSA A31.8A23.2 - M90 LATEST ISSUE
12. DESIGN IS TO REQUIREMENTS OF THE 1012 ONT.BUILDING CODE.

**NOTE**

THIS DRAWING IS THE PROPERTY OF THIS ENGINEER AND IT MAY NOT BE COPIED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF THIS ENGINEER. REPRODUCTION OF THIS DRAWING, IN WHOLE OR IN PART, INCLUDING ANY DIRECT COPYING AND/OR PREPARATION OF DERIVATIVE WORKS OR MODIFIED DRAWINGS THEREOF, FOR ANY REASON WITHOUT THE PRIOR WRITTEN PERMISSION OF LEN MAILE IS STRICTLY PROHIBITED. THE PURCHASE OF THIS DRAWING IN NO WAY IMPLIES OR CONSTITUTES OR OTHER OWNERSHIP INTEREST IN IT TO THE BUYER EXCEPT FOR A LIMITED LICENSE TO USE THIS DRAWING FOR THE CONSTRUCTION OF ONE, AND ONLY ONE, STRUCTURE. IF THIS ENGINEER HAS NOT BEEN RETAINED BY THE OWNER TO CARRY OUT A PORTION OF THE WORK HE ASSUMES NO RESPONSIBILITY FOR THE FAILURE OF THE CONSTRUCTOR OR SUBCONTRACTOR TO CARRY OUT THE WORK IN ACCORDANCE WITH THE REQUIREMENTS OF THE DRAWING OR FOR ANY MISINTERPRETATIONS OF THE REQUIREMENTS OF THE DRAWING.

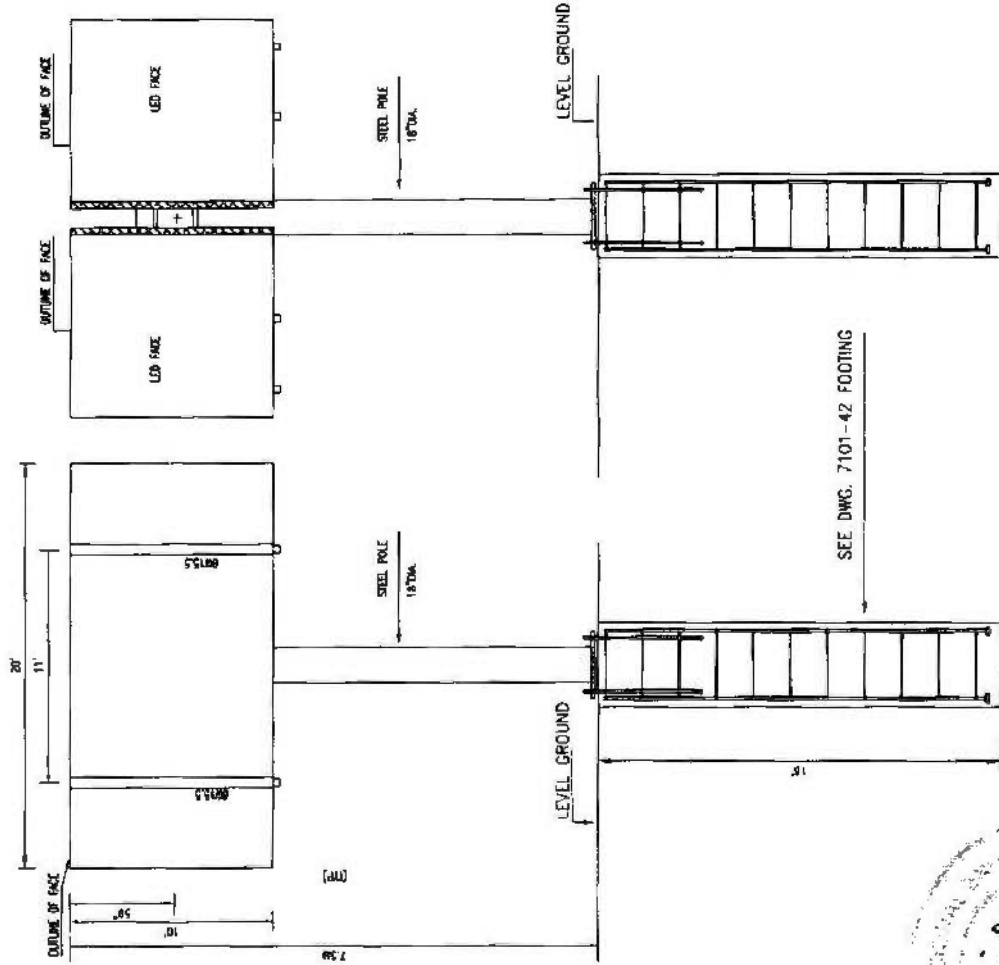
**PLAN VIEW OF FOOTING**

SIGN AT 6235 KENNEDY RD, MISSISSAUGA

**LEN MAILE**  
 P.ENG STRUCTURAL ENGINEER  
 28 RIVERSIDE BLVD, THORNHILL ON, L4J 1H3  
 TEL: 905-881-3729 email: lenmaile@gmail.com  
 22SEP2019 7101-42FOOTING

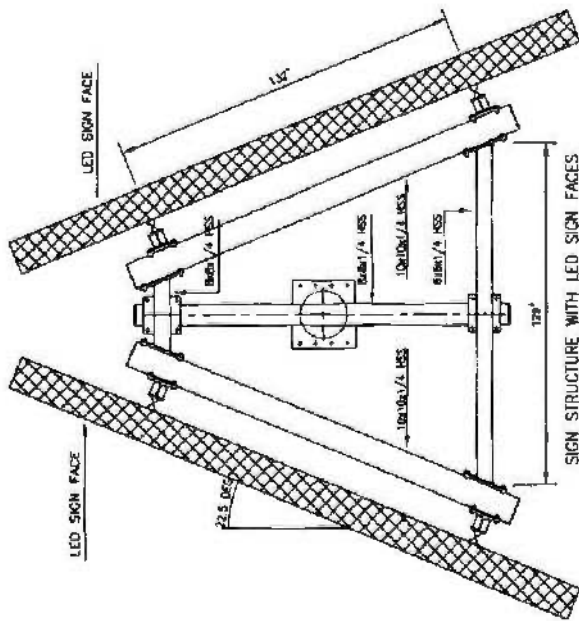
**FOOTING**

NOT TO SCALE

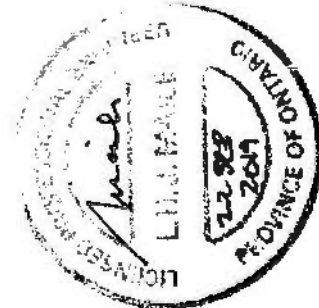


FRONT ELEVATION

SIDE ELEVATION



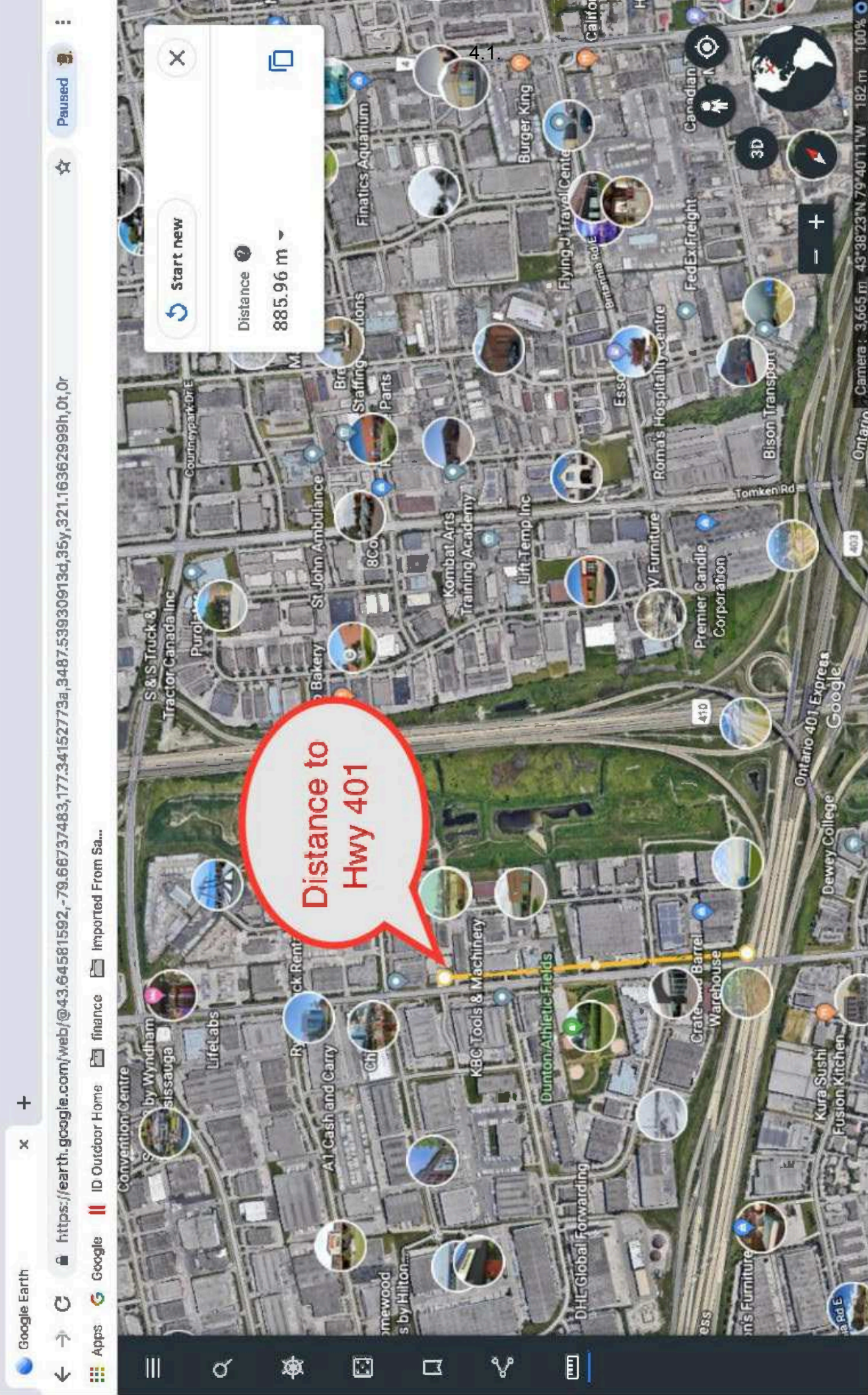
PLAN VIEW

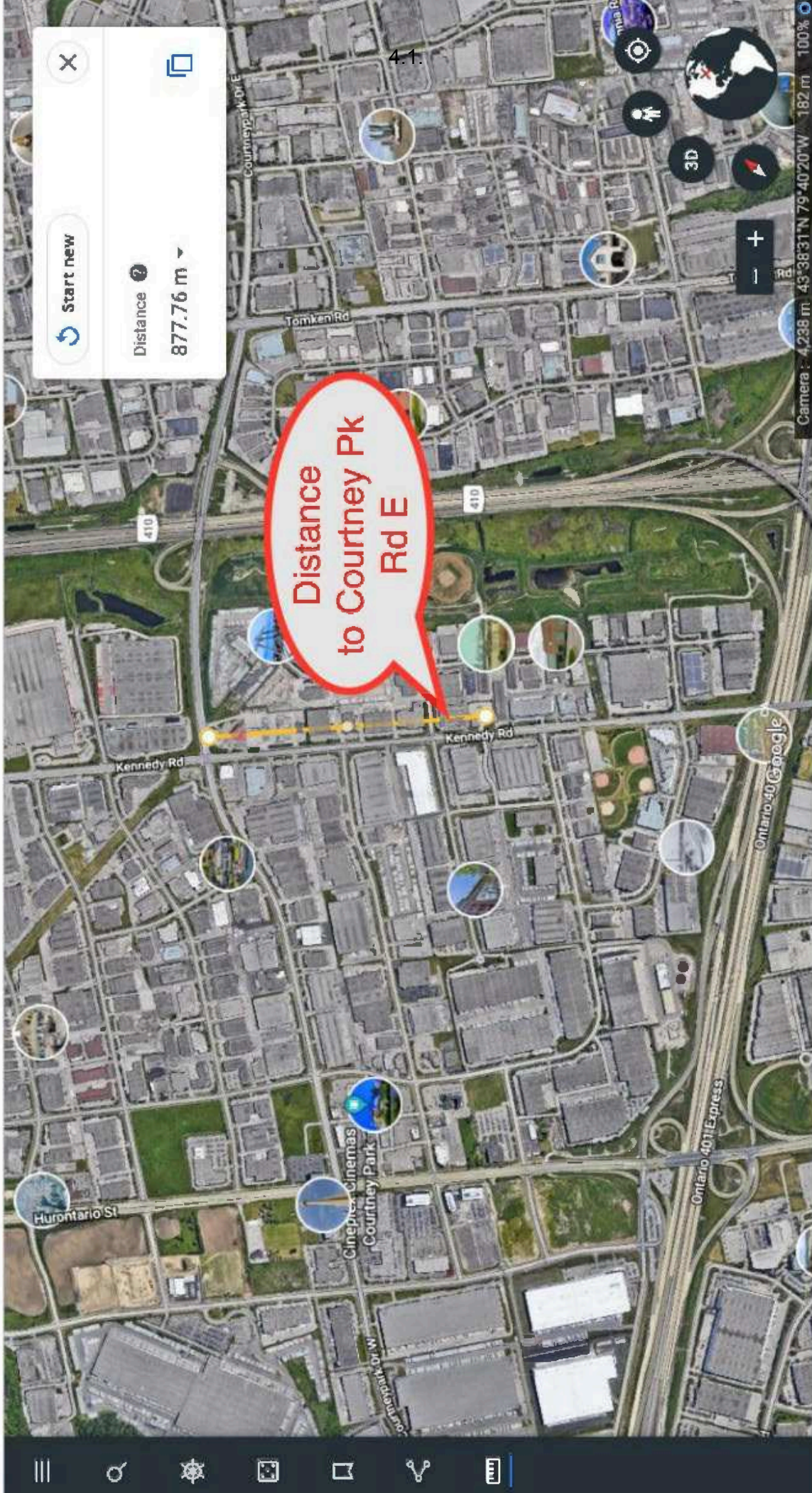


- NOTES**
1. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE IN METERS.
  2. STEEL SHALL BE A36 UNLESS OTHERWISE NOTED.
  3. ALL CONNECTIONS SHALL BE WELDED UNLESS OTHERWISE NOTED.
  4. WELDS SHALL BE FULL PENETRATION BUTT JOINTS UNLESS OTHERWISE NOTED.
  5. WELDS SHALL BE WELDED BY A WELDER QUALIFIED TO WELD TO THE DESIGN SPECIFICATIONS.
  6. WIND LOADS SHALL BE BASED ON THE DESIGN WIND SPEED OF 250 KM/H (155 MPH) AT 10 M (33 FT) HEIGHT.
  7. WIND LOADS SHALL BE BASED ON THE DESIGN WIND PRESSURE OF 0.48 kPa (10.1 psf) AT 10 M (33 FT) HEIGHT.
  8. DESIGN IS FOR A WIND BLOWING FROM ANY DIRECTION AT AN ANGLE OF 0 TO 90 DEGREES.
  9. ALL CONNECTIONS SHALL BE DESIGNED FOR THE MOST CRITICAL CONDITION.
  10. ALL CONNECTIONS SHALL BE DESIGNED FOR THE MOST CRITICAL CONDITION.
  11. CONSULT STRUCTURAL ENGINEER FOR ALL DIMENSIONS AND MATERIALS.
  12. DESIGN IS TO REQUIREMENTS OF THE 2012 NATIONAL CODE.

6235 KENNEDY RD. MISSISSAUGA	28 RIVERSIDE BLVD. THORNHILL ONT. L4J 1H3 EMAIL: LHJMAILE@GMAIL.COM
14AUG2019	LEN MAILE P.ENG. STRUCTURAL ENGINEER
7101-Variance-2	







City of Mississauga  
**Corporate Report**



<p>Date: 12/06/2019</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's files: CD.03-GAT</p>
<p>From: Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building</p>	<p>Meeting date: 1/13/2020</p>

## Subject

### RECOMMENDATION REPORT (WARD 5)

**Recommendation Report – Gateway Corporate Centre City-initiated Zoning By-law Amendment**

## Recommendation

1. That the report titled “Recommendation Report – Gateway Corporate Centre City-initiated Zoning By-law Amendment” dated December 6, 2019 from the Commissioner of Planning and Building recommending approval of the zoning by-law amendment, be adopted.
2. That the Mississauga Zoning By-law 0225-2007 be amended in accordance with the proposed changes contained in this report.

## Report Highlights

- This report contains the final zoning changes for the Gateway Corporate Centre Character Area, herein referred to as the Gateway Corporate Centre. Two newly drafted Office zones are proposed to align with the Official Plan vision of a prestigious office employment area along the Hurontario Light Rail Transit (LRT) Corridor.
- A public meeting was held on October 7, 2019 to hear comments regarding proposed amendments to the Mississauga Zoning By-law 0225-2007 (Zoning By-law). Additional meetings were also held with major landowners in the area.
- The proposed zoning regulations were circulated to internal departments, external agencies and stakeholders. A number of minor comments were received and proposed modifications have been made where appropriate.



## Background

In 2014, City Council adopted By-law 0238-2014 which approved Amendment 25 to the Mississauga Official Plan (Official Plan), herein referred to as MOPA 25. MOPA 25 re-designated most lands within Gateway Corporate Centre from Business Employment to Office. The Gateway Corporate Centre forms a part of the Official Plan and provides the vision and policies to guide development of this area. The amendment was appealed to the Ontario Municipal Board (OMB) by several landowners. In 2017, a settlement was reached after negotiation with the appellants.

In 2018, staff began the process of amending the Zoning By-law to conform to the amended Official Plan. The Zoning By-law implements the Official Plan objectives by providing the specific permitted uses and regulations for each property. Two (2) newly drafted Office zones – Major Office and General Office<sup>1</sup> – support a prestigious, transit-supportive office employment area. These zones will implement the policies of the Official Plan and correspond to the Office designation introduced by MOPA 25.

## Comments

The purpose of this report is to summarize and address the comments received from the community, departments and agencies. A summary of this input and the staff responses are provided in Appendix 2. Complete comment submissions are attached as Appendix 3.

### Public Engagement

Engagement of stakeholders included statutory and non-statutory meetings, on-line communication and individual meetings with landowner representatives as outlined below:

- Draft regulations presented to Planning and Development Committee (PDC) on June 24, 2019
- Draft zoning regulations and related planning process information posted on the City's Gateway Project webpage on August 26, 2019
- Stakeholder meeting with Smart Centres REIT on behalf of Derry-Ten on September 18, 2019
- Community meeting held on September 19, 2019 (approximately 30 attendees) – advertised on an outdoor advertisement board, by mail to 800 landowners and the City's Gateway Project webpage – see Appendix 4
- Statutory public meeting held on October 7, 2019 (2 deputants) – advertised in the newspaper on September 12, 2019, by mail to 800 landowners and the City's Gateway Project webpage – see Appendix 5

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<sup>1</sup> Major Office and General Office zones were formerly referenced as O1 and O2 zones in the Information Report presented to PDC on June 24<sup>th</sup>, 2019. The final reference number for the two Office zones and corresponding exception zones will be created in accordance with the existing format of the Zoning By-law. A technical change to the reference number of currently zoned O properties outside of the Gateway area is also recommended to better reflect the general numbering format used in the Zoning By-law.

- Stakeholder meeting with Pound & Stewart Planning Consultants on behalf of Orlando Corporation on October 16, 2019

### **Stakeholder Comments**

Complete comment submissions Comments received through the public engagement process generally reflect the following themes:

- Support for intensification and greater development along Hurontario Street in the Gateway Corporate Centre

Staff response: The uses and regulations in the zoning amendment aim to capitalize on the large investment in LRT along Hurontario Street. The City is already processing development applications for higher density, transit-supportive types of uses, such as offices and hotels. The number of development applications is expected to increase with the construction of the Hurontario LRT over the coming years.

- Concern that existing uses, buildings and structures will not be recognized in the new zoning

Staff response: The Official Plan through MOPA 25 permits existing uses to continue and expand in a limited fashion. Through this amendment, existing uses will be recognized in new general exception zones and will be deemed legal conforming. The large majority of exceptions zones shown in Appendix 1 are intended to recognize existing uses.

- Requests for additional manufacturing and industry-related employment uses in the new zoning, including for properties where they do not currently exist

Staff response: The Province has identified Hurontario Street as a priority transit corridor and has set out specific transit-supportive goals to be achieved along this corridor, including the delineation of Major Transit Station Areas (MTSA). Corporate Centre policies also require transit-supportive uses. Office uses have a significantly higher number of employees per square metre as compared to industrial, retail and institutional uses. The list of uses identified in the Official Plan and implemented through this zoning amendment will assist the City in meeting its provincially-mandated minimum MTSA density targets. For vacant properties, all existing zoning permissions are being replaced with uses and regulations in conformity with MOPA 25.

- Through the 2017 settlement, MOPA 25 introduced site specific policies for several properties that should be reflected in the zoning amendment

Staff response: Site specific exception zones have been created to reflect special and exempt site policies for the Gateway Corporate Centre.

- Clarification as to how maximum height requirements will apply to Gateway properties

Staff response: The Gateway Corporate Centre is within the Airport Operating Area and as such, is subject to development requirements from the Greater Toronto Airport Authority (GTAA). Maximum heights will be established through the development approvals process based on review and comment from the GTAA.

### **Key Modifications to the Draft Zoning Regulations**

A number of key modifications have been made to the draft zoning since first presented in the June 24, 2019 report to address comments received from stakeholders. The main modifications include:

- Streamlining the number of exception zones through the creation of two (2) general exception zones for both Major Office and General Office that recognize existing uses and permit the expansion of existing buildings and structures up to 10% of the existing gross floor area. These two (2) general exceptions zones replace the numerous individual exception zones in the June 24, 2019 report that recognized existing uses.
- Changes to uses and regulations for several site specific exception zones to better reflect Official Plan policy and the 2017 OMB settlement, as well as address public comments. These exception zones complement the two (2) general exception zones and are required to reflect special site and exempt site policies in the City's Official Plan.
- Requiring ground floor accessory uses such as cafes, restaurants and daycares in all buildings located at intersections with an LRT station. Accessory uses in these locations will enhance access to a range of services within walking distance of future LRT stations, and are an important feature of a transit-supportive and pedestrian-oriented built form.
- Modifications to several regulations to reduce duplication and streamline the process for their implementation. The full list of regulations can be found in Appendix 7.
- Removal of 50 Admiral Boulevard from this zoning amendment to reflect the boundaries for MOPA 25 adopted in the June 2014 Report on Comments.
- Change zoning for property at 5651 Hurontario Street to C3 exception zone that permits a mix of uses in conformity with MOPA 25.

### **Land Use Policies and Regulations**

The relevant policies of the Mississauga Official Plan are consistent with the *Provincial Policy Statement (PPS)*, *Growth Plan for the Greater Golden Horseshoe (Growth Plan)* and Region of Peel Official Plan (ROP). The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. The amendments to the zoning are consistent with the PPS and conform to the Growth Plan and the

ROP. Appendix 8 contains a detailed analysis of consistency and conformity with Provincial policies.

## Financial Impact

There are no financial impacts resulting from the recommendations in this report.

## Conclusion

The approval of the zoning changes for the Gateway Corporate Centre is a key milestone to implementing the City's Official Plan vision for a prestigious, office employment area. Through the zoning amendment process, various stakeholders have stated their enthusiasm for development along this stretch of the Hurontario LRT corridor. Where possible, modifications have been made to the zoning amendment to address comments and concerns from stakeholders.

## Attachments

Appendix 1: Map of Existing and Additional Zones

Appendix 2: Response to Comments Summary

Appendix 3: Written Submissions

Appendix 4: Community Meeting Summary

Appendix 5: Public Meeting Minutes

Appendix 6: Permitted Uses and Accessory Uses in Mississauga Zoning By-law and  
Consistency with Mississauga Official Plan Policies

Appendix 7: Regulations for Major Office and General Office Zones

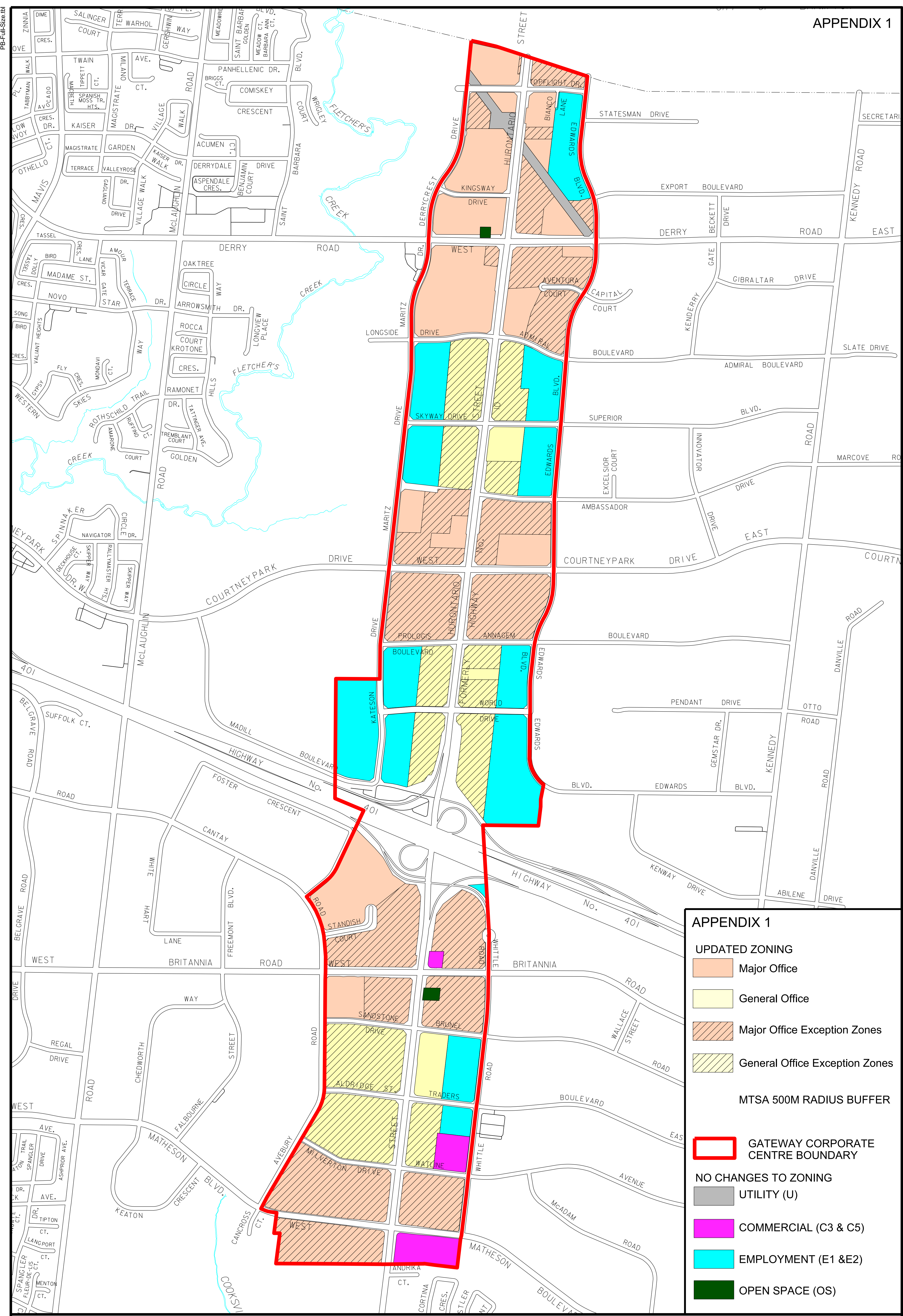
Appendix 8: Summary of Applicable Policies



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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Christian Binette, Planner



**APPENDIX 1**

**UPDATED ZONING**

- Major Office
- General Office
- Major Office Exception Zones
- General Office Exception Zones

**MTSA 500M RADIUS BUFFER**

- GATEWAY CORPORATE CENTRE BOUNDARY

**NO CHANGES TO ZONING**

- UTILITY (U)
- COMMERCIAL (C3 & C5)
- EMPLOYMENT (E1 & E2)
- OPEN SPACE (OS)

**GATEWAY CORPORATE CENTRE - PROPOSED ZONING AND EXCEPTION ZONES**

## Appendix 2 – Response to Comments Summary

Respondent	Issue/Comment	Staff Comment	Comment No.	Recommendation for Mississauga Zoning By-law Amendment
Glenn Schnarr & Associates on behalf of Flato Developments Inc., letter dated October 1, 2019	Development application ongoing at 6710 Hurontario Street for a mixed use building containing office, hotel, restaurant and banquet uses.	The proposed mixed use development contains uses that align with the new proposed zoning. Staff will continue to work with the applicant to process the development application.	1	No action required.
Smart Centres REIT on behalf of Derry-Ten Limited, letter dated October 2, 2019	<p>Concerned with the loss of uses currently permitted in their existing zoning as an Employment zone – in particular, manufacturing facility and warehouse distribution facility.</p> <p>Requested additional flexibility through this zoning amendment to allow several of the existing use permissions under the Employment zone for the west portion of their lands (not fronting onto Hurontario or Derry Streets). This boundary would reflect the condition immediately to the south where only lands closest to Hurontario Street were re-designated to Office through MOPA 25.</p>	<p>The list of permitted uses in the zoning amendment must conform to Official Plan policy. Further, Provincial policies require that transit corridors and major transit station areas be planned for transit supportive uses in local official plans.</p> <p>The zoning amendment incorporates uses listed in the City's Official Plan under Section 11.2 (General Land Use Designations), as well as policies 15.1.4 (General Corporate Centre Office uses) and 15.3.2.3 (Gateway land use policies).</p> <p>Requested changes do not conform to the use permissions established in the Official Plan by MOPA 25. Staff will work with Smart Centres REIT should they wish to pursue a development application for their lands.</p>	2	No action required.

Aird Berlis on behalf of Orlando Corporation, letter dated October 4, 2019	Concerned with how existing site-specific provisions for Orlando properties will be carried over into the new zones. Requested a meeting with City staff to discuss those concerns.	Staff met with Orlando representatives on October 16, 2019. Staff discussed concerns related to Orlando properties and agreed to review requested changes to the zoning amendment.	3	That the proposed zoning be revised to remove the streetwall height requirement and include the uses listed for exempt site 2 as additional permitted uses (15.3.4.2).
John D. Rogers & Associates Inc. on behalf of Mississauga Entertainment Holdings Inc., letter dated October 4, 2019	Requested that entertainment facility be included in the new zoning as a legally existing permitted use.	The zoning amendment is intended to permit existing uses to continue as long as they exist before the date of the passing of the by-law.	4	That the proposed zoning be revised to capture more generally legally existing uses prior to the passing of the By-law.
Resident, deputant 1 at PDC Meeting October 7, 2019	Concerned with whether existing uses will be permitted and how expansion would be affected by the new zoning.	Under the two (2) new general exception zones, existing uses can continue and limited expansion of existing buildings and structures is permitted.	5	No action required.
Resident, deputant 2 at PDC Meeting October 7, 2019	Enquired as to whether existing uses for currently zoned sites will be maintained and grandfathered.	Existing uses can continue and limited expansion of existing buildings and structures up to 10% of existing gross floor area are permitted. Non-existent uses that do not conform to the Official Plan are not included in the new zoning.	6	No action required.
Glenn Scharr & Associates on behalf of World Drive Centre Inc., letter	Requested that existing use permissions in the Zoning By-law for 30 and 70 World Drive be reflected in the new zoning.	The list of permitted uses in the zoning amendment must conform to Official Plan policy. Official Plan policy allows for the continuation of existing uses and their limited expansion. This is reflected	7	That the proposed zoning for 30 and 70 World Drive be revised to the new general exception zone that recognizes legally

dated October 8, 2019		in the zoning amendment.		existing uses and permits their limited expansion.
Gagnon Walker Domes Ltd. on behalf of 2503257 Ontario Inc. and Faith of Life Network, letter dated October 17, 2019	Owner of 7155 Hurontario Street is pursuing phased development for the property that will propose office and parking uses. In the interim, the owner is seeking to add parking lot as an additional permitted use until the development is ready to proceed. During this time, the parking lot would operate without any other use on the property.	The list of permitted uses in the zoning amendment must conform to Official Plan policy. Further, Provincial policies require that transit corridors and major transit station areas be planned for transit supportive uses in local official plans.  A parking lot is not listed as a permitted use in the City's Official Plan nor does the use meet the intent of the vision or policies under Section 11.2 (General Land Use Designations), policies 15.1.4 (General Corporate Centre Office uses) and 15.3.2.3 (Gateway land use policies).	8	No action required.
Pound & Stewart Planning Consultants on behalf of Orlando Corporation, letter dated November 19, 2019	Requested following revisions: (1) 6305 Kateson Drive and 50 Capston Drive (Special Site 6) a) Add commercial school and courier/messenger service uses b) Reduced glazing requirement of 16% c) Remove requirement for office component to be adjacent to Hurontario Street for 6305 Kateson Drive d) Preserve more generally existing zoning permissions for	(1) Commercial school is listed as an additional permitted use for Special Site 6. Courier/messenger service is not listed as a permitted use in the City's Official Plan nor does the use meet the intent of the vision or policies under Section 11.2 (General Land Use Designations), policies 15.1.4 (General Corporate Centre Office uses) and 15.3.2.3 (Gateway land use policies). The reduced glazing requirement is appropriate for the additional permitted uses. For the length of the property abutting the Ministry of Transportation (MTO) lands, the requirement for the office component to be adjacent to Hurontario Street cannot be met and should be removed.	9	(1) That the zoning amendment for the subject properties include revised regulations to better reflect Official Plan policy for Special Site 6 and address comments 1a (for commercial school use only), 1b and 1c where the property is not adjacent to MTO lands. (2) No action required. (3) No action required. (4) No action required. (5) That manufacturing and associated uses, such as warehousing



	<p>the two properties</p> <p>(2) Permit shared parking, driveways and aisles across all Orlando properties</p> <p>(3) Permit parking structures and/or parking decks to be built and shared and/or accessed across all Orlando properties</p> <p>(4) Ensure all additional permitted uses for exempt site 2 are properly reflected in the zoning amendment and allow expansion up to 100% of existing gross floor area</p> <p>(5) Add manufacturing, warehousing and distribution as accessory uses</p> <p>(6) Add a Zoning Map Schedule for properties identified as Special Site 6 in the Official Plan</p> <p>(7) Closer consideration of streetwall requirements for exception sites where they do not apply in the short term – e.g. special site 7 in the Official Plan</p> <p>(8) Ensure policies of special site 8 of the Official Plan are appropriately reflected in the exception zone for the property to permit</p>	<p>(2) (3) Staff is considering changes to the parking regulations contained in the Zoning By-law as per the Parking Master Plan and Implementation Strategy. This includes a review of shared parking formulas. Changes to parking requirements are not being considered through this amendment.</p> <p>(4) The zoning amendment will permit the additional listed uses even if they are not a legally existing use as per exempt site 2 policies in the Official Plan (15.3.4.2). These additional uses are only permitted in existing buildings (15.3.4.2) and must be limited (15.3.2.2). Expansions beyond 10% do not meet the vision and intent of Official Plan policies in limiting expansions to existing buildings or structures that do not meet built form policies.</p> <p>(5) Manufacturing, warehousing and distribution are not appropriate accessory uses for buildings with direct frontage onto Hurontario Street. Within Intensification Areas, ground floor accessory uses are encouraged in office buildings to support office employees and add to the vibrancy and mix of transit-supportive uses (10.2.4, 15.3.2.4.d).</p> <p>(6) The specifics of the zoning regulations will be stated in the zoning amendment and as such, a zoning map schedule will no longer be necessary.</p>		<p>and distribution, also be permitted as accessory uses in buildings that do not have frontage onto Hurontario Street. This will allow more flexibility of uses on larger sites, but will not impact the ability of the City to achieve development of the desired, higher order uses that are intended to front the LRT corridor.</p> <p>(6) No action required.</p> <p>(7) That the zoning amendment be revised to remove reference to the streetwall percentage requirement for special sites where an exemption was granted in the Official Plan.</p> <p>(8) No action required.</p> <p>(9) No action required.</p>
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	<p>northward expansion                  (9) Add commercial printing establishment and craft brewery as accessory uses and uniformly permit 30% of total gross floor area of each building to be comprised by accessory uses</p>	<p>(7) The Official Plan requires a minimum percentage streetwall for buildings fronting onto Hurontario Street. However, this is not a requirement in the short term for several special sites – 15.3.3.6 (Site 6), 15.3.3.7 (Site 7), and 15.3.3.8 (Site 8).                  (8) The zoning regulations will permit further expansion of the existing building in accordance with the intent of the vision and policies of the Official Plan.                  (9) A commercial printing establishment and large-scale alcohol brewery are not listed as a permitted use in the City's Official Plan nor does the use meet the intent of the vision or policies under Section 11.2 (General Land Use Designations), policies 15.1.4 (General Corporate Centre Office uses) and 15.3.2.3 (Gateway land use policies). An establishment that brews its own alcohol and sells it in the same establishment as part of a restaurant would be permitted under the new zoning as a restaurant use. The 20% maximum of gross floor area permitted for accessory uses reflects policy 11.2.7.2 of the Official Plan. A higher percentage is allowed for properties closest to the Hurontario LRT stations where accessory uses will most contribute to the vibrancy of Hurontario Street.</p>		
<p>Pound &amp; Stewart</p>	<p>Concerned that the requirement for 50%</p>	<p>The achievement of a transit-supportive, compact built form requires a mix of</p>	<p>10</p>	<p>That the proposed zoning be revised to require at</p>

<p>Planning Consultants on behalf of Orlando Corporation, email dated December 10, 2019</p>	<p>accessory ground floor uses along Hurontario Street for all buildings in a Major Office zone will reduce development flexibility and add additional uncertainty to the development approvals process. Recommended a permissive approach to accessory uses instead.</p>	<p>accessory uses to enhance access to a range of services within a walking distance of LRT stations and add to the vibrancy and mix of uses along the Hurontario Street corridor. Accessory uses are particularly important at LRT station intersections where a pedestrian and transit-supportive built form can support LRT investment and build transit ridership.</p>		<p>least 10% accessory uses for buildings with property frontage at intersections with an LRT station.</p>
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4.2.



**SMARTCENTRES®**

3200 HIGHWAY 7 | VAUGHAN, ON. CANADA L4K 5Z5  
T 905 326 6400 F 905 326 0783

October 2, 2019

Christian Binette  
Planner, City Planning Strategies  
Planning and Building Department  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

**Subject: Gateway Corporate Centre Character Area  
City-initiated Zoning By-law Amendment  
Re-zoning of Derry-Ten Limited Lands (47 Acres)**

Dear Mr. Binette,

On behalf of Derry-Ten Limited (“Derry-Ten”), SmartCentres REIT is writing to you regarding its concerns that the proposed changes being brought forward as part of the City-initiated Zoning By-law Amendment for the Gateway Corporate Centre Character Area will result in a significant reduction in the uses currently permitted on the Derry-Ten lands. These concerns were previously raised with City staff on September 18, 2019.

Derry-Ten owns approximately 47 acres (19 ha) of development land (see attached plan) within the Gateway Corporate Centre Study Area (“Gateway Study Area”). The majority of the Derry-Ten lands are proposed to be rezoned from Employment Exception Zones to Office 1, Office 2 and Office 2 Exception Zones. Through this proposed change, these lands will lose several permitted uses including but not limited to, Manufacturing Facility and Warehouse Distribution Facility. While we understand the intent to bring the Zoning By-law into conformity with the City of Mississauga Official Plan, we are seriously concerned about the number of uses lost and how this impacts our ability to develop these lands, particularly our land fronting Maritz Drive which has little to no visibility from or exposure to either Hurontario Street or Derry Road West.

Derry-Ten is requesting that flexibility be provided in the proposed zoning which will allow some of the existing use permissions under the Employment Zone to be retained, specifically on the west portion of the parcel bounded by Derry Road to the north, Hurontario Street to the east, Longside Drive to the south and Maritz Drive to the west (the “Subject Parcel”). The Subject Parcel is comprised of 26.8 acres and we believe the Subject Parcel could be subdivided so that employment permissions could be retained on the lands that front Maritz Drive (see attached plan). This request is consistent with the lands zoned employment to the south of the Subject Parcel along Maritz Drive, which are not proposed to be changed through the City-initiated Zoning By-law Amendment.

4.2.

While Derry-Ten supports the City's vision to transform this portion of Hurontario corridor into a walkable, transit-supportive office employment area with the future Hurontario LRT, we believe there is a benefit to retaining some employment uses on the Subject Parcel.

We look forward to continuing to work with City staff as part of this process and will contact you shortly to arrange a follow-up meeting to discuss this matter in further detail.

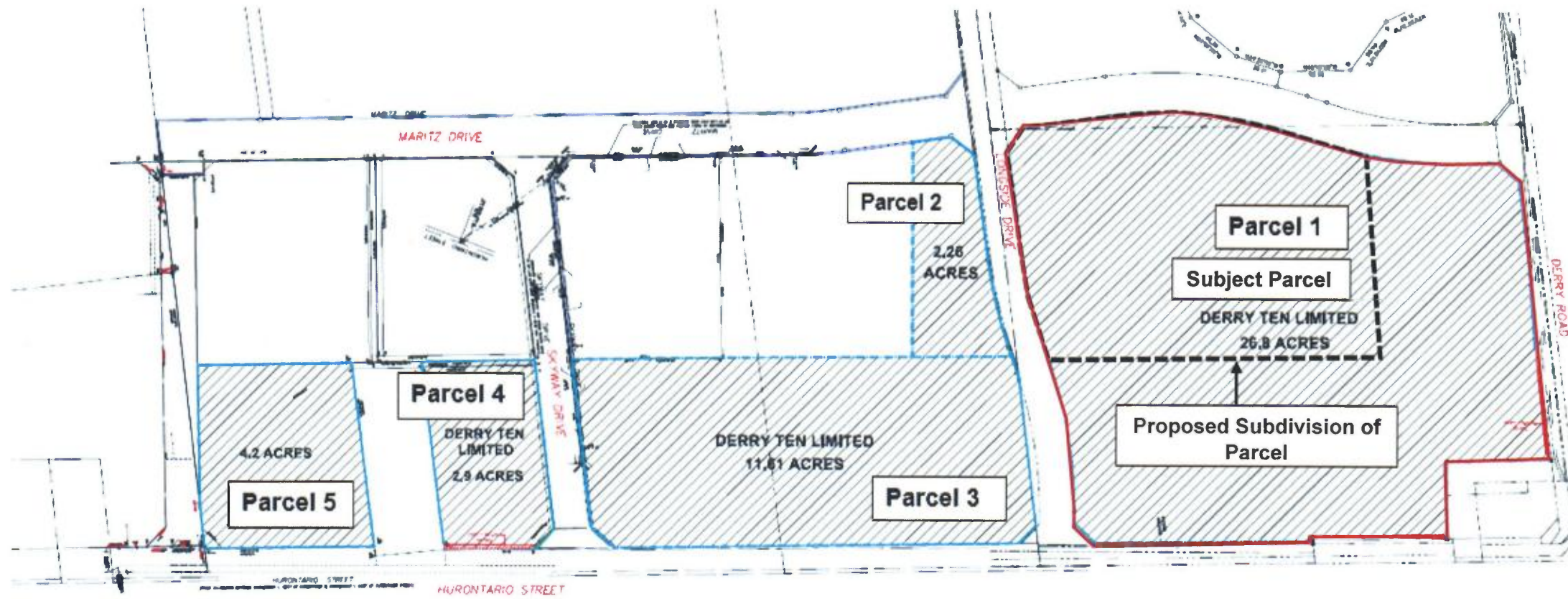
Respectfully Submitted,  
**SmartCentres**



Allan Scully  
EVP, Development

cc: Chris Rouse, Manager Development North, City of Mississauga  
Heather Jenkins, SmartCentres  
Stephanie Bacani, SmartCentres

### Mississauga North Parcels





October 8<sup>th</sup>, 2019

Our file: 758-006

Planning and Building Department  
City of Mississauga  
300 City Centre Drive  
Mississauga, Ontario  
L5B 3C1

Attention: Christian Binette  
Planner, City Planning Strategies

Via email: [christian.binette@mississauga.ca](mailto:christian.binette@mississauga.ca)

**Re: Zoning By-law Amendment Proposed Within the Gateway Corporate Centre  
30 and 70 World Drive  
Mississauga, Ontario**

Dear Mr. Binette:

Glen Schnarr & Associates Inc. are the authorized agents and planning consultants for World Drive Centre Inc., owner of the property located at 30 and 70 World Drive (herein referred to as the "subject property"). We understand that the City intends to amend the Zoning for the area to align with the Official Plan.

We are writing to ensure that the City-initiated Zoning By-law Amendment and proposed exception zone captures the existing permissions of the E1-1 - Employment zoned subject property. This includes all uses, exceptions and permissions granted through Minor Variance.

We kindly request that our office be placed on the notification list for any advancements or project updates as they relate to the overall project and/or the subject property. Should you have any questions or require additional information in the meantime, please do not hesitate to contact us.

10 KINGSBRIDGE GARDEN CIRCLE  
SUITE 700  
MISSISSAUGA, ONTARIO  
L5R 3K6  
TEL (905) 568-8888  
FAX (905) 568-8894  
[www.gsai.ca](http://www.gsai.ca)



Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**

\_\_\_\_\_  
Bruce McCall-Richmond, MCIP, RPP  
Planner

[brucemr@gsai.ca](mailto:brucemr@gsai.ca)

c. L. Di Iulio, Street Properties





October 1<sup>st</sup>, 2019

Our file: 786-002

Planning and Building Department  
City of Mississauga  
300 City Centre Drive  
Mississauga, Ontario  
L5B 3C1

Attention: Christian Binette  
Planner, City Planning Strategies

Via email: [christian.binette@mississauga.ca](mailto:christian.binette@mississauga.ca)

**Re: Zoning By-law Amendment Proposed Within the Gateway Corporate Centre  
6710 Hurontario Street**

Dear Mr. Binette:

Glen Schnarr & Associates Inc. are the authorized agents and planning consultants for Flato Developments Inc. (2660430 Ontario Inc.), owner of the property located at 6710 Hurontario Street (herein referred to as the “subject property”).

A Zoning By-law Amendment application was submitted on June 10<sup>th</sup>, 2019 to facilitate the redevelopment of the subject property for a mixed-use building containing office, hotel, restaurant and banquet uses. The application was deemed complete on July 4<sup>th</sup>, 2019 and is currently under review.

The subject property is within the Gateway Corporate Centre Character Area Review. We understand that the City intends to amend the Zoning for the area to align with the Official Plan. The City-initiated Zoning By-law Amendment proposes to rezone the subject property from Development “D” zone to Office 2 Exception Zone “O2-5”.

10 KINGSBRIDGE GARDEN CIRCLE  
SUITE 700  
MISSISSAUGA, ONTARIO  
L5R 3K6  
TEL (905) 568-8888  
FAX (905) 568-8894  
[www.gsai.ca](http://www.gsai.ca)



We kindly request that our office be placed on the notification list for any advancements or project updates as they relate to the overall project and/or the subject property. Should you have any questions or require additional information in the meantime, please do not hesitate to contact us.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**

\_\_\_\_\_  
Bruce McCall-Richmond, MCIP, RPP  
Planner  
[brucemr@gsai.ca](mailto:brucemr@gsai.ca)

- c. Shakir Rehmatullah, Flato Developments Inc.  
Caleigh McInnes, Planner, City of Mississauga

John D. Rogers & Associates Inc.

PLANNERS  
PROJECT MANAGEMENT  
LAND DEVELOPMENT CONSULTANTS

October 4, 2019

**City of Mississauga**  
**Planning and Building Department**  
300 City Centre Drive  
Mississauga, ON  
L5B 3C1

Dear Mayor Crombie and Members of Council,

**RE: Gateway Corporate Centre Character Area – City-initiated Zoning By-law Amendment  
File CD.03-GAT**

We are the planning consultants for Mississauga Entertainment Holdings Inc., owners of the lands situated at the southeast corner of Hurontario Street and Courtneypark Drive E.

The subject lands are presently zoned E1-9 and E1-15 and developed with a 16-plex Motion Picture Theatre (Entertainment Establishment) and multiple restaurants. We have reviewed the Information Report dated 2019/05/31 being presented to the Planning and Development Committee on Monday, October 7, 2019 and provide the following comments.

The subject lands, as previously noted, are currently zoned E1-9 and E1-15, an Entertainment Facility is a permitted use in an E1 zone and the E1-15 exception permits Restaurants, Take-out Restaurants, Convenience Restaurants and Outdoor Patios accessory to restaurants as additional permitted uses.

The subject lands are proposed to be zoned O1-5 and O2-4. We note that the O1-5 zone intends to permit freestanding restaurants and convenience restaurants as additional permitted uses – legally existing, however, the Entertainment Facility has not similarly been included as a legally existing permitted use.

We would respectfully request that an Entertainment Facility be included as a legally exiting permitted use within the O1-5 zone.



Thank you for your consideration, should you have any questions or require any further information regarding this matter, please do not hesitate to contact the undersigned.

Please include our firm on any notifications or Council decisions with respect to this matter.

A handwritten signature in black ink that reads "M. Rogers". The signature is written in a cursive, slightly slanted style.

Mark Rogers, President  
John D. Rogers & Associates Inc.

c: Mr. Leger Xavier, Mississauga Entertainment Holdings Inc.  
Mr. Jeff Lumsden, Mississauga Entertainment Holdings Inc.

A stylized logo consisting of the letters "JDR" in a bold, black, sans-serif font. The letters are slightly slanted to the right and have a thick, blocky appearance.



Principals

Michael Gagnon  
Lena Gagnon  
Andrew Walker  
Richard Domes

October 17, 2019

The Corporation of the City of Mississauga  
Planning and Building Department  
300 City Centre Drive  
Mississauga, Ontario  
L5B 3C1

Attention: **Mr. Christian Binette**  
Planner, City Planning Strategies

Subject: **FORMAL PUBLIC INPUT**  
Corporate Report – Gateway Corporate Centre Character Area  
City Initiated Zoning By-law Amendment  
October 7, 2019 Public Meeting  
Ward No. 5, City of Mississauga, Ontario  
City File: CD.03-GAT  
GWD File: 10.1643.00

Dear Christian:

Gagnon Walker Domes Ltd. acts as Planning Consultant to 2503257 Ontario Ltd. and the Faith of Life Network, the registered owners of 7155 Hurontario Street in the City of Mississauga; hereinafter referred to as the “subject site”.

Our Client has requested that we review and provide input to Planning Staff on the City initiated Zoning By-law Amendment for the Gateway Corporate Centre Character Area.

The subject site is located on the east side of Hurontario Street, approximately 160 metres (525 feet) south of Top Flight Drive, 400 metres (1,312 feet) north of Derry Road. It is irregular in shape having a total area of approximately 1.45 hectares (3.58 acres) and a frontage of 60.23 metres (196 feet).

The northwest portion of the site was previously occupied by a service station (Good Guys Gas Bar) which has recently been decommissioned. The remainder of the site comprises of a 1-storey building and gravel surfaced area that has historically been used for oversized trailer parking since 1980’s. The surrounding properties contain a mix of industrial and quasi-commercial businesses. A hydro corridor abuts the southern limits of the site.

**Appendix 1** includes aerial photo of the subject site and immediate area context.

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**GAGNON WALKER DOMES LTD.**

21 Queen Street East, Suite 500 • Brampton ON Canada L6W 3P1 • P: 905-796-5790  
3601 Highway 7 East, Suite 310 • Markham ON Canada L3R 0M3 • P: 905-477-6556  
www.gwdplanners.com • Toll Free: 1-855-771-7266

**CONFIDENTIALITY  
CAUTION**

This document is Consultant-Client privileged and contains confidential information intended only for person(s) named above. Any distribution, copying or disclosure is strictly prohibited. If you have received this document in error, please notify us immediately by telephone and return the original to us by mail without making a copy.



## 1.0 Planning Policy Overview and Development Proposal

Mississauga Official Plan (Office Consolidation March 13, 2019) designates the subject site "Office" within the "Gateway Corporate Centre" Character Area. The site is located within lands identified as "Special Site 2", also known as the "City Wide Gateway".

Comprehensive Zoning By-law No. 0225-2007 zones the subject site "E2-Employment, Exception 73" and "D-Development". For the portion of site zoned E2 a range of uses are permitted including but not limited to office, business activities, commercial and hospitality uses. In addition to these uses Exception 73 permits a Motor Vehicle Service Station and Gas Bar.

Our Client is desirous of proceeding with phased development proposal which would see approximately two thirds of the subject site developed as parking lot. The remaining portion of the property would be set aside for future office commercial development. On September 18, 2019 a Pre-Application Meeting request was submitted (City File: PAM 19-264). A meeting has been scheduled for October 28, 2019 at which time preliminary comments on the development proposal will be provided and planning application requirements will be verified.

**Appendix 2** includes a conceptual Site Plan prepared by our office dated July 16, 2019. Highlights are as follows:

- Gross Site Area – 1.45 Hectares
- Lot Frontage – 70.73 metres
- Lot Depth – 125.06 metres
- Landscaped Area – 35.07% (5,085.57 m<sup>2</sup>)
- Paving Area – 64.92% (9,415.02 m<sup>2</sup>)
- Parking Lot – 339 Spaces
- Future Office Commercial (Footprint Only) – 929.03 m<sup>2</sup>

## 2.0 Comments, Observations and Recommendations

We have had an opportunity to review the Corporate Report dated September 13, 2019 which was considered at the October 7, 2019 Planning and Development Committee. We are pleased to advise that we are generally supportive of the direction suggested by the City Staff and embodied in the proposed Zoning By-law Amendment. More specifically we are supportive of the subject site's "Office 1" and "Office 1 Exception" zoning (refer to **Appendix 3**).

### Permitted Uses

We concur with City Staff's recommendation that changes to the Zoning By-law are required to implement the Official Plan vision of the Gateway Corporate Center as a walkable, transit-supportive and prestigious office employment area. In this regard the City must be proactive in its efforts to discourage the continuation of conflicting land uses.



We take no issue with the “Office 1” and “Office 1 Exception Zone” list of permitted uses and standards. Our only request is that a Parking Lot be added as a permitted use. Parking Lots are permitted within the “E2-Employment” zone as-of-right. The subject site and abutting properties to the north are challenged by the availability and extension of site services (i.e. water, stormwater). To the best of our knowledge only a sanitary service has been extended to the subject site; its condition and capacity unknown. There is no timeline to extend municipal services from their current terminus within Bianco Lane. A Parking Lot would allow the vacant lands to be utilized on an interim basis until such time as services are extended and the lands are ready to be redeveloped.

### Standards and Regulations

Should a Parking Lot be added to the list of permitted uses, we seek confirmation from City Staff that zoning standards and regulations related to minimum yard setbacks, street wall, building and floor heights, glazing, and floor space index will not apply.

### **3.0 Closing Remarks**

We understand that additional revisions and updates to the Zoning By-law Amendment may be forthcoming based on the comments made at the October 7, 2019 Statutory Public Meeting and correspondence filed with the municipality.

We reserve the right to provide further comments as necessary during the Zoning By-law Review. We welcome the opportunity to discuss the comments contained herein at your convenience.

Please accept this letter as our formal request to be notified of all future Planning, Council and Public Meetings. Lastly, we request notification of the passage of any and all By-laws.

Should you have any questions, please contact the undersigned.

**Yours truly,**

  
\_\_\_\_\_  
**Marc De Nardis, B.U.R.Pl., M.C.I.P., R.P.P.**  
**Planning Associate**

**c.c.: Councillor C. Parrish, City of Mississauga**  
**A. Whittemore, City of Mississauga**  
**2503257 Ontario Ltd.**  
**Faith of Life Network**  
**M. Gagnon, Gagnon Walker Domes Ltd.**



# APPENDIX 1



4.2.



**LOCATION MAP**  
**7155 HURONTARIO STREET**  
**CITY of MISSISSAUGA**  
**REGION of PEEL**

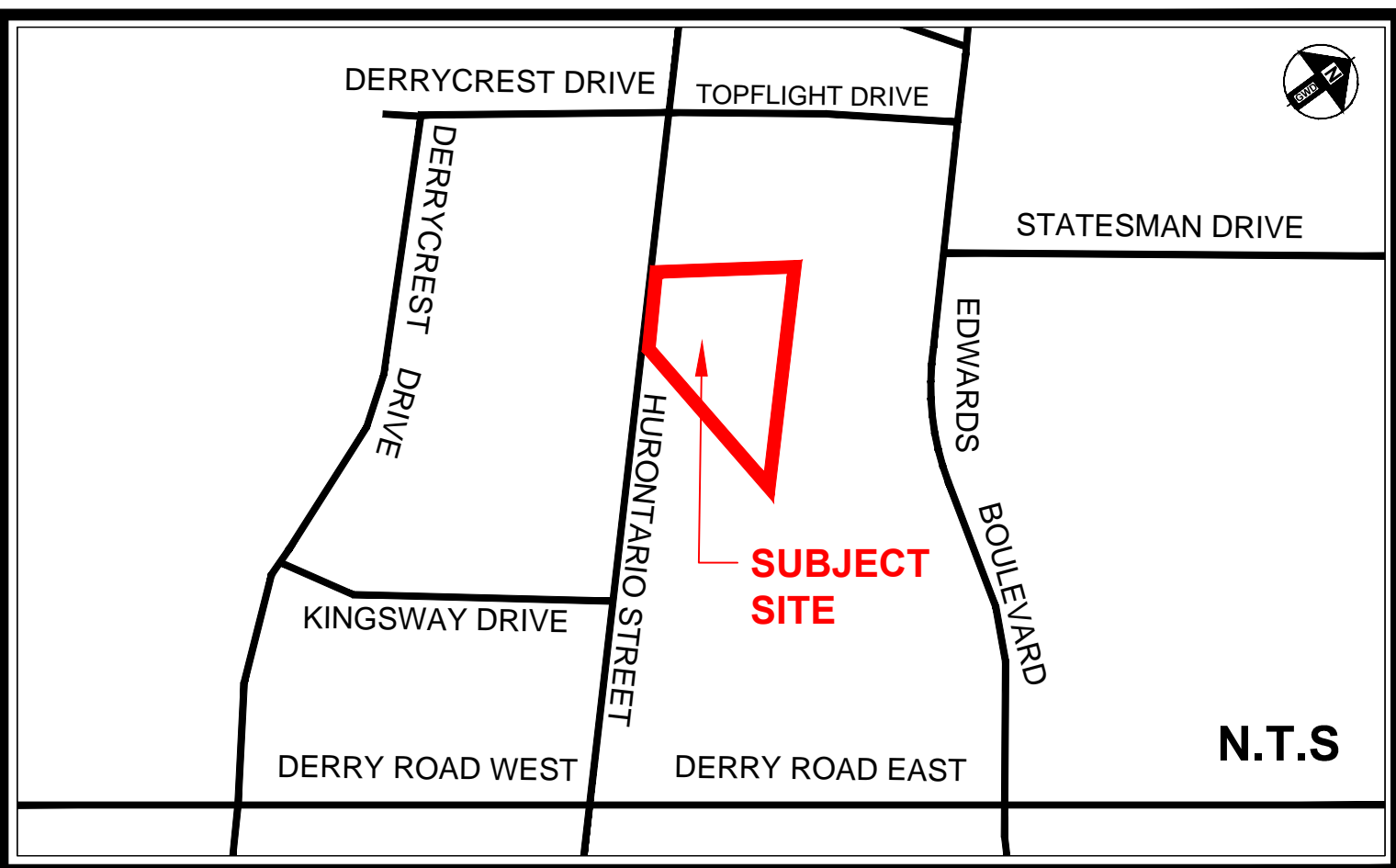
 **SUBJECT SITE**

P.N.: 16.1643	Date: September 13, 2019
Scale: N.T.S	Revised:
Drawn By: D.S.	File No.:1643_Aerial_Image

	 21 Queen Street East Suite 500 Brampton, ON L6W 3P1 P (905) 796 - 5790	 3601 Highway 7 East Suite 310 Markham, ON L3R 0M3 P (905) 477 - 6556
	GWD Environmental Services 1 (855) 771-7296 www.gwdstanners.com	



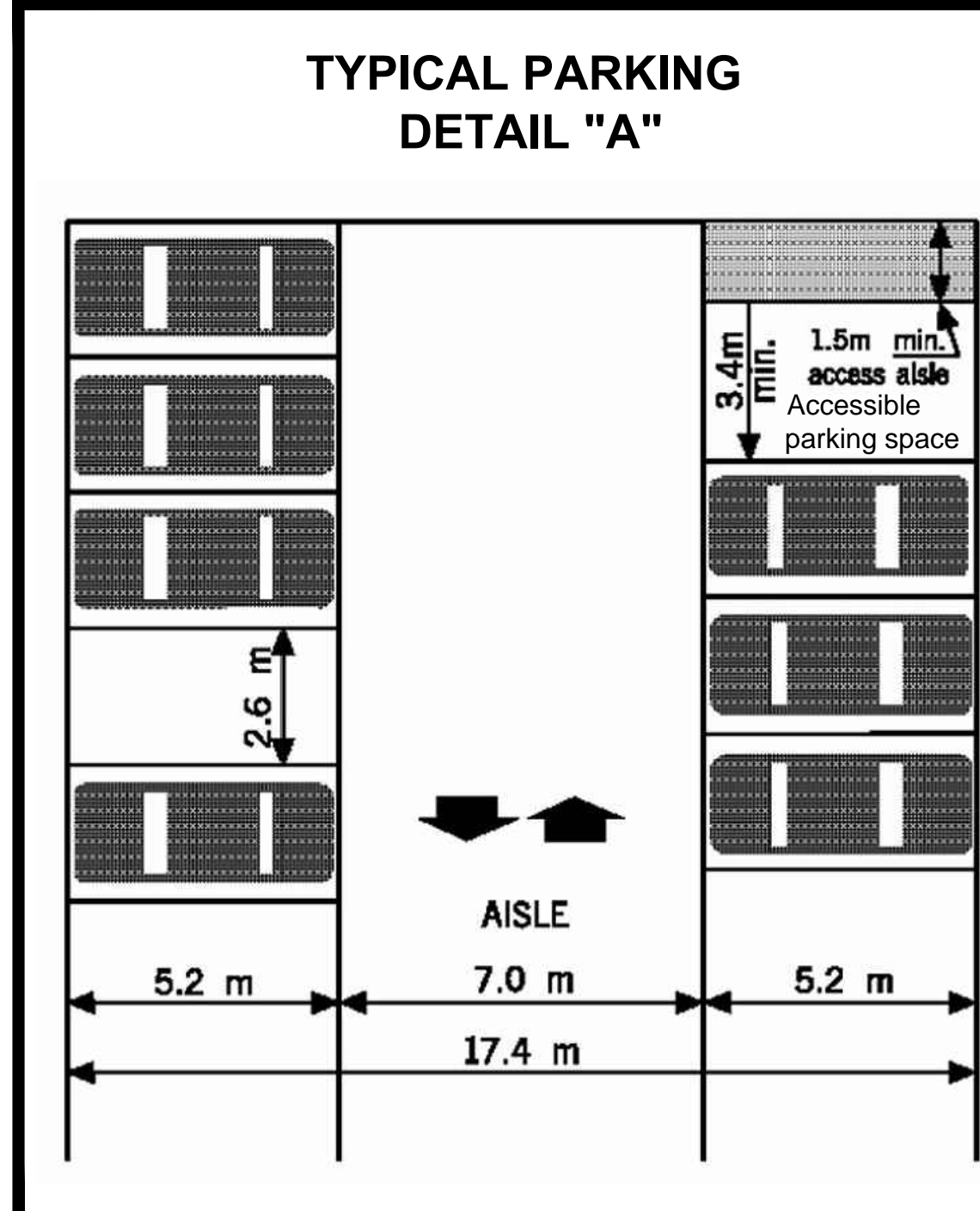
# APPENDIX 2



**KEYMAP**   **SUBJECT SITE**

**ZONING BY-LAW MATRIX**

ZONING	EMPLOYMENT (E2-73) DEVELOPMENT (D)	
	REQUIRED	PROVIDED
LOT AREA (MIN)	N/A	1.45ha (3.58 ac) 14,516.91 sq.m
ROAD WIDENING	N/A	0.002 ha (0.004 ac) 16.32 sq.m
NET LOT AREA	N/A	1.45ha (3.58 ac) 14,500.59 sq.m
LOT FRONTAGE (MIN)	30.0m	70.73m
LOT DEPTH (MIN)	N/A	125.06m
FRONT YARD SETBACK	7.50m (MIN.)	N/A
INTERIOR SIDE YARD SETBACK	10% of LOT FRONTAGE or 4.50m (MIN.)	N/A
REAR YARD SETBACK	4.50m (MIN.)	N/A
LANDSCAPED AREA	N/A	35.07% (5,085.57sq.m)
PAVING AREA	N/A	64.92% (9,415.02sq.m)
LANDSCAPED BUFFER LOCATION & WIDTH	FRONT YARD - 4.5m INT. SIDE YARD - 4.5m REAR YARD - 4.50m	FRONT YARD - 4.5m INT. SIDE YARD - 4.5m REAR YARD - 4.50m
PARKING REQUIREMENTS	N/A	339 PARKING SPACES



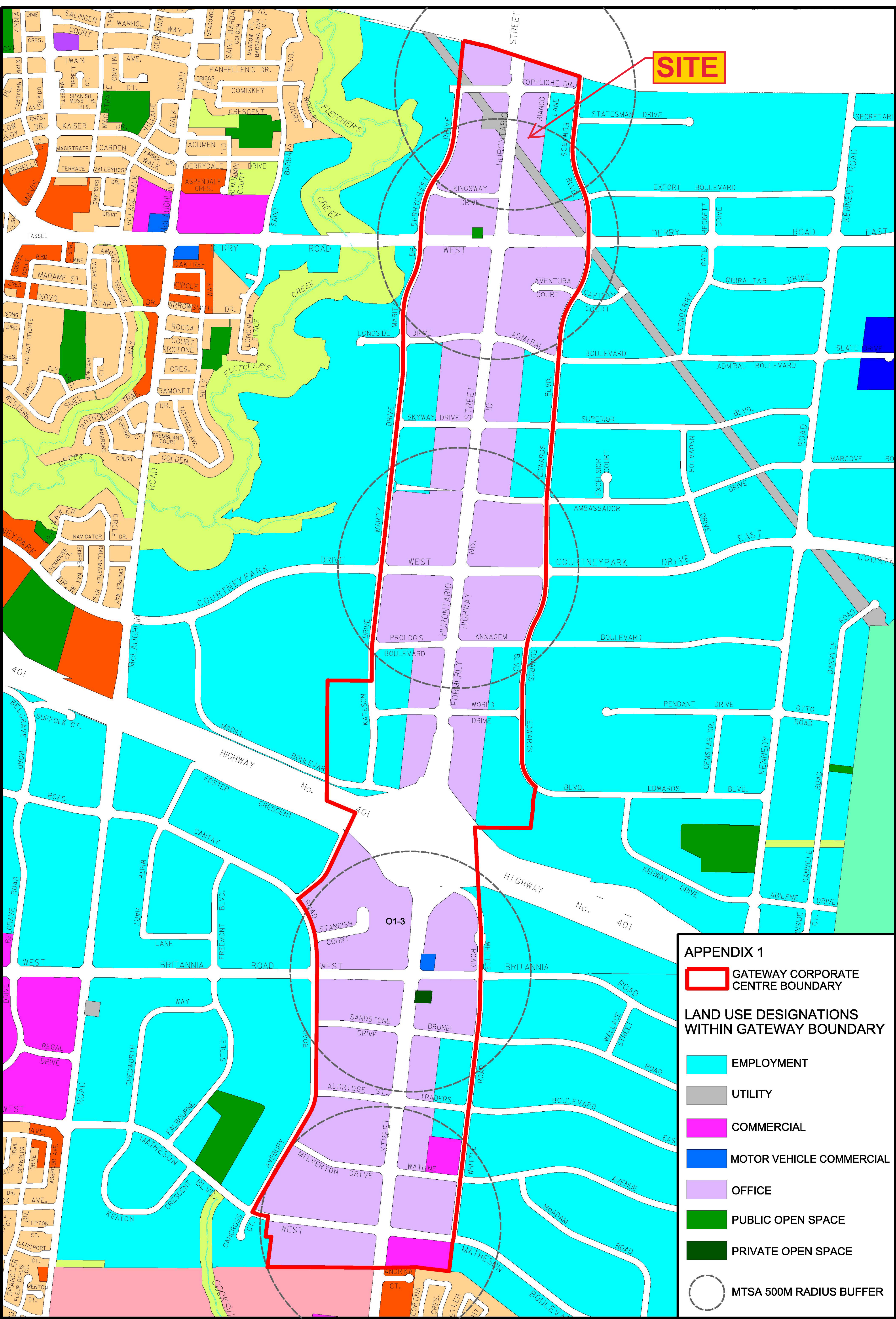
**SITE PLAN**  
**PROPOSED PARKING LOT**  
**7155 HURONTARIO STREET**  
**MISSISSAUGA, ONTARIO**  
**PART of LOT 11, CONCESSION 1, E.H.S.**  
**SITE PLAN FILE NO. - SP19-\_\_\_\_\_**

P.N.: 10.1643	Date: July 16, 2019
Scale: 1:300 (24x36)	Revised:
Drawn By: D.S.	File No.: PN 1643_SP

	21 Queen Street East Suite 500 Brampton, ON L6W 3P1 P (905) 796 - 5790	GWD Gordon Walker Domes PROFESSIONAL PLANNERS Toll Free 1 (855) 771-7266 www.gwdplanners.com	3601 Highway 7 East Suite 310 Markham, ON L3R 0M3 P (905) 477 - 6556








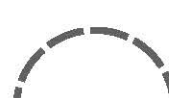



# APPENDIX 3

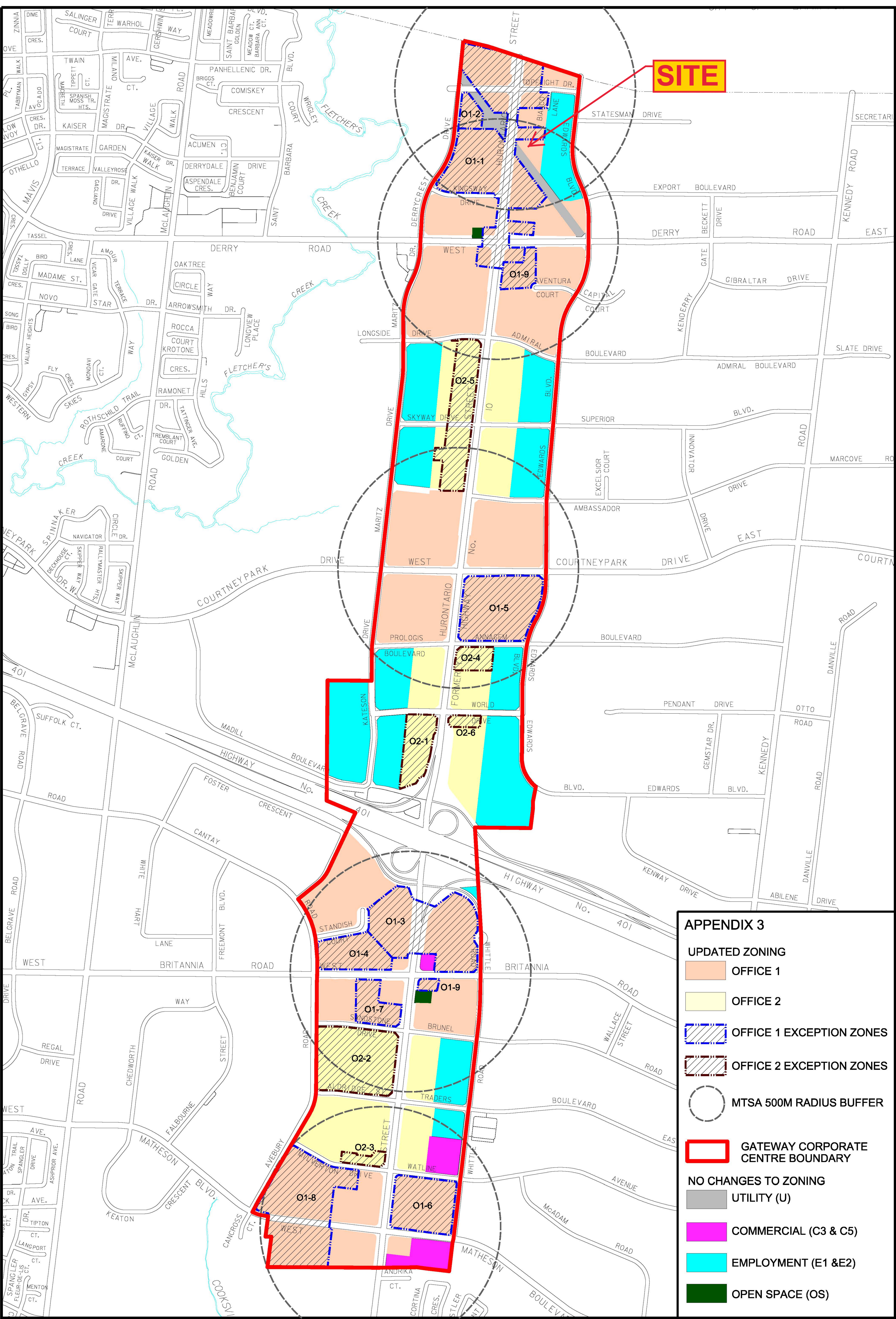


**SITE**

**APPENDIX 1**

-  GATEWAY CORPORATE CENTRE BOUNDARY
- LAND USE DESIGNATIONS WITHIN GATEWAY BOUNDARY**
-  EMPLOYMENT
-  UTILITY
-  COMMERCIAL
-  MOTOR VEHICLE COMMERCIAL
-  OFFICE
-  PUBLIC OPEN SPACE
-  PRIVATE OPEN SPACE
-  MTSA 500M RADIUS BUFFER

**GATEWAY CORPORATE CENTRE - EXISTING LAND USE DESIGNATIONS**



**APPENDIX 3**

**UPDATED ZONING**

- OFFICE 1
- OFFICE 2
- OFFICE 1 EXCEPTION ZONES
- OFFICE 2 EXCEPTION ZONES
- MTSA 500M RADIUS BUFFER
- GATEWAY CORPORATE CENTRE BOUNDARY

**NO CHANGES TO ZONING**

- UTILITY (U)
- COMMERCIAL (C3 & C5)
- EMPLOYMENT (E1 & E2)
- OPEN SPACE (OS)

**GATEWAY CORPORATE CENTRE - PROPOSED ZONING AND EXCEPTION ZONES**

**AIRD BERLIS**

Leo F. Longo  
Direct: 416.865.7778  
E-mail:llongo@airdberlis.com

October 4, 2019

**BY EMAIL & REGULAR MAIL**

Our File No. 105621

City of Mississauga  
Office of the City Clerk  
300 City Centre Drive  
Mississauga, Ontario  
L5B 3C1

Attn: Chair G. Carlson and Members of Planning and Development Committee

**Re: Planning and Development Committee – October 7, 2019  
ITEM 4.9 – Gateway Corporate Centre Character Area  
Statutory Public Meeting for the City-initiated Zoning By-law Amendment  
City of Mississauga File CD.03-GAT**

---

We are counsel to Orlando Corporation. We write regarding the above captioned Item 4.9, 'Gateway Corporate Centre Character Area – City-initiated Zoning By-law Amendment'.

Upon our client's and their planning consultant's initial review, we wish to express their concerns with the proposed zoning as it relates to the limit of the permitted uses in the "O1" and "O2" zones; creation of new general performance standards; and the extent of the proposed site-specific exceptions which are intended to apply to our client's properties located within the Gateway Corporate Centre.

Through past OMB decisions and/or settlements, our client has secured for its properties existing site-specific provisions that are currently recognized in the city's Zoning By-law. To the extent that these existing site-specific zoning provisions are not proposed to be carried forward under this new by-law, our client expresses its objection.

Given the nature of our concerns, we request that this item be referred back to City Staff with a direction that staff meet with Orlando Corporation and its representatives to discuss these concerns and attempt to resolve same.

We would appreciate our firm being placed on the City's mailing list regarding any future public notices, updates, reports, Committee and Council Agenda related Items, and any Council decision or actions on the above captioned matter.

October 4, 2019

Page 2

Thank-you in advance for your co-operation.

Yours truly,

AIRD & BERLIS LLP



*601:* Leo F. Longo  
LFL/ek

- c. Mr. A. Whittemore, M.U.R.P., Commissioner of Planning & Building  
Ms. D. Rusnov, RPP, MCIP, Director of Legislative Services & City Clerk  
Mr. P. Stewart, RPP, MCIP, Pound & Stewart Planning  
Client

37453279.2

AIRD BERLIS



June 20, 2019

**BY EMAIL & REGULAR MAIL**

City of Mississauga - Office of the City Clerk  
300 City Centre Drive  
Mississauga, Ontario  
L5B 3C1

Attn: Chair G. Carlson and Members of Planning and Development Committee

**Re: Planning and Development Committee – June 24, 2019 (Afternoon Session)**  
**ITEM 4.1 – Gateway Corporate Centre Character Area – City-initiated Zoning**  
**By-law Amendment, City File CD.03-GAT**  
**City of Mississauga**  
**Our File: 1421**

We are the planners of record writing on behalf of Orlando Corporation. We write regarding the above captioned Item 4.1, 'Gateway Corporate Centre Character Area – City-initiated Zoning By-law Amendment'.

We would appreciate our firm being placed on the City's mailing list regarding any future public notices, updates, reports, Committee and Council Agenda related Items, and any Council decision or actions on the above captioned matter.

Thank-you in advance for your co-operation.

Yours truly,  
Pound & Stewart Associates Limited



Philip Stewart, RPP, MCIP

la/1421\_itr.Orlando.PDC.Item.4.1.Gateway.June.20.19

- cc. Mr. A. Whittemore, M.U.R.P., Commissioner of Planning & Building
- cc. Ms. D. Rusnov, RPP, MCIP, Director of Legislative Services & City Clerk
- cc. Mr. L. Longo, Aird & Berlis
- cc. Client

POUND & STEWART ASSOCIATES LIMITED



**BY EMAIL & REGULAR MAIL**

November 19, 2019

City of Mississauga  
Planning and Building Department  
300 City Centre Drive  
Mississauga, Ontario  
L5B 3C1

Attn: Mr. C. Binette, Planner

**Re: City-initiated Zoning By-law Amendment for the  
Gateway Corporate Centre Character Area  
City of Mississauga File: CD.03-GAT  
Our File: 1421**

Thank you for the opportunity to review the draft Zoning By-law documents concerning the 'City-initiated Zoning By-law Amendment for the Gateway Corporate Centre Character Area'. We are planners of record for Orlando Corporation. Our submission provides our initial comments in terms of our client's properties, which are subject to base zoning and site-specific Zone Exceptions providing permitted uses and zone regulations, among other related matters.

Our comments take into consideration the Ontario Municipal Board ('OMB') settlement hearing and decision issue dated March 13, 2017, as it relates to our client's Special Site and Exempt properties. (copy attached).

It is the City's intent to amend the City-wide comprehensive Zoning By-law No. 0225-2007, as amended, to incorporate zoning for the 'Gateway Corporate Centre Character Area' to implement Mississauga Official Plan ('MOP'), as amended.

Please consider the following:



**1 – Comments regarding Site Specific Exception: ‘General Office 02-2’**

This property is vacant and is located at the north-west quadrant of Highway 401 and Hurontario Street, subject of Site Plan Application (‘SPA’) #19-115 W5. Both 6305 Kateson Drive & 50 Capston Drive identify two proposed industrial buildings on this property, which is 6.639 ha. or 16.4 acres in land area. On August 19, 2019 the SPA was submitted and the 1st circulation commenced September 1, 2019. This property is referenced as an ‘Special Site 3’ in terms of MOP.

As it stands this project complies with the City’s Official Plan and conforms to the existing Zoning By-law No. 0225-2007, as amended in terms of permitted uses and zone development regulations. Fundamental to this project is that the City’s proposed Gateway Zoning By-law Amendment should not delay or unduly influence this project.

For greater clarity, and as per your request, please refer the attached Site Plan and Elevation Plan concerning this property.

The east half of the quadrant, presently zoned ‘Employment in Nodes’ Zone Exceptions ‘E1-6’ and ‘E1-21’ is proposed to be rezoned to ‘**General Office 02-2**’. The west half of the property, which completes this quadrant, appears to remain zoned ‘as is’.

Identified as ‘Special Site 3’, the OMB settlement includes permitted uses and references applicable design guidelines.

- Under the proposed Site-Specific Exception ‘**General Office 02-2**’ ‘Manufacturing Facility’ and/or ‘Warehouse/Distribution Facility’, with accessory office, are permitted uses and this planned function coincides with the permitted uses for the remainder of the north-west quadrant property;
- A ‘Commercial School’ is currently a permitted use and this should be protected for under the proposed Zoning By-law as it appears to be missing from ‘Sentence’ 5.2.4.2.1. As well, Zone Exception E1-6 currently recognizes courier/messenger services and delivery vehicles, and this also should be preserved as it appears as an accessory use in the proposed zoning;



- This property is substantially affected by the MTO Permit Control Area of 395.0 m from the centrepont of the Highway 401 Interchange limit and, as well the 14.0 m MTO setback restriction from a Controlled Access Highway, per the *Public Transportation and Highway Improvement Act* ('PTHIA');
- As noted, 'Subsection 2.1.20' 'Setback to Provincial Highway Right-of-Way' of the Zoning By-law No. 0227-2007, as amended reads: "*All buildings, structures, required parking areas and stormwater management facilities shall have a minimum setback of 14.0 m to a Provincial Highway right-of-way.*" The vast majority of our client's 14.0 m setback lands are to remain as a green space buffer to the MTO lands to the east, which include the on-ramp to Highway 401. Parking spaces and the drive aisles are permitted in the buffer as long as they are not required to satisfy any minimum parking requirements of the lands to be developed;
- The eastern Streetwall of the 6305 Kateson Drive building fully faces onto the Highway 401 westbound on-ramp. The majority of the eastern Streetwall of the 50 Capston Drive building faces onto a Highway 401 westbound on-ramp as well. Please note that each building, facing the Highway 401 on-ramp, will provide glazing, as part of architectural streetwalls, at a rate of just over 16 % of the Streetwall;
- The proposed architectural streetwall and glazing are upgraded elevations as it relates to the planned functions for manufacturing, warehouse and/or distribution and the accessory offices within the two building. In my opinion, the high degree of proposed glazing, as proposed at ...75% of the area of the First Storey Streetwall..., (See Zone Regulations Table 13.3) is not warranted at this specific location for these two proposed buildings. This level of Streetwall glazing is more appropriate for a singular office building with direct frontage on Hurontario Street;
- Please also note there is a proposed accessory office component which facilitates the planned function of the 6305 Kateson Drive building. The office use is proximate to Kateson Drive to allow for ease of access from the nearby required vehicular parking spaces and accessible parking spaces. The proposed



zoning regulation ‘Sentence’ 5.2.4.2.5 stipulating that any office component of the building or structure shall be located adjacent to Hurontario Street would not appear to permit this;

- Initially an access aisle was proposed between the building and Hurontario Street, however comments from the City’s Urban Design were not supportive of this design and the Site Plan was subsequently revised as submitted for approval;
- All proposed SPA #19-115 W5 on-site parking and building setbacks comply with the existing zoning and this should not be undermined by the proposed zoning;
- Is there any purpose for ‘Sentence’ 15.2.4.2.12 which has been left blank?

In summary, we see some difficulties, as noted above, in meshing the proposed zoning with the existing zoning for both the east and west half of this property.

It is my client’s objective to preserve existing zoning permissions so as to ensure that Site Plan Application (‘SPA’) #19-115 W5 is approved as submitted and a Building Permit is issued.

## **2 – Zoning Needs to Protect for Shared Parking, Driveways, and Access Aisles**

As an example, **Exception: O1-3**, ‘Article’ 5.2.3.3, includes ‘Additional Permitted Use’ - ‘Sentence’ 5.2.3.3.1 *“Required parking, driveways, and aisles for lands zoned O1-4 and abutting lands zoned O1.”*

Is this intended as an ‘Additional Permitted Use’ or as a ‘Regulation’?

In either case, it recommended that a similar zoning provision be applied to all of my client’s properties, as per Zone Exceptions, whereby any required parking, driveways, and aisles are permitted to be shared and/or accessed across all of our client’s development and/or redevelopment properties in the ‘Gateway Corporate Centre Character Area’. Interrelated shared parking, driveways and/or access aisles facilitate and provide flexibility to existing and future planned function and design, as our client’s property blocks are large and beneficial to urban function and form.



### **3 – Zoning Needs to Protect for Parking Structures and/or Parking Decks**

Parking structures and/or parking decks are an important part of the accommodating the future development and redevelopment intensification goals and objectives of the 'Gateway Corporate Centre' lands. How are parking structures and/or parking decks protected as a permitted use in the proposed zoning by-law?

In review of the proposed 'Permitted Uses' for the '**Major Office O1**' and '**General Office O2**' there is no reference to parking structures and/or decks as a permitted use.

It recommended that a zoning provision be applied to all of my client's properties, including zone exceptions, whereby any parking structures and/or parking decks are permitted to be built and shared and/or accessed across all of our client's development and/or redevelopment properties. Parking structures and/or parking decks facilitate and provide flexibility to existing and future planned function and design as our client's blocks are large and beneficial to urban function and form.

### **4 - Comments regarding Exempt Site 'General Office O2-7'**

Although this property is referenced as an 'Exempt Site 2' in terms of MOP, the property is to be identified as an 'Zone Exception Site' in terms of the proposed 'Gateway Corporate Centre' Zoning By-law. Under the City's current Zoning By-law, the property is identified as 'E1' Employment in Nodes'.

One of the key issues with the proposed '**General Office O2-7**' zoning is that the range of permitted uses presently permitted on the site will be reduced to the single use, at the time of the date of the passing of the Zoning By-law. This is restrictive, as the existing use, in place for a number of years, is an RBC Financial Institution. Sterilising the future use of the site, for this use only, appears to direct the assimilation of the site into the larger block, thus taking away from a broader range of uses to be able to re-adapt the existing structure to serve future public needs. Any one of the current permitted uses, as included under 'Sentence' 5.2.4.7.1, has the ability to add vitality and interest to the Hurontario Street Corridor.

As well, expansion of the building up to 100%, should be permitted to allow for a second storey in keeping with the scale and intensification contemplated in the proposed Zoning Bylaw. Expansion of the ground floor should also be permitted without a cap of 10% per the proposed Zoning By-law.



### **5 - The Avebury Road Frontage & Vacant Lands Opportunity**

To date, there is a relatively high degree of vacant land in the Hurontario Street Corridor or 'Gateway Corporate Centre'. The Office Commercial sub-urban market has been relatively poor for decades based on a number of factors. While the proposed 'Hurontario LRT' may add some impetus for future office investment, this market is anticipated to underperform which means vacant properties will remain vacant.

In the proposed '**O1 - Major Office**' and '**O2 - General Office**' zoning designations a 'manufacturing' facility, for example, is not a permitted use. Nor is 'manufacturing' permitted as an accessory use. Removal 'manufacturing' as both a permitted, and accessory use, is limiting, particularly where large blocks of lands exist, fronting onto four different roads. For example, Avebury Road on the west, Sandstone Drive on the north, Hurontario Street on the east and Aldridge Street on the south.

As an example, Avebury Road presently includes a combination of office and manufacturing development along its west frontage. Under the proposed zoning it would not be possible to have a mix and manufacturing and office uses along the east frontage of Avebury Road, to match the existing to the west. The west side of Avebury Road is designated as 'Employment Area' lands permitting manufacturing, warehouse and distribution planned functions. These lands are built out and function in compliance with the 'MOP' and the City's Zoning By-law.

A significant portion of my client's vacant property fronts onto Avebury Road and are proposed to be zoned as Exceptions '**O2-1 - General Office**' and '**O2-3 General Office**'. While these properties are designated 'Office' in the City's Official Plan, a market opportunity exists for advanced manufacturing, as further represented by the permitted 'Science and Technology Facility' use permission, under the existing and proposed Gateway Corporate Centre zoning. In this scenario, a building could be utilised for at least 51% office, with the remainder being used for manufacturing, warehousing and distribution, as accessory uses to the primary function being office, and no outdoor storage would be permitted.

Advanced manufacturing can include a higher demand for office use functions, but also requires manufacturing, warehousing and distribution as secondary or accessory functional activities.



As a close example of how this may work, reference is made to my client's 'Lakeside' Project located at 2475 Hogan Road in the City of Mississauga at Millcreek Business Park. This facility is 48% 2 storey office and 52% manufacturing, warehousing and distribution. See attached profile image.

Refining the Zoning Bylaw, as needed, to permit this form of intensification has the potential to support much earlier market uptake and the City's revenues through fees, development charges and municipal taxation, when compared to strictly an Office use.

### **6 – Comments regarding Site Specific Exception: 'Major Office O1-3' Regulations**

The 'Major Office O1-3' is to apply to two sides of Hurontario Street, south of the Highway 401 Interchange. The lands on the west side of Hurontario Street are partially developed and the east-side lands are vacant. Under the OMB Settlement provision these properties are referred to a 'Special Site 6'.

Satisfying the proposed Zone Regulations is further complicated given the MTO regulations associated with the east-bound on ramp to Highway 401. There are permissions for right-in and right-out access points along Hurontario Street on both sides, where these points of access, drive aisles, etc. affect the future Site Plan design of the properties.

As noted in the OMB Settlement provision for 'Special Site 6', buildings will have a minimum building frontage of 39 metres facing Hurontario Street.

A closer consideration of the proposed zoning as it applies to these properties is recommended. Prior zoning included a Zoning Map Schedule. The proposed Gateway Corporate zoning does not. A Zoning Map Schedule may add value and clarification, to avoid zoning conflicts, as it relates to these properties to better demonstrate how future development of these properties may occur, thus providing better clarity and certainty to the complex zone regulations that are being considered.

### **7 - Comments regarding Site Specific Exception: 'Major Office O1-7' Regulations**

This L-Shaped property has frontage of about 85 m facing Hurontario Street. There appears to be a lack of clarity between 'Sentences' 5.2.3.6.2 and 5.2.3.6.3, as both attempt to create as much streetwall frontage along Hurontario Street as possible. It is not clear what is meant and what will prevail under the proposed Zoning By-law given the shape and relatively small Hurontario Street frontage. As noted in the 'Special Site 7'





OMB Settlement provision, buildings will have a minimum building frontage of 39 metres facing Hurontario Street.

A closer consideration of the proposed zoning as it applies to this property is recommended.

### **8 - Comments regarding Site Specific Exception: 'General Office 02-3' issue**

The **'General Office 02-3'** property accommodates the 'Citi' building. The present Exception Zone is E1-25 which stipulates per *'Sentence' 8.2.2.25.6 "Expansion or alteration to any building or structure legally existing on the date of passing of this By-law shall not be subject to the regulations of Lines 6.0 to 6.3, 13.0 and 14.0 in Table 8.2.1 contained in Subsection 8.2.1 of this By-law."*

It is important to ensure that the appropriate provisions of the current Exception Zone E1-25 are carried forward. 'Citi' may require a northward expansion of their existing building in the future and it is important to ensure that the proposed Gateway Corporate Centre zoning does not preclude this possibility.

The 'Citi' building and site are an as-built condition, with a large streetwall along Hurontario Street and four rows and associated aisles of parking and frontage landscaping. These land use characteristics, as they are legally permitted, should not become non-conforming under a new Zoning By-law, and should be allowed to be replicated to serve any future 'Citi' expansion along Hurontario Street. This is compliant with the 'Special Site 8' OMB Settlement provisions.

### **9 - Comments regarding Accessory Uses Clarification**

'Subsection' 5.1.3 refers to **'Uses Accessory to a Permitted Use in an 'O1 - Major Office' and 'O2 - General Office'**. 'Article' 5.1.3.1 refers to 'O2' and 'O3' which appears as a typo.

That said, we are supportive of the broad range of accessory uses that are proposed and suggest a 'commercial printing establishment' and 'craft brewery' also be permitted as accessory uses.

Also, it is not apparent why there is a distinction which limits accessory uses to 20% and 30% as it relates to the **'O1 - Major Office'** and **'O2 - General Office'**, where it may be simpler to provide for a maximum of 30% in either zone designation.



**10 - General Comments to be applied to all Orlando Corporation Properties**

As noted in the parent Zoning By-law 0225-2007, as amended, the uses and/or regulations take precedence in Exception Zones over the general provisions and Base Zones. In effect, based on the foregoing, my client's properties, located in the 'Gateway Corporate Centre Character Area' need to be carefully assessed given their unique contexts and prior approvals.

In summary, the proposed Base Zoning and Zone Exceptions, to the extent that they have not been appropriately replicated, require careful consideration in light the development and/or redevelopment of our client's properties.

Please note this is our initial review and does not preclude any future submissions regarding the proposed 'City-initiated Zoning By-law Amendment for the Gateway Corporate Centre Character Area'.

Thank-you in advance for your consideration.

Yours truly,  
Pound & Stewart Associates Limited



Philip Stewart, MCIP, RPP

la/ltr.Orlando.Gateway.Zoning.Nov.19.19

cc. Mr. L. Longo, Aird & Berlis

cc. Client

Attachments: As noted herein



## Christian Binette

---

**From:** Pound&Stewart Planning <pstewart@cityplan.com>  
**Sent:** Tuesday, December 10, 2019 5:15 PM  
**To:** Christian Binette  
**Cc:** Romas Juknevicus; 'Malito, Lino'; 'Rehkopf, Wyatt'  
**Subject:** RE: Gateway Corporate Centre Zoning Amendment - CD.03-GAT - Orlando Corporation Properties

Hello Christian,

Thank-you for meeting yesterday morning regarding the above captioned item.

We are following up regarding proposed regulation 'article' 5.1.3.5 which reads, "*A maximum of 50% of the **total gross floor area – non-residential** of the first storey of each **building** in the O1 zone with frontage on Hurontario Street shall be used for a permitted use contained in Table 5.2.1.*"

The general concerns raised at our meeting regarding proposed regulation 5.1.3.5 remain relevant, and we need to reconcile this as my client confirms it could limit their ability to lease an office building to a major office tenant, and therefore a tenant may choose another more fitting location in the GTA.

Although the City's objective is to promote accessory retail and service uses at street level, along the LRT corridor, the implications of this proposed regulation affecting the first storey or 'ground floor' has the potential to frustrate potential major office investment for the following reasons:

- Requiring a minor variance, or possibly a ZBA, to facilitate a major office tenant's ground floor requirements, overly complicates future office investment decision-making;
- The planning process adds uncertainty and a timing delay to the office investment project and decision-making, making it less competitive;
- It may compromise the ground floor building layout, where a major office tenant may prefer a large foyer as a prestige entranceway;
- Accessory uses sometimes choose to locate in the basement of office buildings because they can have a presence in the building, while avoiding higher lease rates associated with a ground floor, and this may be acceptable to a major office tenant;
- There is lack of clarity between **total gross floor area – non-residential** versus **total gross leasable area – non-residential** and how it would be applied.

The objective would be better handled in our opinion by relying on a permissive Zoning By-law regulation, rather than restrictive one, which is how regulation 5.1.3.5 reads and will be applied.

Relying on proposed regulation 5.1.3.2 to allow for accessory uses is simpler and recommended, as it is more responsive and flexible, and better serves a competitive marketplace for major office.

Limiting the amount of 'office use' by regulation 5.1.3.5 to a maximum of 50% of the 'first storey' or ground floor is counterintuitive in my opinion, and it would be better to allow the competitive marketplace perform, without regulation 5.1.3.5, in relation to its many contributing factors.

Please contact me if you wish to discuss further as we look forward to resolution of this matter.

Regards,

Phil Stewart, MCIP, RPP  
Principal  
[pstewart@cityplan.com](mailto:pstewart@cityplan.com)

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## Phase 2 Community Meeting Summary

### Overview

Gateway Corporate Centre Character Area Review is a city-initiated review of planning policies to guide future development in the area. The study is being conducted in two (2) phases:

- Phase 1: Mississauga Official Plan Amendment (MOPA) 25
- Phase 2: Zoning By-law Amendment

In Phase 1, the study team engaged the community to generate a new transit-supportive vision for the Gateway Corporate Centre. Changes to the Official Plan were then proposed and approved in 2014. In 2017, these policies took effect following an Ontario Municipal Board appeal settlement.

In Phase 2, draft zoning regulations are proposed to ensure alignment with the new Official Plan policies. These zoning regulations will help transition the area to a more walkable, transit-oriented environment with an emphasis on office employment.

### How We Engaged in Phase 2

On September 19, 2019, the City of Mississauga hosted a Community Meeting to engage the community and key stakeholders in the second phase of the Gateway Character Area Review. The Community Meeting was split into two (2) sessions: one from 2 – 4 p.m. and one from 5 – 7 p.m. The same content was covered at both meetings.

Approximately 30 people attended the sessions, with the majority of the audience comprised of residents, businesses and landowners. Participants were welcomed and given a presentation outlining the process to date, the policy background and vision, and the proposed zoning changes. Participants were then invited to ask questions of clarification. This was followed by an open house where participants reviewed presentation boards and discussed their questions with staff. Feedback was also collected via comment sheets and a feedback board.

### Feedback Collected

Participants were asked to comment on:

1. What they are happy with
2. What they are concerned about
3. Other comments

Verbatim comments are provided below.

#### I am happy with...

- Generally happy with what is being proposed
- Quality of the information presented via the presentation boards and staff presentation
- Readily available help of multiple staff
- City's communication

#### I have concerns about...

- The standalone parking specified in the proposed regulations re: 30 m setback
- Office space is currently very hard to lease... is this plan realistic?
- Don't frustrate the market by taking away development flexibility

### Other comments...

- Reflect new approach to exception zones in next iteration of mapping
- Add noise contours to next iteration of mapping
- Prioritize green space! Create green area around Matheson with shade and water park

### Questions of Clarification

The following questions were asked during the Question and Answer period:

- Q: Will there be a newly enforced maximum building height?

A: The zoning amendment does not contain a maximum building height.

As an intensification corridor surrounded on all sides by employment uses, this stretch of Hurontario Street is an ideal site for taller, denser developments. The future Light Rail Transit (LRT) will also connect this area to downtown and cross-regional transit services.

However, the area is in the flight path of the airport, and as such is within the Airport Operating Area. This may result in limits to height being established through the development planning approvals process.

- Q: Can you elaborate on O1 and O2 uses?

A: The list of permitted uses and accessory uses is the same for both Office zones (O1 and O2). Accessory uses must be wholly contained within the same building as the primary permitted use. Accessory uses can comprise up to 30% of the total gross floor area of each building in O1 zones or 20% in O2 zones.

The following uses are permitted in both O1 and O2 zones: offices, banquet halls or convention centres, hotels and other forms of overnight accommodation, and a university or college. These can be considered the primary uses of the building which occupy most of the buildings gross floor area.

The following uses are permitted accessory to the above list of permitted uses in both O1 and O2 zones: retail stores, restaurants, financial institutions, entertainment/recreational establishments, personal service establishments, veterinary clinics, animal care establishments, commercial schools, outdoor markets, motor vehicle rental facilities, private clubs, messenger services and daycares.

- Q: What are accessory uses?

A: Accessory uses support the primary office related uses (both are listed above). These uses will serve future employees of office buildings, and will contribute to the activation of Hurontario Street. Accessory uses will be integrated on the ground floor of office buildings and will have direct pedestrian access to the sidewalk.

- Q: What are exception zones? What parameters were used to determine exception zones?

A: Exception zones contain regulations that differ from the general Office O1 or O2 zones. There are two (2) types of exceptions zones. The first type recognizes and permits the limited expansion of uses that currently exist on the property. The second type implements site-specific policy contained in the Official Plan and reflects holding requirements currently existing in the Zoning By-law. These two (2) parameters were used to determine the boundaries of exception zones.

- Q: How will exception zones be implemented? How will this reflect site-specific exceptions already in effect?

A: The exception zones will be implemented as part of the zoning amendment to implement site-specific Official Plan policy and recognize existing uses. Existing holding provisions in the Zoning By-law are also reflected in the proposed zoning for applicable exception zones.

- Q: Why are there exception zones on vacant properties?

A: Several properties contain site-specific Official Plan policies that must be reflected in the Zoning By-law. Where required, these policies are being implemented through exception zones.

- Q: Have there been any permits issued for new developments in the study area?

A: Yes, the City continues to receive and approve development applications within the Gateway area. A map showing the location of different types of development applications can be found on the City's website:

<https://mississauga.maps.arcgis.com/apps/MapSeries/index.html?appid=2103d1a57cf044a3ab801950bc174686>.

- Q: How long will it take before new developments reflect the OP vision and zoning regulations?

A: The redevelopment of the area will take many years to be fully realised. The City is already processing development applications for higher density, transit supportive types of uses, such as offices and hotels. The number of development applications is expected to increase with the construction of the Hurontario LRT over the coming years and beyond.

- Q: When do you expect the bulk of the construction to happen?

A: The redevelopment of the area has already begun and will likely increase with the construction of the Hurontario LRT.

- Q: How is the City treating applications that are currently under review? Will the new zoning regulations impact the current review process?

A: Current applications will be reviewed according to existing Official Plan policy and zoning requirements. The new zoning regulations will apply for applications submitted following the adoption of the Zoning By-law amendment by City Council.

- Q: How will you be working with landowners and developers to enforce changes?

A: City staff will review development proposals to see how they meet Official Plan policy and zoning requirements. Staff will work with the applicant to achieve the vision and intent of the Official Plan and meet the regulations of the Zoning By-law.

Q: It appears in the materials that many streets are being added to the street network. How will landowners be compensated for land lost to street creation?

A: Street requirements will be established through the development application process.

- Q: It seems like you are conducting a lot of similar land use exercises across Mississauga. Are you planning for too much office in the City?

A: The City of Mississauga is expected to grow to 878,000 people and 552,000 jobs by 2041, an increase of 140,000 people and 97,000 jobs over the next 20+ years. Provincial and Regional plans require the City of Mississauga to demonstrate how this growth is to be accommodated within the City. The Gateway Corporate Centre area is one of the City's main areas of future office growth in the City.

- Q: How is parking being addressed through the amendment? Are you requiring all parking to be put into structures?

A: Revised parking standards are not part of this amendment. The City's Parking Matters Master Plan and Implementation work is ongoing and will look at existing parking requirements in the Zoning By-law for different areas of the City including the Gateway area.

- Q: How has Metrolinx been involved in the study?

A: The design requirements for Metrolinx's future Hurontario LRT have informed the regulations contained in the proposed zoning amendment. The requirements bring the buildings closer to the street, include direct building entrances to the public sidewalk and promote pedestrian activity and the use of transit. The provincial government, including Metrolinx, was also circulated on the draft Zoning By-law amendment.

- Q: How has the Greater Toronto Airport Authority (GTAA) been involved in the study?

A: The City has notified relevant external agencies, including the GTAA, and will work with them to ensure that any issues they may have are addressed through the zoning amendment process.

- Q: What impact does airport noise have on the proposed zoning?

A: The Gateway Corporate Centre is located within the Airport Operating Area and is subject to noise policies contained in the City's Official Plan and any development applications are subject to the review of the Greater Toronto Airport Authority. Residential and other sensitive land uses are generally not permitted within the Airport Operating Area. However, daycares accessory to an employment use are permitted in the Gateway Corporate Centre on lands below the 35 noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour.

- Q: What are the next steps?

A: See below.

### Next Steps

The public will have the opportunity to present their formal comments to the Planning and Development Committee (PDC) at a Statutory Public Meeting scheduled for October 7, 2019. The comments will then be addressed in a Report on Comments that will be presented at a future PDC meeting expected later in the year. The comments will also be used to help inform the final Zoning By-law Amendment.



City of Mississauga  
**Minutes**



Approved: October 15, 2019

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## Planning and Development Committee

**Date**

2019/10/07

**Time**

6:00 PM

**Location**

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

**Members Present**

Councillor George Carlson	Ward 11 (Chair)
Mayor Bonnie Crombie	(departed at 9:00 p.m.)
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5 (ex-officio)
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7 (departed at 8:23 p.m.)
Councillor Matt Mahoney	Ward 8

**Members Absent**

Councillor Sue McFadden	Ward 10
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**Find it online**

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

**Staff Present**

Mr. Andrew Whittemore, Commissioner, Planning & Building  
Ms. Lesley Pavan, Director, Development & Design Division  
Mr. Jason Bevan, Director, City Planning Strategies  
Mr. Hugh Lynch, Manager, Development South  
Ms. Marianne Cassin, Manager, Development Central  
Mr. Chris Rouse, Manager, Development North  
Ms. Michal Minkowski, Legal Counsel, Legal Services  
Mr. Jeremy Blair, Manager, Transportation & Asset Management  
Ms. Emma Calvert, Manager, Development Engineering, Transportation & Infrastructure  
Planning Division  
Mr. Ben Phillips, Development Planner  
Ms. Sharon Chapman, Manager, Parks Planning, Parks & Forestry Division  
Ms. Krystal Christopher, Legislative Coordinator  
Ms. Stephanie Smith, Legislative Coordinator

1. **CALL TO ORDER**

Councillor Carlson called the meeting to order at 6:04 PM.

2. **DECLARATIONS OF CONFLICT OF INTEREST** – Nil.

3. **MINUTES OF PREVIOUS MEETING**

Approval of Minutes of September 16, 2019

Approved (Councillor Starr)

4. **MATTERS CONSIDERED**

4.1. **RECOMMENDATION REPORT (Ward 1)**

**Sign Variance Application to permit one (1) single sided billboard sign with 100% electronic changing copy sign face and a sign area of 32.52 m<sup>2</sup> (350 ft<sup>2</sup>) - 1675 Queensway East**

**Applicant: Pattison Outdoor Advertising**

**File: SGNBLD 18-4282 VAR (W1)**

Marcia Marciniak of Pattison Outdoor Advertising provided an overview of the sign variance application.

Councillor Dasko spoke to the efforts made by Pattison Outdoor Advertising and staff to work together to come up with an agreeable proposal and noted he has no issue with the applications approval.

**RECOMMENDATION**

PDC-0062-2019

1. That the report dated September 13, 2019 from the Commissioner of Planning and Building regarding variances to the Sign By-law under File SGNBLD 18-4282 VAR (W1), Pattison Outdoor Advertising, 1675 Queensway East be received for information.
2. That the request to permit one (1) single sided billboard sign with 100% electronic changing copy sign face and a sign area of 32.52 m<sup>2</sup> (350 ft<sup>2</sup>) be approved.

<b>Recorded Vote</b>	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie	X			
Councillor S. Dasko	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor P. Saito			X	
Councillor S. McFadden			X	
Councillor G. Carlson	X			

Carried (10, 0, 2 – Absent)

4.2. **RECOMMENDATION REPORT (WARD 3)**

**Sign Variance Application to permit one (1) double sided billboard sign with electronic changing copy sign faces**

**765 Dundas Street East**

**Applicant: Pattison Outdoor Advertising**

**File: SGNBLD 17-6915 VAR (W3)**

Nathan Jankowski of Pattison Outdoor Advertising provided an overview of the sign variance application.

Councillor Fonseca spoke to the shape, size and location of the sign and noted she has no issue with the applications approval.

**RECOMMENDATION**

PDC-0063-2019

1. That the report dated September 13, 2019 from the Commissioner of Planning and Building regarding variances to the Sign By-law under File SGNBLD 17-6915 VAR (W3), Pattison Outdoor Advertising, 765 Dundas Street East be received for information.
2. That the request to permit one (1) double sided billboard sign with electronic changing copy sign faces be approved.

<b>Recorded Vote</b>	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie	X			
Councillor S. Dasko	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor P. Saito			X	
Councillor S. McFadden			X	
Councillor G. Carlson	X			

Carried (10, 0, 2 – Absent)

- 4.3. **RECOMMENDATION REPORT (WARD 6)**  
**Official plan amendment application to permit an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and the retention of the existing five storey long term care home**  
**5510 Mavis Road, southwest corner of Mavis Road and Father D'Souza Drive**  
**Owner: Yee Hong Centre for Geriatric Care**  
**File: OZ 19/001 W6**  
**Bill 139**

Johnathan Famme, Development Planner, provided an overview of the application.

Councillor Ras raised a question regarding whether there are building height limitations set by the Ministry of Long-Term Care for seniors housing. In response, Mr. Famme noted he is not aware of any building height limitations.

The following persons spoke:

1. Dr. Joseph Wong, provided an overview of the Yee-Hong Centre and spoke to the language/cultural barriers, emotional and physical needs of Asian seniors. Dr. Wong noted that optimizing the use of land will provide more housing for seniors and assist in alleviating the waiting list for seniors wishing to go into a long-term care facility. Dr. Wong spoke to the need for the community to have more long term care homes for seniors.

2. Barry Morrison, CEO, Barry J. Morrison and Associates, on behalf of the applicant, provided an overview of the site plan highlighting the characteristics of the area and benefits of the project. Mr. Morrison also spoke to the proposed site in relation to the Heartland Town Centre. Mr. Morrison noted it would be challenging to build on top of the existing building.
3. Michael Spaziani, Architect, Michael Spaziani Architect Inc., on behalf of the applicant spoke to the land use of the area and provided an overview of the angular plane study. Mr. Spaziani spoke to Heartland Town Centre and intensification; zoning of the site plan; and noted that the plan respects the immediate neighbourhood and the transitioning principles.
4. Dan Teh, Partner, CXT Architects, on behalf of the applicant spoke to the landscaping of the proposed development; footprints of buildings by height; amenity space; health and wellness area for all seniors to drop in; and the assistant and independent living space.
5. John Alberico, Principal, RWDI, on behalf of the applicant, provided an overview of the shadow and wind study that was done on the proposed site. Mr. Alberico spoke to the minor breaches found on the shadow study; solar harvesting; wind activity and wind mitigation.
6. Ben So, resident, spoke to the challenges faced when looking for long term care housing for his parents and noted the stresses it places on the primary caregiver. Mr. So commented on the benefits of the Yee Hong Centre and requested approval of the plan amendment.
7. Josephine Bau, resident, spoke in support of the application and requested for the plan's approval. Ms. Bau spoke to the needs of seniors in the community and noted that seniors can help the community by volunteering at churches, schools and at the Yee Hong Centre.
8. Andre Mack, resident, spoke in support of the application and made comments on the positive impact the Yee Hong Centre will have on seniors in the community.
9. Fiza Issa, resident, raised concerns regarding the development noting that she is oppose to the Yee Hong Centre being built at that location as it will have a negative impact on residents in the area. Ms. Issa spoke to the following concerns: traffic congestion; parking; lack of sunlight; and the size of the building.

10. Scarlett Chen, resident, commented on the issues with lack of senior housing in City and the need for a centre like Yee Hong in Mississauga to provide care to seniors. Ms. Chen spoke to the concerns raised by staff with the development and raised a question if an agreement could be reached so both parties are content.
11. Agnes Chung, resident, spoke in support of the application noting that the centre will ease congestion in hospitals and spoke to the benefits the centre will have to the City.
12. Peter Yuen, resident, made comments regarding the applications approval and spoke in support of the Yee Hong Centre. Mr. Yuen noted that the City should take into consideration the results of the study's that were conducted to make their decision as it that shows that residents in the area will not be impacted by the building.

Councillor Damerla raised a question regarding whether more floors could be built on top of the existing Yee Hong Centre building. In response, Dan Teh, Partner, CXT Architects, noted that additional floors cannot be added to the existing building due to its structure.

Councillor Parrish made comments on lowering the height of the building and raised concerns regarding the application noting that it will set a bad precedent for neighbourhoods. Councillor Parrish spoke to Ward 5 residents not being invited to meetings; not supporting the application; current traffic issues in the area; and whether the Yee Hong Centre would qualify for its own exit on Mavis Road. In response, Johnathan Famme, Development Planner and Lin Rogers, Project Manager Transportation, noted that a traffic study has not been done as yet and one will be done in the area if the application is approved to determine if the centre will qualify for an exit onto Mavis Road.

Councillor Starr spoke in support of the Yee Hong Centre and to the future need for senior homes. Councillor Starr noted he will be proposing a motion to support the application to allow for the development of the extension of the Yee Hong Centre.

Mayor Crombie and Councillor Damerla spoke in support of the motion; Yee Hong Centre's accomplishments; the need for long-term care facilities and senior housing; height of the building; the importance of culturally appropriate care for seniors; concerns raised by residents; and reducing the height of the building.

RECOMMENDATION

PDC-0064-2019

1. WHEREAS the Recommendation Report dated August 23, 2019 from the Commissioner of Planning and Building recommends the application by Yee Hong Centre for Geriatric Care for Official Plan Amendment to permit an 18 storey seniors' apartment building, 13 storey retirement home/seniors' apartment building, hospice, and retention of the existing 5 storey long term care home, under File OZ 19/001 W6, 5510 Mavis Road, cannot be supported;

AND WHEREAS the Provincial Policy Statement directs municipalities to accommodate an appropriate range and mix of residential uses (including housing for older persons) and institutional uses (including long-term care homes) to meet long term needs;

AND WHEREAS the Provincial Growth Plan's policies are based on key principles including building complete communities, prioritizing intensification, and supporting a range and mix of housing options;

AND WHEREAS the Region of Peel Official Plan seeks to provide for the needs of the Region's changing age structure and allow opportunities for residents to live in their own communities as they age, and making available housing for residents with special needs including provision of accessible housing and appropriate support services;

AND WHEREAS Mississauga Official Plan directs that the City will provide opportunities for the production of housing for those with special needs, such as housing for the elderly;

AND WHEREAS the 2016 population of seniors aged 65 plus in Mississauga was 101,780 people (14% of the population), and is projected to more than double by 2041 to 234,220 people (27% of the population);

AND WHEREAS Yee Hong Centre for Geriatric Care is a well-respected non-profit leader in the provision of senior care in the Greater Toronto Area;

AND WHEREAS the Yee Hong Centre for Geriatric Care currently has a waiting list of 416 individuals in Mississauga;



NOW THEREFORE LET IT BE RESOLVED THAT the application by Yee Hong Centre for Geriatric Care for an official plan amendment to permit a maximum of 18 storey seniors' apartment building, a maximum of a 13 storey retirement home/seniors' apartment building, hospice, and retention of the existing 5 storey long term care home, under File OZ 19/001 W6, 5510 Mavis Road, be approved, and that staff be directed to prepare the official plan amendment for Council's passage.

2. That the twelve oral submissions be received

<b>Recorded Vote</b>	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie	X			
Councillor S. Dasko	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish		X		
Councillor R. Starr	X			
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor P. Saito			X	
Councillor S. McFadden			X	
Councillor G. Carlson	X			

Carried (9, 1, 2 – Absent)

- 4.7. **PUBLIC MEETING INFORMATION REPORT (WARD 7)**  
**Rezoning application to permit four semi-detached homes**  
**2476 and 2482 Confederation Parkway, southwest corner of Dunbar Road and**  
**Confederation Parkway**  
**Owner: 2629604 Ontario Ltd.**  
**File: OZ 19/007 W7**  
**Bill 139**

David Sajecki, Sajecki Planning, provided an overview of the application.

Councillor Damerla made comments supporting the application and requested that in addition to receiving the application, notwithstanding the planning protocol, that staff refer the Recommendation Report and applicable by-laws directly to Council.

**RECOMMENDATION**

PDC-0065-2019

That the report dated September 13, 2019 from the Commissioner of Planning and Building regarding the application by 2629604 Ontario Ltd. to permit four semi-detached homes, under File OZ 19/007 W7, 2476 and 2482 Confederation Parkway, be received for information, and further that notwithstanding planning protocol, that the Recommendation Report and applicable by-laws go directly to Council.

<b>Recorded Vote</b>	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie	X			
Councillor S. Dasko	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac			X	
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor P. Saito			X	
Councillor S. McFadden			X	
Councillor G. Carlson	X			

Carried (9, 0, 3 – Absent)

- 4.4. **REMOVAL OF THE "H" HOLDING SYMBOL FROM ZONING BY-LAW 0225-2007 (WARD 3)**  
**Application to remove the "H" Holding Symbol to permit a 14 storey apartment building and 16 stacked townhomes**  
**4064, 4070 and 4078 Dixie Road, west side of Dixie Road, north of Burnhamthorpe Road East**  
**Owner: Hazelton Development Corp.**  
**File: H-OZ 18/004 W3**

No discussion took place on this item.

**RECOMMENDATION**

PDC-0066-2019

That the report dated September 13, 2019, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding symbol application, under File H-OZ 18/004 W3, Hazelton Development Corp., 4064, 4070 and 4078 Dixie Road, be adopted and that the Planning and Building Department be authorized to prepare the by-law for Council's passage.

<b>Recorded Vote</b>	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie	X			
Councillor S. Dasko	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla			X	
Councillor M. Mahoney			X	
Councillor P. Saito			X	
Councillor S. McFadden			X	
Councillor G. Carlson	X			

Carried (8, 0, 4 – Absent)

- 4.5. **REMOVAL OF THE "H" SYMBOL FROM ZONING BY-LAW 0225-2007 (WARD 3)**  
**Application to remove the "H" Holding Symbol for the extension of Winchester Drive**  
**4560-4570 and 4572 Tomken Road**  
**Owner: DeZen Realty Company Limited**  
**File: H-OZ 18/003 W3**

Councillor Fonseca briefly spoke to the reason for the application.

**RECOMMENDATION**

PDC-0067-2019

That the report dated September 13, 2019, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding symbol application, under File H-OZ 18/003 W3, DeZen Realty Company Limited, 4560-4570 and 4572

Tomken Road, be adopted and that the Planning and Building Department be authorized to prepare the by-law for Council's passage.

<b>Recorded Vote</b>	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie	X			
Councillor S. Dasko	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla			X	
Councillor M. Mahoney	X			
Councillor P. Saito			X	
Councillor S. McFadden			X	
Councillor G. Carlson	X			

Carried (9, 0, 3 – Absent)

- 4.6. **PUBLIC MEETING INFORMATION REPORT (WARD 1)**  
**Rezoning application to permit a 22 storey condominium apartment building with 313 residential units, 3 live/work units and four levels of underground parking 78 Park Street East and 22 – 28 Ann Street, west of Hurontario Street, north of Park Street East**  
**Owner: Edenshaw Ann Developments Limited**  
**File: OZ 19/008 W1**  
**Bill 139**

Dana Anderson, MHBC Planning, provided an overview of the application.

Mansour Kazerouni, IBI Group, provided an overview of the architect, design and site plan proposal.

The following persons spoke:

1. John James, resident, raised concerns with the development and made comments regarding traffic congestion, exposure to sunlight for tenants at his building, pedestrian traffic and transit service.

2. Lila McGregor, resident, raised concerns with the development and spoke to traffic congestion, infrastructure of the area and the lack of a grocery store that is walking distance.
3. A resident of the area raised concerns regarding traffic congestion.

Councillor Dasko spoke to the Port Credit area; traffic impact study; density of the area; home located north of the development site; and the report noting it is being received for information.

Lin Rogers, Project Manager Transportation spoke to the traffic impact and lakeshore corridor study that was conducted noting increasing transit in the area will reduce the use of vehicles.

#### RECOMMENDATION

PDC-0068-2019

1. That the report dated September 13, 2019, from the Commissioner of Planning and Building regarding the application by Edenshaw Ann Developments Limited to permit a 22 storey condominium apartment building with 313 residential units, 3 live/work units and four levels of underground parking, under File OZ 19/008 W1, 78 Park Street East and 22 – 28 Ann Street, be received for information.
2. That the three oral submission be received

<b>Recorded Vote</b>	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie	X			
Councillor S. Dasko	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla			X	
Councillor M. Mahoney	X			
Councillor P. Saito			X	
Councillor S. McFadden			X	
Councillor G. Carlson	X			

Carried (9, 0, 3 – Absent)

4.8. **PUBLIC MEETING INFORMATION REPORT (ALL WARDS)**  
**Potential Zoning By-law Amendments for Accessory Motor Vehicle Sales File: BL.09-MOT (All Wards)**

Jordan Lee, Planner, provided an overview of the report and spoke to the zoning amendments for accessory motor vehicle sales.

Councillor Ras raised the following questions: how the limit of 20 percent of vehicles stored indoors at facilities was reached; whether the industry was solicited for input; and the amount of minor variance applications that are approved by Committee of Adjustment.

Councillor Parrish spoke to reaching out to industry in the area for input and spoke to current motor vehicle sales establishments that are not abiding to the By-law.

Councillor Starr spoke to educating smaller motor vehicle sales establishments and receiving input from the industry and how public input will be received.

Councillor Carlson spoke to permitting gas bars and rental facilities in addition to the sale of vehicles.

In response, Mr. Lee spoke to the 20 percent standard used under the By-law noting that the standard is there to ensure the primary use of the facility is not for motor vehicle sales. Mr. Lee noted that staff will get input from the industry before bringing a report back to Council and spoke to majority of minor variance applicants received being approved.

Lesley Pavan, Director, Development & Design Division, spoke to ways of receiving input from the industry and locating small vehicle sales establishments.

**RECOMMENDATION**

PDC-0069-2019

That the report dated September 13, 2019, from the Commissioner of Planning and Building regarding potential zoning by-law amendments for accessory motor vehicle sales under File BL.09-MOT (All Wards), be received for information.

<b>Recorded Vote</b>	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie			X	
Councillor S. Dasko	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla			X	
Councillor M. Mahoney	X			
Councillor P. Saito			X	
Councillor S. McFadden			X	
Councillor G. Carlson	X			

Carried (8, 0, 4 – Absent)

4.9. **GATEWAY CORPORATE CENTRE CHARACTER AREA - CITY-INITIATED ZONING BY-LAW AMENDMENT - PUBLIC MEETING**

Christian Binette, Planner, provided an overview of the Zoning By-law amendment in the report noting that staff are seeking feedback from residents.

The following persons spoke:

1. Danny Miniskovich, resident, raised concerns whether the existing uses will be permitted if the by-law were changed and how expansion would be affected by the new zoning.
2. Bruce Richmond, resident, raised concerns whether the currently zoned sites will be maintained and grandfathered.

In response, Mr. Binette spoke to changing the wording in the draft to permit recognize the existing zoning provisions for existing sites and limited expansion to existing zoning.

**RECOMMENDATION**

PDC-0070-2019

1. That the submissions made at the public meeting held on October 7, 2019, to consider the report "Gateway Corporate Centre Character Area – City-initiated Zoning By-law Amendment – Public Meeting" dated September 13, 2019, be received; and

2. That staff report back to the Planning and Development Committee on the submissions made, outlining any modifications to the original proposed zoning changes, if necessary.
3. That the two oral submissions be received

<b>Recorded Vote</b>	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie			X	
Councillor S. Dasko			X	
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla			X	
Councillor M. Mahoney	X			
Councillor P. Saito			X	
Councillor S. McFadden			X	
Councillor G. Carlson	X			

Carried (7, 0, 5 – Absent)

#### 4.10. **DRAFT PROVINCIAL POLICY STATEMENT 2019**

No discussion took place on this item.

#### RECOMMENDATION

PDC-0071-2019

1. That the report titled “*Draft Provincial Policy Statement 2019*” from the Commissioner of Planning and Building, dated August 23, 2019, be received for information.
2. That Council endorse positions and comments contained in this report and Appendix 1.
3. That the City Clerk forward the report to the Ministry of Municipal Affairs and Housing.

<b>Recorded Vote</b>	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie			X	
Councillor S. Dasko	X			
Councillor K. Ras	X			



Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla			X	
Councillor M. Mahoney	X			
Councillor P. Saito			X	
Councillor S. McFadden			X	
Councillor G. Carlson	X			

Carried (8, 0, 4 – Absent)

**ADJOURNMENT** – 9:33 PM (Councillor Starr)

**Appendix 6 – Permitted Uses and Accessory Uses in Mississauga Zoning By-law and Consistency with Mississauga Official Plan Policies**

Permitted Uses <sup>1</sup>	Existing Zones					Proposed Additional Zones	
	E1	E2	C3	C5	OS3	Major Office	General Office
Office	✓	✓	✓			✓	✓
Medical Office	✓	✓	✓			✓	✓
Broadcasting/Communication Facility		✓				✓	✓
Manufacturing Facility	✓	✓					
Science and Technology Facility	✓	✓				✓	✓
Truck Terminal		✓					
Warehouse/Distribution Facility	✓	✓					
Wholesaling Facility		✓					
Waste Processing Station		✓					
Waste Transfer Station		✓					
Composting Facility		✓					
Self-Storage Facility		✓					
Contractor Service Shop		✓					
Medicinal Product Manufacturing Facility - Restricted	✓	✓					
Restaurant		✓	✓				
Convenience Restaurant		✓	✓				
Take-out Restaurant		✓	✓				
Commercial School	✓	✓	✓				
Financial Institution	✓	✓	✓				
Veterinary Clinic	✓	✓	✓				

<sup>1</sup> Exception zones will implement modifications to the list of permitted uses as per Mississauga Official Plan policy contained in Section 15.3.3 (Gateway Corporate Centre Special Sites) and Section 15.3.4 (Gateway Corporate Centre Exempt Sites) of the Official Plan.

Permitted Uses <sup>1</sup>	Existing Zones					Proposed Additional Zones	
	E1	E2	C3	C5	OS3	Major Office	General Office
Animal Care Establishment		✓	✓				
Motor Vehicle Repair Facility - Restricted		✓		✓			
Motor Vehicle Rental Facility		✓	✓				
Motor Vehicle Wash Facility - Restricted		✓		✓			
Motor Vehicle Service Station		✓		✓			
Motor Vehicle Sales, Leasing and/or Rental Facility - Commercial Motor Vehicles		✓					
Motor Vehicle Sales, Leasing and/or Rental Facility - Restricted			✓				
Gas Bar		✓		✓			
Banquet Hall/Conference Centre/Convention Centre	✓	✓	✓			✓	✓
Night Club		✓					
Overnight Accommodation	✓	✓	✓			✓	✓
Adult Video Store		✓					
Adult Entertainment Establishment		✓					
Animal Boarding Establishment		✓					
Active Recreational Use	✓	✓					
Body-Rub Establishment		✓					
Beverage/Food Preparation Establishment		✓	✓				
Truck Fuel Dispensing Facility		✓					
Entertainment Establishment	✓	✓	✓				
Recreational Establishment	✓	✓	✓				
Funeral Establishment		✓	✓				
Private Club		✓	✓				
Repair Establishment		✓	✓				

Permitted Uses <sup>1</sup>	Existing Zones					Proposed Additional Zones	
	E1	E2	C3	C5	OS3	Major Office	General Office
Parking Lot		✓					
University/College	✓	✓	✓			✓	✓
Courier/Messenger Service	✓	✓					
Retail Store			✓				
Personal Service Establishment			✓				
Amusement Arcade			✓				
Cemetery					✓		

### Accessory Uses

retail store	farmers markets
restaurant	entertainment and recreational establishments
take-out restaurant	personal service establishment
financial institution	motor vehicle rental facility
veterinary clinic	private club
animal care establishment	courier/messenger service
commercial schools	day care

### Consistency with Mississauga Official Plan Policies

**5.3.4.4** Corporate Centres will include a mix of higher density employment uses. Residential uses and new major retail developments will not be permitted in Corporate Centres.

**5.3.4.8** Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations.

**5.3.4.9** Land uses permitted by this Plan that support commuter needs and support the use of nearby higher order transit facilities in off-peak travel times will be encouraged.

**10.2.4** Within Intensification Areas, ground floor retail uses are encouraged within office buildings. Character Area Policies may identify where ground floor retail uses will be required.

**11.2.7.1** In addition to the Uses Permitted in all Designations, lands designated Office will also permit the following uses:

- a) major office
- b) secondary office
- c) accessory uses

**15.1.1.3** The following uses will not be permitted in freestanding buildings on a Corridor:

- a) financial institution
- b) motor vehicle rental
- c) personal service establishment
- d) restaurant
- e) retail store

**15.1.4.1** Notwithstanding the Office policies of this Plan, the following additional uses will be permitted:

a) Post-secondary educational facilities

**15.3.2.4** Notwithstanding the Office policies of this Plan, the following additional policies will apply:

a) overnight accommodation and conference centres may be permitted

d) accessory retail commercial uses incorporating transparent windows will be encouraged at grade at Major Transit Station Areas for buildings directly fronting Hurontario Street

### Appendix 7 –Regulations for Major Office and General Office Zones

Mississauga Zoning By-law				Mississauga Official Plan <sup>1</sup>
Regulations <sup>2</sup>	Major Office Zone	General Office Zone	Line	Mississauga Official Plan Policies
Minimum lot frontage	30m	30m	1	<p><b>9.2.1.5</b> Small land parcels should be assembled to create efficient development parcels.</p> <p><b>15.3.1.2</b> The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:</p> <p>o) discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels</p>
Minimum front yard	3.0m	3.0m	2	<p><b>9.2.1.19</b> The public realm and the development interface with the public realm will be held to the highest design standards.</p> <p><b>9.2.1.28</b> Built form will relate to and be integrated with the street line, with minimal building setbacks where spatial enclosure and street related activity is desired.</p> <p><b>9.2.1.31</b> Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.</p> <p><b>9.5.4.1</b> Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.</p> <p><b>9.5.4.4</b> Along Corridors where an urban character is</p>

<sup>1</sup> Exception zones will implement modifications to regulations as per Mississauga Official Plan policy contained in Section 15.3.3 (Gateway Corporate Centre Special Sites) and Section 15.3.4 (Gateway Corporate Centre Exempt Sites) of the Official Plan.

<sup>2</sup> The final wording of the regulations will be done in accordance with the format and language of the Zoning By-law.

Mississauga Zoning By-law			Line	Mississauga Official Plan <sup>1</sup>
Regulations <sup>2</sup>	Major Office Zone	General Office Zone		Mississauga Official Plan Policies
				appropriate, buildings should be located close to and aligned with the street to enclose the street. <b>15.3.1.2</b> The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street: i) minimize building setbacks from the street line(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk; street and pedestrian linkages to the public sidewalk
Minimum front setback of the first building erected along Hurontario Street or a street identified in Note (x)	3.0m	3.0m	3	See Line 2.
Maximum setback for a building fronting onto Hurontario Street or a street in Note (x)	5.0m	5.0m	4	In addition to comment 2: <b>15.3.2.4</b> Notwithstanding the Office policies of this Plan, the following additional policies will apply: c) buildings will have a maximum building setback of five metres, however, greater setbacks may be required based on the final design of the light rail transit system
A maximum of 25% of the length of a streetwall of a building may be setback beyond 5.0m for a street identified in Note (x)	✓	✓	5	See Line 4.
Minimum interior side yard	4.5m	4.5m	6	<b>9.2.1.17</b> Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.
Minimum exterior side yard	4.5m	4.5m	7	See Line 6.

Mississauga Zoning By-law			Line	Mississauga Official Plan <sup>1</sup>
Regulations <sup>2</sup>	Major Office Zone	General Office Zone		Mississauga Official Plan Policies
Maximum exterior side yard	7.0m	7.0m	8	<b>9.2.1.4</b> Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.
Minimum rear yard	4.5m	4.5m	9	See Line 6.
Minimum percentage of lot frontage along Hurontario Street to be occupied by a streetwall of a building or structure	80%	66%	10	<b>15.3.2.4</b> Notwithstanding the Office policies of this Plan, the following additional policies will apply: e) in order to achieve a continuous street wall, new development will have a minimum 80 percent of any lot frontage along Hurontario Street within Major Transit Station Areas and 66 percent in areas beyond, occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections.
Minimum percentage of lot frontage along a street identified in Note (x) to be occupied by a streetwall of a building or structure	50%	n/a	11	<b>9.2.1.17</b> Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.
A minimum of 75% of the area of the first storey streetwall of a building facing Hurontario Street shall contain glazing	✓	✓	12	<b>9.2.1.26</b> For non-residential uses, at grade windows will be required facing major streets and must be transparent. <b>9.2.1.25</b> Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.



Mississauga Zoning By-law			Line	Mississauga Official Plan <sup>1</sup>
Regulations <sup>2</sup>	Major Office Zone	General Office Zone		Mississauga Official Plan Policies
				<p><b>9.2.1.19</b> The public realm and the development interface with the public realm will be held to the highest design standards.</p> <p><b>15.3.2.4</b> Notwithstanding the Office policies of this Plan, the additional following policies will apply:</p> <p>d) accessory retail commercial uses incorporating transparent windows will be encouraged at grade at Major Transit Station Areas for buildings directly fronting Hurontario Street</p>
A minimum of 50% of the area of the first storey streetwall of a building facing a street identified in Note (x) shall contain glazing	✓	✓	13	See Line 12.
Each individual unit along Hurontario Street shall have the main front entrance facing Hurontario Street	✓	✓	14	<p><b>9.2.1.24</b> Development will face the street.</p> <p><b>9.2.1.32</b> Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.</p> <p><b>15.3.1.2</b> The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:</p> <p>e) orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the streetscape</p>
Minimum building height	12m and 3 stories	8m and 2 stories	15	<b>15.1.1.2</b> Lands on a Corridor or within a Major Transit Station Area will be subject to the two storey height minimum. Local area plans or planning studies may establish maximum height requirements.

Mississauga Zoning By-law				Mississauga Official Plan <sup>1</sup>
Regulations <sup>2</sup>	Major Office Zone	General Office Zone	Line	Mississauga Official Plan Policies
				<p><b>15.3.2.4</b> Notwithstanding the Office policies of this Plan, the following additional policies will apply:</p> <p>b) at Major Transit Station Areas, buildings will be a minimum of three storeys but will be encouraged to be higher</p>
Minimum first storey height	5m	4.5m	16	<p><b>10.4 Retail</b> Within Corporate Centres, retail uses in conjunction with office developments will be encouraged in order to provide services to local businesses and employees. New freestanding retail uses will not be permitted.</p> <p><b>10.4.2</b> Retail uses will be permitted within Corporate Centres, where they support employment uses and employees. Character Area policies will identify appropriate locations and types of uses.</p> <p><b>15.3.2.4</b> Notwithstanding the Office policies of this Plan, the following additional policies will apply:</p> <p>d) accessory retail commercial uses incorporating transparent windows will be encouraged at grade at Major Transit Station Areas for buildings directly fronting Hurontario Street; and</p>
Minimum floor space index	0.5	0.5	17	<p><b>5.3.4.8</b> Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations.</p> <p><b>5.4.13</b> Low density residential development will be discouraged from locating within Intensification Corridors.</p> <p><b>5.5.8</b> Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.</p>

Mississauga Zoning By-law			Line	Mississauga Official Plan <sup>1</sup>
Regulations <sup>2</sup>	Major Office Zone	General Office Zone		Mississauga Official Plan Policies
				<b>10.1.8</b> Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, Major Transit Station Areas and Corridors.
Minimum depth of landscaped buffer for collector roads and minor roads	4.5m	4.5m	18	<p><b>9.5.2.11</b> Site development will be required to:</p> <p>b) provide enhanced streetscape</p> <p>c) provide landscaping that complements the public realm</p> <p><b>9.5.4.1</b> Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.</p> <p><b>9.5.4.2</b> An attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.</p>
Minimum distance from a loading space to the streetline	10.0m	10.0m	19	<p><b>9.5.4.2</b> An attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.</p>
Minimum distance from a surface parking space and/or parking area to Hurontario Street	10.0m	n/a	20	<p><b>9.5.4.2</b> An attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.</p> <p><b>15.3.1.2</b> The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:</p> <p>f) locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street. As sites develop/redevelop, parking should be</p>

Mississauga Zoning By-law			Line	Mississauga Official Plan <sup>1</sup>
Regulations <sup>2</sup>	Major Office Zone	General Office Zone		Mississauga Official Plan Policies
				structured and preferably, underground. Transportation demand management measures will be encouraged
Minimum setback of an above grade parking structure to Hurontario Street	30.0m	30.0m	21	<b>9.5.5.1</b> Parking should be located underground, internal to the building or to the rear of buildings. <b>9.5.5.2</b> Above grade parking structures should be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure.
Driveways, internal roads and aisles may be shared with abutting lands	10.0m	10.0m	22	<b>9.2.1.6</b> Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.
Accessory uses shall be contained within a building or structure used for a main permitted use	✓	✓	23	<b>11.2.7.3</b> All accessory uses should be on the same lot and clearly subordinate to the functioning of the permitted use. <b>15.1.1.4</b> Within a Corridor all accessory uses must be in the same building as the principal use.
Maximum gross floor area that can be used for an accessory use listed in Appendix 6	30%	20%	24	<b>10.2.4</b> Within Intensification Areas, ground floor retail uses are encouraged within office buildings. Character Area Policies may identify where ground floor retail uses will be required. <b>11.2.7.2</b> Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area. <b>15.3.2.4</b> Notwithstanding the Office policies of this Plan, the following additional policies will apply: d) accessory retail commercial uses incorporating transparent windows will be encouraged at grade at Major Transit Station Areas for buildings directly fronting Hurontario Street
In addition to the accessory uses listed in Appendix 6, maximum	20%	20%	25	<b>11.2.7.2</b> Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.

Mississauga Zoning By-law			Line	Mississauga Official Plan <sup>1</sup>
Regulations <sup>2</sup>	Major Office Zone	General Office Zone		Mississauga Official Plan Policies
gross floor area that can be used for manufacturing and associated uses, such as warehousing and distribution, for buildings that do not have frontage onto Hurontario Street				
Buildings with property frontage at intersections with an LRT station shall contain accessory uses listed in Appendix 6 comprising at least 10% of the ground floor gross floor area	✓	n/a	26	<p><b>10.2.4</b> Within Intensification Areas, ground floor retail uses are encouraged within office buildings. Character Area Policies may identify where ground floor retail uses will be required.</p> <p><b>15.3.2.4</b> Notwithstanding the Office policies of this Plan, the following additional policies will apply:</p> <p>d) accessory retail commercial uses incorporating transparent windows will be encouraged at grade at Major Transit Station Areas for buildings directly fronting Hurontario Street</p>

Note (x): This regulation applies to the lot lines abutting Derry Road East, Derry Road West, Courtneypark Drive East, Courtneypark Drive West, Britannia Road East, Britannia Road West, Matheson Boulevard East and Matheson Boulevard West.

## Summary of Applicable Policies and Regulatory Documents

The proposed zoning amendment has been evaluated against Provincial Plans and policies as well as the Regional Official Plan and those contained in the Mississauga Official Plan (MOP).

The following table summarizes the policy documents that affect these amendments. The following table is a preliminary assessment of MOP policies against provincial and regional planning tools and the proposed zoning amendment.

Policy Document	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
<b>Provincial Policy Statement (PPS), 2014</b>	The existing policies of MOP are consistent with the PPS.	The proposed amendments are consistent with the PPS.
<b>A Place to Grow: Growth Plan for the Greater Golden Horseshoe , 2019 (Growth Plan)</b>	Mississauga Official Plan is in general conformity with the <i>Growth Plan</i> ; however, certain aspects are undergoing conformity exercises to reflect the new changes in the <i>Growth Plan</i> .	The proposed amendments are in conformity with the <i>Growth Plan</i> .
<b>Greenbelt Plan, 2017</b>	n/a	n/a
<b>Parkway Belt Plan, 1978</b>	n/a	n/a
<b>Region of Peel Official Plan, 1996</b>	The existing policies of MOP conform to the ROP.	The proposed amendments are exempt from Regional approval.
<b>Mississauga Official Plan, 2011</b>	<p>The vision for Gateway Corporate Centre is for a prestigious office employment area along the northern stretch of the Hurontario LRT Corridor. As the main north-south LRT Corridor in the city, the policies of the Official Plan seek to promote a high quality urban design and built form that reinforce and enhance the image of Hurontario Street. The policies aim to create a safe and walkable environment by completing the pedestrian network, promoting an attractive public realm along key streets and within public spaces, and directing parking to the rear of the property away from the street frontage.</p> <p>It is intended that the Gateway area will transform from an auto-oriented built form to a more transit-supportive built form. To guide this transition, the Official Plan relies on a mix of general and prescriptive policies. Prescriptive policies contain detailed land use and regulation requirements to achieve transit-supportive objectives.</p>	<p>The existing Zoning By-law does not contain an appropriate zone to achieve the goals and objectives of the Official Plan for the Gateway area. The proposed amendment to the Zoning By-law will introduce two (2) new transit-supportive Office zones – Major Office and General Office. These zones will implement the established vision for Gateway Corporate Centre and correspond to the Office designation introduced by MOPA 25. Properties that were not re-designated in MOPA 25 will retain their existing zoning. The two (2) new Office zones contain uses that align with the Official Plan vision of a prestigious office employment area along the Hurontario LRT Corridor. This includes permitted uses and accessory uses. The prescriptive policies contained in the Official Plan are reflected in the two (2) new Office zones.</p>

**Consistency with Provincial Policy Statement**

The *Provincial Policy Statement* 2014 (PPS) is issued under Section 3 of the *Planning Act*. All decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies. In addition, the table provides an assessment as to how the

proposed amendment is consistent with PPS and MOP policies (i.e. "City Initiated Proposal" column). Only key policies relevant to the proposed amendment have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

**Consistency with the PPS Analysis**

<b>Section No.</b>	<b>Provincial Policy Statement (PPS) 2014</b>	<b>Mississauga Official Plan (MOP) Policies 2011</b>	<b>City Initiated Proposal</b>
<b>1.0 Building Strong Healthy Communities</b>			
1	<p><b>General Statement of Intent:</b> Promoting efficient land use and development patterns are important to sustainable, liveable, healthy and resilient communities, protecting the environment, public health and safety and facilitating economic growth.</p>	<p>MOP provides policies for efficient land use patterns by directing growth to key strategic locations, including along Intensification Corridors such as Dundas Street (Chapter 5 – Direct Growth). A multi-modal transportation system will promote sustainable, active modes of transportation (Chapter 8 – Create a Multi-Modal City). Mississauga will achieve a sustainable urban form, with high quality urban design and a strong sense of place (Chapter 9 – Build a Desirable Urban Form). Mississauga will promote office and employment uses within Intensification Areas (Chapter 10 – Foster a Strong Economy).</p>	<p>This zoning amendment is part of a broader City strategy to direct growth to key Intensification Areas, including the Gateway Corporate Centre, where investments in rapid transit and infrastructure can be optimized to improve commutes, encourage healthy, active communities and plan for climate change.</p>
<i>1.1 Managing and directing land use to achieve efficient and resilient development and land use patterns</i>			
2	<p>Relevant Policies: 1.1.1: Promote efficient development and land use patterns, accommodate a range of employment uses and promote development patterns and standards that consider the impacts of a changing climate. 1.1.3.2: Land use patterns will efficiently use land and resources, support active transportation and are transit-supportive where</p>	<p>Section 5.1: Forecast growth will be directed to appropriate locations to optimize existing and planned services and infrastructure, including transit. Growth will be directed to Intensification Areas. Mississauga promotes compact, mixed use development that is transit supportive in appropriate locations. Section 5.5: Employment density should be sufficiently high to support planned transit usage with</p>	<p>The zoning amendment will implement height minimums and use permissions that will promote transit-supportive densities that are appropriate for the Hurontario LRT. Zoning regulations will also implement appropriate development standards that:</p> <ul style="list-style-type: none"> <li>Require active, ground floor accessory uses at intersections with an LRT station to serve</li> </ul>

Section No.	Provincial Policy Statement (PPS) 2014	Mississauga Official Plan (MOP) Policies 2011	City Initiated Proposal
	<p>transit is planned.</p> <p>1.1.3.4: Appropriate development standards for intensification and redevelopment should be promoted.</p> <p>1.1.3.5: Minimum targets for density and intensification shall be established. Where they exist, provincial targets shall be considered the minimum.</p>	<p>major office development encouraged in Corporate Centres, Intensification Areas and MTSAs. Low density development will be discouraged. Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. Development will promote the qualities of complete communities.</p> <p>9.1.2 Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>9.2.1.4: Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.</p>	<p>office employees and add to the vibrancy of Hurontario Street</p> <ul style="list-style-type: none"> <li>• Implement minimum heights</li> <li>• Require a consistent streetwall condition that is human scaled with minimal gaps between buildings</li> <li>• Implement appropriate setbacks for ground floor animation along Hurontario Street</li> <li>• Direct parking and loading spaces to the rear of the property away from the pedestrian realm</li> </ul>
<i>1.3 Employment</i>			
3	<p>Relevant Policies:</p> <p>1.3.2.1: Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.</p>	<p>5.1.8: Mississauga will protect employment lands to allow for a diversity of employment uses.</p> <p>Section 5.3: Corporate Centres are Intensification Areas. Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations, and will include a mix of higher density employment uses. Residential uses and new major retail developments will not be permitted in Corporate Centres.</p>	<p>The zoning amendment will only permit employment uses as the main permitted use.</p>
<i>1.6 Infrastructure and Public Service Facilities</i>			
4	<p>Relevant Policies:</p> <p>1.6.7.2: Efficient use of existing and planned infrastructure, including through transportation demand management strategies, where feasible.</p> <p>1.6.7.4: A land use pattern, density and mix of uses should be promoted that minimize travel by vehicular means and support transit and active transportation.</p> <p>1.6.7.5: Integration of transportation and land use planning.</p>	<p>In addition to comment 2:</p> <p>Section 5.4: Development on Corridors should be compact, mixed use and transit friendly and appropriate to the surrounding context.</p> <p>8.1.7: Mississauga will create a well-connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas.</p> <p>MOP identifies Hurontario Street as an Intensification Corridor in Schedule 6 and the site of future MTSAs in Schedule 2. The Gateway Corporate Centre is also an Intensification Area.</p>	<p>The zoning amendment will ensure uses and a built form that are transit-supportive and promote the viability of active transportation that:</p> <ul style="list-style-type: none"> <li>• Require active, ground floor accessory uses at intersections with an LRT station to serve office employees and add to the vibrancy of Hurontario Street</li> <li>• Implement minimum heights</li> <li>• Require a consistent streetwall condition that is human scaled with minimal gaps between buildings</li> </ul>



<b>Section No.</b>	<b>Provincial Policy Statement (PPS) 2014</b>	<b>Mississauga Official Plan (MOP) Policies 2011</b>	<b>City Initiated Proposal</b>
	<p>1.6.8.3: New development should be compatible and supportive of the long-term transportation objectives of existing or planned corridors.</p> <p>1.6.9.1: Airports shall be protected from incompatible land uses and development by prohibiting residential and sensitive land uses.</p>	<p>6.10.2.4: Residential and other sensitive land uses within the Airport Operating Area will not be permitted as a principal or an accessory use except daycare facilities accessory to an employment use in the Corporate Centre Character Area, on lands located below the 35 noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour.</p>	<ul style="list-style-type: none"> <li>• Implement appropriate setbacks for ground floor animation along Hurontario Street</li> <li>• Direct parking and loading spaces to the rear of the property away from the pedestrian realm</li> </ul> <p>Sensitive land uses are not permitted with the exception of accessory daycare facilities.</p>
<b>1.7 Long-Term Economic Prosperity</b>			
5	<p>1.7.1 Long-term economic prosperity should be supported by optimizing the long term availability and use of land and encouraging a sense of place through a well-designed built form.</p>	<p>In addition to comment 3: Section 5.5: Employment density should be sufficiently high to support planned transit usage with major office development encouraged in Corporate Centres, Intensification Areas and MTSA's. Low density development will be discouraged. Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. Development will promote the qualities of complete communities.</p>	<p>See comments 3 and 4.</p>
<b>1.8 Energy Conservation, Air Quality and Climate Change</b>			
6	<p>Relevant Policies: 1.8.1: Planning authorities will support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation through land use and development patterns which promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit; and focus major employment land uses on sites which are well served by existing or planned transit.</p>	<p>Section 5.3: Corporate Centres are Intensification Areas. Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations, and will include a mix of higher density employment uses. Residential uses and new major retail developments will not be permitted in Corporate Centres. Land uses that support commuter needs and support the use of nearby higher order transit facilities in off-peak travel times will be encouraged. Character Area policies will address the mix of business uses and density requirements within each Corporate Centre. Section 5.5: Employment density should be sufficiently high to support planned transit usage with major office development encouraged in Corporate Centres, Intensification Areas and MTSA's. Low density development will be discouraged. Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and</p>	<p>See comment 1.</p>

Section No.	Provincial Policy Statement (PPS) 2014	Mississauga Official Plan (MOP) Policies 2011	City Initiated Proposal
		identify appropriate densities, land uses and building heights. Development will promote the qualities of complete communities.	
<b>4.0 Implementation and Interpretation</b>			
7	<p><b>General Statement of Intent:</b> Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.</p> <p>4.2 Decisions of the council of a municipality shall be consistent with the Provincial Policy Statement.</p> <p>4.7 The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement.</p>	As outlined in the table, relevant MOP policies are consistent with the PPS.	The policies of MOP and the proposed amendments are consistent with relevant policies of the <i>Provincial Policy Statement</i> as outlined in this table.

### Conformity with *Growth Plan 2019*

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (*Growth Plan*) (2019) was issued under Section 7 of the *Places to Grow Act*. All decisions affecting lands within this area will conform to this Plan.

The following table has been prepared to demonstrate how MOP policies conform to the relevant *Growth Plan* policies. In addition the table provides an assessment as to how the proposed amendments conform to *Growth Plan* and MOP policies (i.e. “City Initiated Proposal” column). Only key policies

relevant to the proposed amendment have been included, and the table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the *Growth Plan 2006*. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new *Growth Plan 2019*. The proposed policies have been reviewed against *Growth Plan 2019* policy direction to ensure conformity.

### Conformity with the *Growth Plan* Analysis

Section No.	<i>A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019</i>	Mississauga Official Plan (MOP) Policies, 2011	City Initiated Proposal
	<b>1. Introduction</b>		
	<b>1.1 The Greater Golden Horseshoe</b>		
1	<p><b>General Statement of Intent:</b> The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, employment, healthy communities, aging, and climate change.</p>	<p>MOP recognizes that Mississauga’s sustained population and employment growth will continue to present both challenges and opportunities that need to be addressed through an appropriate growth management strategy (section 4.3). The Official Plan focuses on the strategic management of growth and change through the integration of land use, transportation and design objectives. It includes promoting growth in locations where it is financially sustainable and where it can be developed in compact efficient forms, supported by existing and planned infrastructure (section 4.4). Mississauga will also provide a range of mobility options for all ages and abilities (section 4.4). Growth is also to be directed to locations that will be supported by higher order transit (section 4.5). Mississauga will support the creation of complete, healthy communities and build a multi-modal city (section 4.5).</p>	<p>This zoning amendment is part of a broader City strategy to direct growth to key Intensification Areas, including the Gateway Corporate Centre, where investments in rapid transit and infrastructure can be optimized to improve commutes, encourage healthy, active communities and plan for climate change.</p>
	<b>1.2 The Growth Plan for the Greater Golden Horseshoe</b>		
2	<p>The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported</p>	<p>The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural</p>	<p>This zoning amendment will implement the City’s vision for the Gateway Corporate Centre of a</p>

	by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	heritage resources and its established stable neighbourhoods (Chapter 4 - Vision).	prestigious, transit-supportive office employment area.
<b>1.2.1 Guiding Principles</b>			
3	The policies of this Plan are based on the following principles: a) Complete communities; b) Prioritize intensification; c) Provide flexibility to capitalize on new economic and employment opportunities; d) Support a range and mix of housing options; e) Integrate land use planning and investment in infrastructure; f) Provide different approaches to manage growth that recognize diversity of communities; g) Protect natural heritage, hydrologic, landforms; h) Conserve and promote cultural heritage; i) Integrate climate change considerations.	The guiding principles of the <i>Growth Plan</i> are incorporated into MOP and include the following: Chapter 5 – Direct Growth - prioritize intensification; provide different approaches to manage growth that recognize diversity of communities; integrate land use planning and investment in infrastructure. Chapter 7 – Complete Communities - complete communities; support a range and mix of housing options; conserve and promote cultural heritage. Chapter 8 – Multi-modal City – Build an interconnected, convenient and fast network of rapid transit routes and pedestrian/cycling infrastructure. Chapter 9 – Achieve a sustainable urban form with high quality urban design and a strong sense of place that is culturally vibrant, attractive, liveable and functional. Chapter 10 - The urban system supports the business community by promoting office and employment uses within Intensification Areas, while preserving lands for a variety of activities and extensive employment functions.	Changes to the Zoning By-law will assist in achieving the City' intensification goals by requiring a transit-supportive, compact built form in the Gateway Corporate Centre.
<b>1.2.2 Legislative Authority</b>			
4	All decisions made on or after May 16, 2019 will conform with this Plan.	As illustrated through this table, MOP generally conforms to the <i>Growth Plan</i> .	As the decision on the amendments will occur after May 16, 2019, it must conform to the <i>Growth Plan</i> 2019.
<b>1.2.3 How to Read this Plan</b>			
5	<b>General Statement of Intent:</b> Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan.	MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable provincial planning documents.	The proposed amendments have been reviewed accordingly.
<b>2. Where and How to Grow</b>			
<b>2.1 Context</b>			
6	This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.	Policies in MOP are intended to achieve an attractive, comfortable and functional public realm and are composed of public lands with a focus on streets and boulevards and edges of private properties as they are visible from, and as they interface with the public streets (section 9.1).	A more transit-supportive compact built form will support the City's intensification goals along Hurontario Street and increase the modal share for transit and active transportation in the Gateway area.
<b>2.2 Policies for Where and How to Grow</b>			

<i>2.2.1 Managing Growth</i>			
7	<p>Relevant Policies:</p> <p>2.2.1.2: Within settlement areas, growth will be directed to strategic growth areas and locations within existing or planned transit, with a priority on higher order transit where it exists or is planned</p> <p>2.2.1.3: Municipalities will undertake integrated planning to manage growth which will provide direction for an urban form that will optimize transit corridors through a more compact built form.</p> <p>2.2.1.4: Applying the policies of this Plan will support the achievement of complete communities that expand access to a range of transportation options, including options for the safe, comfortable and convenient use of active transportation, provide for a more compact built form and a vibrant public realm and mitigate and adapt to climate change impacts.</p>	<p>Section 5.1: Forecast growth will be directed to appropriate locations to optimize existing and planned services and infrastructure, including transit. Growth will be directed to Intensification Areas. Mississauga promotes compact, mixed use development that is transit supportive in appropriate locations.</p>	<p>This zoning amendment will implement zoning regulations that promote a compact, transit-supportive and pedestrian friendly built form for properties in the Gateway area.</p>
<i>2.2.2 Delineated Built-up Areas</i>			
8	<p>Relevant Policies:</p> <p>2.2.1.3: Municipalities will develop a strategy to achieve the minimum intensification target which will identify strategic growth areas and recognize them as a key focus for development; identify the appropriate type and scale of development in strategic growth areas; ensure lands are zoned and development is designed in a way that supports the achievement of complete communities; and be implemented through official plan policies and designations, updated zoning and other supporting documents.</p>	<p>In addition to comment 7:</p> <p>Section 5.5: Employment density should be sufficiently high to support planned transit usage with major office development encouraged in Corporate Centres, Intensification Areas and MTSAs. Low density development will be discouraged. Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. Development will promote the qualities of complete communities.</p> <p>9.1.2 Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>9.2.1.4: Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.</p>	<p>In addition to comment 7, this zoning amendment is a key implementation tool to support the approved Official Plan policies and designations.</p>
<i>2.2.4 Transit Corridors and Station Areas</i>			
9	<p>Relevant Policies:</p> <p>2.2.4.1: The priority transit corridors shown in</p>	<p>In addition to comment 8:</p> <p>Section 5.4: Development on Corridors should be</p>	<p>The Province has identified Hurontario Street as a priority transit corridor and has set out specific</p>

	<p>Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas, including zoning in a manner that implements the policies of this Plan.</p> <p>2.2.4.2: Upper tier municipalities will delineate the boundaries of major transit station areas that maximize the size of the area and the number of potential transit users that are within walking distance.</p> <p>2.2.4.3: Major transit station areas will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit.</p> <p>2.2.4.6: Within major transit station areas, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited.</p> <p>2.2.4.8: All major transit station areas will be planned to be transit supportive.</p>	<p>compact, mixed use and transit friendly and appropriate to the surrounding context. Land uses and building entrances will be oriented to the Corridor and buildings will be subject to a 2 storey minimum height. Hurontario Street is identified as an Intensification Corridor. LRT stations along Hurontario Street are a form of Major Transit Station Area identified in Schedule 2 of the Official Plan. Land use and design policies and the delineation of Corridor boundaries will be determined through local area reviews.</p> <p>11.2.7.1: In addition to the Uses Permitted in all Designations, lands designated Office will also permit the following uses: a. major office; b. secondary office; and c. accessory uses.</p> <p>11.2.7.2: Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.</p> <p>11.2.7.3: All accessory uses should be on the same lot and clearly subordinate to the functioning of the permitted use.</p> <p>15.1.1.2: Lands on a Corridor or within a Major Transit Station Area will be subject to the two storey height minimum. Local area plans or planning studies may establish maximum height requirements.</p> <p>15.1.1.3: The following uses will not be permitted in freestanding buildings on a Corridor: a. financial institution; b. motor vehicle rental; c. personal service establishment; d. restaurant; and e. retail store.</p> <p>15.1.1.4: Within a Corridor all accessory uses must be in the same building as the principal use.</p> <p>15.1.4.1: Notwithstanding the Office policies of this Plan, the following additional uses will be permitted: a. Post-secondary educational facilities.</p> <p>15.3.2.4 Notwithstanding the Office policies of this Plan, the following additional policies will apply: a) overnight accommodation and conference centres may be permitted b) at Major Transit Station Areas, buildings will be a minimum of three storeys but will be encouraged to be higher c) buildings will have a maximum building setback of five metres, however, greater setbacks may be required based on the final design of the light rail transit system</p>	<p>transit-supportive goals to be achieved along this corridor, including the delineation of Major Transit Station Areas (MTSA). Mississauga Official Plan Corporate Centre policies also require transit-supportive uses. These uses are listed in the Official Plan and reflected in this zoning amendment. Major Office zones are located nearer to Hurontario LRT stations, and as such, have higher pedestrian-related requirements. In particular, the zoning amendment will require that:</p> <ul style="list-style-type: none"> <li>• accessory uses be incorporated in the same building as the permitted use</li> <li>• building heights be a minimum of 3 stories for Major Office and 2 stories for General Office</li> <li>• the streetwall of a development constitutes 80% of any lot frontage onto Hurontario street for Major Office and 66% for General Office</li> </ul> <p>Currently, the Region is working to delineate the Major Transit Station Area boundaries, including for transit stations located along Hurontario Street. After MTSA's are delineated, further zoning changes may be required.</p>
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		<p>d) accessory retail commercial uses incorporating transparent windows will be encouraged at grade at Major Transit Station Areas for buildings directly fronting Hurontario Street</p> <p>e) in order to achieve a continuous street wall, new development will have a minimum 80 percent of any lot frontage along Hurontario Street within Major Transit Station Areas and 66 percent in areas beyond, occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections.</p>	
<i>2.2.5 Employment</i>			
<p>10</p>	<p>Relevant Policies:                  2.2.5.1: Economic development and competitiveness will be promoted by making more efficient use of employment areas, planning to better connect areas with high employment densities to transit and integrating and aligning land use planning and economic development goals and strategies.                  2.2.5.2: Major office will be directed to major transit station areas.                  2.2.5.3: Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.                  2.2.5.4: In planning for employment, development of a transit-supportive built form will be facilitated.                  2.2.5.7: Plan for employment areas by prohibiting residential uses; prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use; and, prohibiting major retail uses.                  2.2.5.13: Upper-tier municipalities will establish minimum density targets for employment areas that reflect opportunities for intensification on sites that support active transportation and are served by existing or planned transit; and will be implemented through official plan policies and designations and zoning by-laws.</p>	<p>5.1.8: Mississauga will protect employment lands to allow for a diversity of employment uses.                  Section 5.3: Corporate Centres are Intensification Areas. Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near higher order transit stations, and will include a mix of higher density employment uses. Residential uses and new major retail developments will not be permitted in Corporate Centres. Land uses that support commuter needs and support the use of nearby higher order transit facilities in off-peak travel times will be encouraged. Character Area policies will address the mix of business uses and density requirements within each Corporate Centre.                  5.5.10: Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas.                  Section 10.1: Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, Major Transit Station Areas and Corridors. Residential uses will not be prohibited within Corporate Centres.                  Section 10.2: Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres and Intensification Corridors. Within Intensification Areas, ground floor retail uses are encouraged within office buildings.</p>	<p>Mississauga Official Plan Corporate Centre policies require transit-supportive uses. These uses are listed in the Official Plan and reflected in this zoning amendment.                  Retail uses are permitted at-grade to support office employees and contribute to the animation of Hurontario Street.</p>

		Character Area Policies may identify where ground floor retail uses will be required. 10.4.2 Retail uses will be permitted within Corporate Centres, where they support employment uses and employees. Character Area policies will identify appropriate locations and types of uses.	
<b>3. Infrastructure to Support Growth</b>			
<b>3.1 Context</b>			
11	This Plan provides the framework to guide and prioritize infrastructure planning and investments in the GGH to support and accommodate forecasted growth to the horizon of this Plan and beyond. The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan.	The City will create a multi-modal transportation system that integrates infrastructure investment with land use planning. This includes consideration of the environment and broader provincial planning goals related to directing growth to strategic growth areas and building complete communities.	The zoning amendment will implement the policies of MOPA 25 and ensure a supportive land use planning framework for this key Intensification Area along the Hurontario LRT Corridor.
<b>3.2 Policies for Infrastructure to Support Growth</b>			
<i>3.2.1 Integrated Planning</i>			
12	3.2.1.2 Infrastructure planning, land use planning and infrastructure investment will be co-ordinated to implement this Plan.	Mississauga will create a well-connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas (8.1.7). MOP identifies Hurontario Street as an Intensification Corridor in Schedule 6 and the site of future MTSAs in Schedule 2. The Gateway Corporate Centre is also an Intensification Area.	See comment 11.
<i>3.2.2 Transportation – General</i>			
13	3.2.2.1 Transportation system planning, land use planning and transportation investment will be co-ordinated to implement this Plan.	See comment 12.	See comment 11.
<i>3.2.5 Infrastructure Corridors</i>			
14	Relevant Policies: 3.2.5.2 The planning, location and design of planned corridors and the land use designations along these corridors will support the policies of this Plan, in particular that development is directed to settlement areas.	MOP policies conform to the <i>Growth Plan</i> and direct growth to key Intensification Areas to accommodate provincial growth plan targets. Intensification Corridors, including Hurontario Street, are a key element of the City's urban hierarchy and are intended to accommodate compact, transit-supportive development.	The Province has identified Hurontario Street as a priority transit corridor and has set out specific transit-supportive goals to be achieved along this corridor, including the delineation of Major Transit Station Areas (MTSA). Mississauga Official Plan Corporate Centre policies also require transit-supportive uses. These uses are listed in the Official Plan and reflected in this zoning amendment.
<b>5. Implementation and Interpretation</b>			
15	<b>Statement of Intent:</b>	MOP must conform to the hierarchy of policy and	Not directly applicable to the proposed amendments.



	<p>Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider the impact of the decision as it relates to the policy of the <i>Growth Plan</i>.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement the plan, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>	<p>legislation at the federal, provincial, regional and municipal levels. In particular, provincial policy initiatives provide strong direction for the growth management and development strategies (Section 2.0)</p>	<p>A comprehensive review of MOP will address the changing and evolving legislative and policy framework set out by the Province and the Region. The amendments, as proposed, are in conformity with the Growth Plan.</p>
<i>5.2.5 Targets</i>			
16	<p>Relevant Policies: 5.2.5.6: In planning to achieve minimum intensification and density targets in this Plan, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a higher quality public realm and compact built form.</p>	<p>Section 9.2: Mississauga will encourage a high quality, compact and urban built form that distinguishes the significance of Intensification Areas. Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. Buildings should have active façades. Blank building walls will not be permitted facing principal street frontages and intersections, and transparent, at-grade windows will be required facing major streets. The built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. Primary entry points shall provide direct access to the public sidewalk, pedestrian connections and transit facilities. Parking lots and structures should not be located adjacent to major streets.</p> <p>Section 9.4: A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors. Development will support transit and active transportation by locating buildings at the street edge; requiring front doors that open to the public street; and ensuring active/animated building façades and high quality architecture.</p> <p>Section 9.5: Buildings must clearly address the street with principal doors and fenestrations facing the street in order to ensure main building entrances and</p>	<p>The proposed zoning amendment is a key tool to implementing urban design and site design official plan policies that direct development of a higher quality public realm and compact built form. This will be achieved through regulations that will:</p> <ul style="list-style-type: none"> <li>• Require active, ground floor accessory uses at intersections with an LRT station to serve office employees and add to the vibrancy of Hurontario Street</li> <li>• Implement minimum heights</li> <li>• Require a consistent streetwall condition that is human scaled with minimal gaps between buildings</li> <li>• Implement appropriate setbacks for ground floor animation along Hurontario Street</li> <li>• Direct parking and loading spaces to the rear of the property away from the pedestrian realm</li> <li>• Permit transit-supportive uses – e.g. office, banquet halls, hotels, science and technology facilities</li> </ul>

		<p>at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk; provide strong pedestrian connections and landscape treatments that link the buildings to the street; and ensure public safety. Buildings should avoid blank street wall conditions. It will be the responsibility of proponents of development applications to comply with Airport height restrictions. An attractive and comfortable public realm will be created in part by buffering of parking, loading and storage areas. The sharing and reduction of access points/driveways will be encouraged to promote pedestrian safety and provide the opportunity for a continuous streetscape. Along Corridors where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street. Parking should be located underground, internal to the building or to the rear of buildings. Service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.</p>	
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**Region of Peel Official Plan**

The City Initiated Proposal does not require an amendment to the Region of Peel Official Plan. The proposed amendments were circulated to the Region.

The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form

and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

MOP, which was approved by the Region of Peel on September 22, 2011, is the primary municipal instrument used to evaluate these amendments.

City of Mississauga  
**Corporate Report**



<p>Date: 12/06/2019</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's files: CD.04-DUN</p>
<p>From: Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building</p>	<p>Meeting date: 1/13/2020</p>

## Subject

### **RECOMMENDATION REPORT (WARDS 1, 2, 3, 4, 6, 7, 8)**

#### **Recommendation Report – Dundas Street Right-of-Way (ROW) Mississauga Official Plan Amendment**

## Recommendation

1. That the report titled “Recommendation Report – Dundas Street Right-of-Way (ROW) Mississauga Official Plan Amendment” dated December 6, 2019 from the Commissioner of Planning and Building recommending approval of the Official Plan Amendment, be adopted.
2. That an Official Plan Amendment to the Mississauga Official Plan (MOP) be prepared in accordance with the proposed changes in Appendix 1 of this report.

## Background

In 2018, City Council endorsed the final Dundas Connects Master Plan, herein referred to as “the Plan”. The Plan is a combined land use and transportation study for the City’s Dundas Street corridor. The Plan makes high-level land use and transportation recommendations to guide future development along the corridor, and implement transit and public realm improvements.

Since 2018, Staff have begun the process of implementing the Plan’s recommendations. The Official Plan Amendment to widen the Dundas Street ROW from generally 35 m to 40-42 m across most of the City will protect the planned corridor from encroachment resulting from new development. The Official Plan Amendment was presented at the public meeting on November 11, 2019 – see Appendix 1 for the Public Meeting Information Report.

Implementation of land use policy recommendations, including potential employment land conversions, will proceed once the Region of Peel has finalized its growth allocation targets and employment land needs assessment for the three local municipalities.

## Comments

The purpose of this report is to summarize and address the comments received from the community, departments and agencies. Complete comment submissions are attached as Appendix 2.

### **Public Meeting**

The statutory public meeting was held on November 11, 2019. The statutory public meeting was advertised on the City's Dundas Connects webpage, in the Mississauga News newspaper on October 17, 2019 and by email to over 500 Dundas Connects participants. The public meeting minutes are attached as Appendix 3.

A single oral submission was made at the public meeting. A principal from Blackthorn Development Corp. representing several properties along the Dundas Street corridor expressed support for the overall Dundas Connects Master Plan, including the recommendation for wider ROW widths. The deputant also requested a copy of the Official Plan Amendment and enquired as to the status of land use planning recommendations from the Dundas Connects Master Plan for properties currently within the City's Employment Areas.

**Staff response:** A copy of the draft Official Plan Amendment was circulated prior to the PDC Recommendation Report meeting date. The Dundas Connects Master Plan recommended converting several properties from employment use to mixed use along the Dundas Street corridor. These lands are currently within the proposed provincially significant employment zone implemented in 2019 by the Province through changes to the Growth Plan. Staff is working with the Province and the Region to redraw the boundaries of the provincially significant employment zone to exclude the properties identified for conversion in the Dundas Connects Master Plan. Changes to the land use and zoning for these lands will proceed should these lands be removed from the provincially significant employment zone.

### **Written Submissions**

Written comments received and Staff's responses are provided below:

- An associate from Gagnon Walker Domes representing the property owners of 1565 Dundas Street East requested confirmation that no further road widening is required for the property.

**Staff response:** Through the associated site plan application, City staff will determine the extent, if any, of the required road widening for 1565 Dundas Street East.

- A Senior Project Engineer for the Ministry of Transportation requested additional modelling for the corridor, particularly at the Highway 403/Dundas Street and Highway 427/Dundas Street interchanges.

Staff response: No design or transportation simulation is proposed through this Official Plan Amendment. Further modelling analysis will be completed through the Transit Project Assessment Process (TPAP).

- A Specialized Services Team Lead from Hydro One Networks Inc. confirmed that Hydro One has no comments or concerns with the proposed amendment.

## Financial Impact

There are no financial impacts resulting from the recommendations in this report.

## Conclusion

Amendments to the MOP will implement the recommended ROW widths along the Dundas Street corridor. Stakeholder comments are supportive of the Dundas Connects Master Plan vision for a transit-supportive, walkable, mixed-use Dundas Street corridor.

## Attachments

Appendix 1: Public Meeting Information Report

Appendix 2: Complete Comment Submissions

Appendix 3: Public Meeting Minutes



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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Christian Binette, Planner

City of Mississauga  
**Corporate Report**



<p>Date: 10/18/2019</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's files: CD.04-DUN</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building</p>	<p>Meeting date: 11/11/2019</p>

## Subject

**PUBLIC MEETING INFORMATION REPORT (WARDS 1, 2, 3, 4, 6, 7, 8)**  
**Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing Dundas Connects Master Plan**

## Recommendation

1. That the report titled “Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing Dundas Connects Master Plan,” dated October 18, 2019 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the public meeting held on November 11, 2019 to consider the report titled “Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing Dundas Connects Master Plan” dated October 18, 2019, from the Commissioner of Planning and Building, be received.

## Report Highlights

- The City is moving forward with the implementation of the Dundas Connects Master Plan that was endorsed by Council in 2018. The Plan is a combined land use and transportation study intended to guide the evolution of the Dundas Street corridor over the next 35 to 40 years.
- Changes are proposed to the Mississauga Official Plan (MOP) to widen the Dundas Street right-of-way (ROW) across the City from approximately 35 m to 40-42 m through most of the corridor. The wider ROW will protect for dedicated bus lanes, four general vehicular lanes, and safe and attractive pedestrian and cycling amenities.
- With the adoption of the Official Plan amendment, the City can request landowners convey lands through the development approvals process to meet the new designated ROW.

## Background

The Dundas Connects Master Plan, herein referred to as “the Plan”, is a combined land use and transportation study for the City’s Dundas Street corridor. The Plan envisions a Dundas Street corridor with a mix of housing options and retail and employment uses within a walkable, transit-supportive built form. City Council endorsed the final Dundas Connects Master Plan in 2018.

In support of Provincial, Regional and City policies, the Plan makes three high-level recommendations:

1. Mixed-use, transit-supportive intensification across the Dundas Street corridor
2. Implement Bus Rapid Transit (BRT) along Dundas Street as the preferred transit option
3. Create a complete street that is safe and attractive for all users, including pedestrians and cyclists

In order to achieve the preferred BRT transit option along with the other complete street objectives for the corridor, the Plan recommends widening the Dundas Street ROW<sup>1</sup> across the City from generally 35 m to 40-42 m through most of the corridor. In the absence of an Official Plan amendment to implement the new ROW, staff cannot prevent new development from encroaching on the planned corridor.

### Implementation of Dundas Connects Recommendations

Implementation of land use policy recommendations, including potential use conversions, will proceed once the Region has finalized its growth allocation targets and employment land needs assessment for the three local municipalities. This will occur through the Region’s ongoing Municipal Comprehensive Review (MCR) process. In the meantime, the following projects will implement in part the recommendations from the Plan:

- Transit Project Assessment Process (TPAP)<sup>2</sup> to consult on and finalize the design of the Dundas Street corridor
- Downtown Cooksville Official Plan review which includes lands within the Dundas Street corridor
- Special Policy Areas Review to re-examine existing floodplain boundaries and associated land use policies in the Dixie/Dundas area
- Region-led Major Transit Station Area study and boundary delineation
- Official Plan amendment to widen the designated ROW along Dundas Street – the subject of this report

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<sup>1</sup> The ROW is the basic road width along roadway sections to accommodate planned and existing transportation and general public realm infrastructure.

<sup>2</sup> A Transit Project Assessment Process (TPAP) is an expedited Environmental Assessment (EA) process for transit projects.



## Comments

The MOP amendment for the revised ROW will ensure the protection of the corridor as properties redevelop and will enable staff to secure the required land through the development approvals process. Land requirements that are not acquired through the development approvals process will be identified following the completion of the TPAP. The TPAP was funded in the 2019 budget and will be undertaken by the Transportation and Works Department.

### Existing Mississauga Official Plan Right-of-Way Policies

To support growth and ensure the safe, efficient and environmentally responsible movement of people and goods, the City protects the network ROW along its public streets. The designated ROW is considered the basic land requirement along roadway sections to achieve the MOP goal of a safe and efficient multi-modal transportation network.

On the basis of these policies, the City may require the conveyance of land within the designated ROW as a condition of subdivision, severance, minor variance, condominium or site plan approvals when abutting properties redevelop.

### Proposed Mississauga Official Plan Changes

The amendment proposes changes to Table 8:1 in Road Classification – Arterials in Chapter 8 and Schedule 8 of the Official Plan to achieve the Plan's recommended ROW. The changes proposed to the ROW along Dundas Street in the amendment are shown below in Table 1.

Table 1: Proposed Changes to ROW along Dundas Street

Note No.	Area of Amendment along Dundas Street West and East	Existing MOP Designated ROW	Proposed MOP Designated ROW	Increase in MOP Designated ROW*
1	Ninth Line to Highway 403	42 m	42 m	n/a
2	Highway 403 to Mississauga Road	35 m	40 m	5 m
3	Mississauga Road to Mindemoya Road	35 m	35 m	n/a
4	Mindemoya Road to Proudfoot Street	30 m	35 m	5 m
5	Proudfoot Street to Credit Woodlands Court	35 m	35 m	n/a
6	Credit Woodlands Court to Etobicoke Creek	35 m	42 m	7 m

\* Since the City owns 40 m in some areas, land required from private landowners may be less

The new, wider ROW will accommodate the BRT while maintaining four general traffic lanes along Dundas Street and adequate space for pedestrians and cyclists.

Appendix 1 is an illustration from the Dundas Connects Master Plan that shows existing and proposed MOP designated ROW widths along the entire stretch of Dundas Street in Mississauga. Currently, the Official Plan designated ROW is generally 35 m – except for two portions of the corridor from Ninth Line to Highway 403 (42 m) and from Mindemoya Road to Proudfoot Street (30 m). As shown in Appendix 1, the width of current City-owned property already exceeds the designated MOP width in some areas.

Appendix 2 shows the future space allocation of the various street elements such as street trees, sidewalks, bus lanes and vehicular lanes within and adjacent to the public ROW.

#### Provincial and Regional Policy Conformity

The proposed amendments to the MOP are consistent with the *Provincial Policy Statement* (PPS), *Growth Plan for the Golden Horseshoe* (Growth Plan) and *Region of Peel Official Plan* (ROP). The *Greenbelt Plan* and the *Parkway Belt Plan* policies do not apply. Appendix 3 provides a detailed analysis of consistency and conformity with Provincial and Regional policies.

## **Financial Impact**

There are no financial impacts resulting from the recommendations in this report.

## **Conclusion**

Amendments are proposed to the MOP to implement the Dundas Connects Master Plan recommended ROW widths along the Dundas Street corridor. The widened ROW will assist the City in achieving the Plan's transportation and corridor design recommendations.

## Attachments

Appendix 1: Dundas Street Corridor Recommended Official Plan ROW

Appendix 2: Dundas Street Corridor Cross-Section

Appendix 3: Summary of Applicable Policies



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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

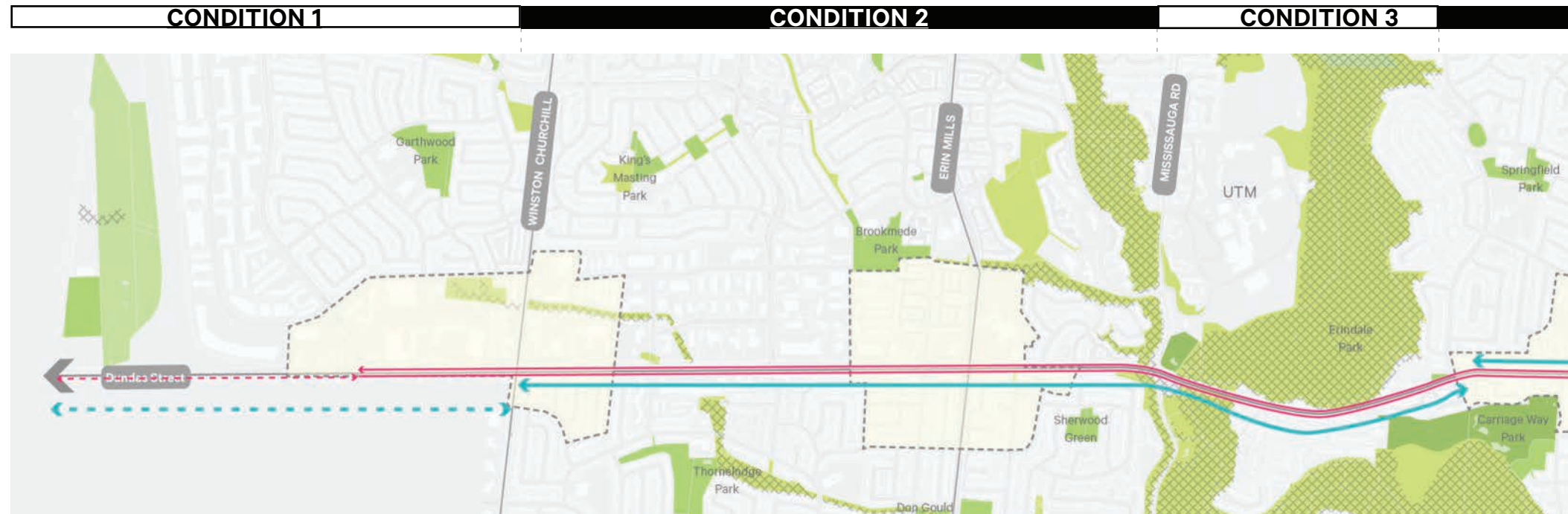
Prepared by: Christian Binette, Planner, City Planning Strategies

# V. DUNDAS CONNECTS RECOMMENDATIONS

## CORRIDOR WIDE PROPOSED CONDITIONS

**Legend**

- - - Protected Multi-Use Trail
- Protected Cycle Track
- Hydro Underground Existing Location
- Hydro Aboveground Existing Location
- Focus Area

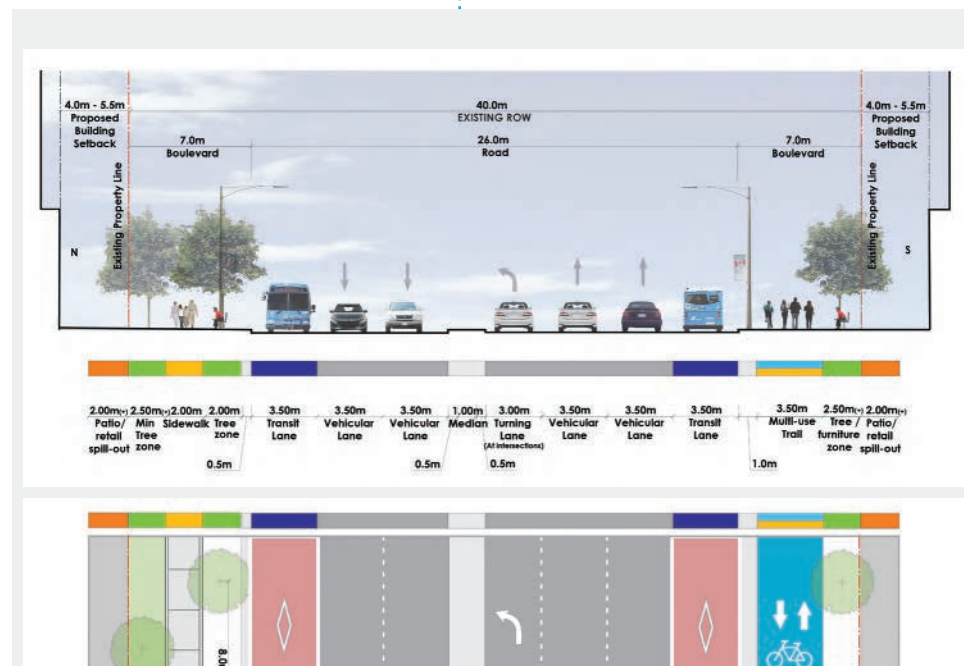


<b>EXISTING PUBLICLY OWNED RIGHT-OF-WAY</b>	Generally 40m	Generally 40m	Generally 30m
<b>OFFICIAL PLAN DESIGNATED RIGHT-OF-WAY</b>	42m	35m	30m
<b>DUNDAS CONNECTS PROPOSED RIGHT-OF-WAY</b>	42m	40m	35m
<b>PROPOSED TRANSIT LOCATION</b>	<b>BRT CURBSIDE WITH MULTI-USE TRAIL</b>	<b>BRT CURBSIDE</b>	<b>BRT REVERSIBLE</b>

**CONDITION 1**

West of Winston Churchill Boulevard:

- Existing Right-of-Way generally 40m
- Existing 40m Right-of-Way to remain
- Roadway 26m
- Four vehicular lanes
- Two curbside transit lanes (assuming westerly extension to Oakville)

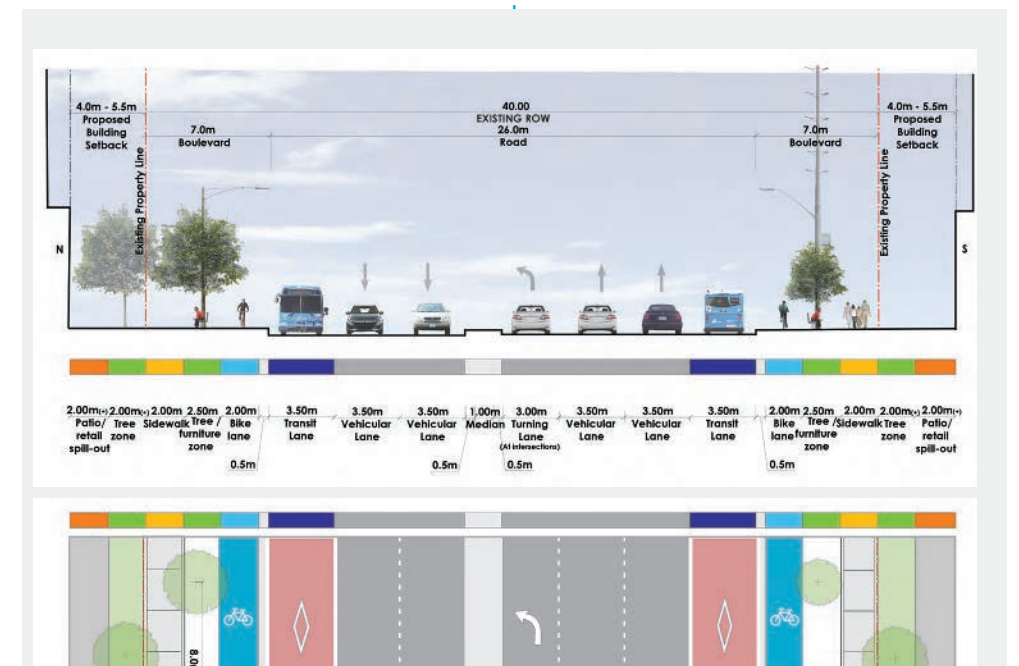


These cross sections represent a general condition of the corridor.

**CONDITION 2**

From Winston Churchill Boulevard to Mississauga Road:

- Existing Right-of-Way generally 40m
- Existing 40m Right-of-Way to remain
- Roadway 26m
- Four vehicular lanes
- Two curbside transit lanes



**CONDITION 4**



Figure 5-56. Recommended Corridor Design

**Generally 40m**

**35m**

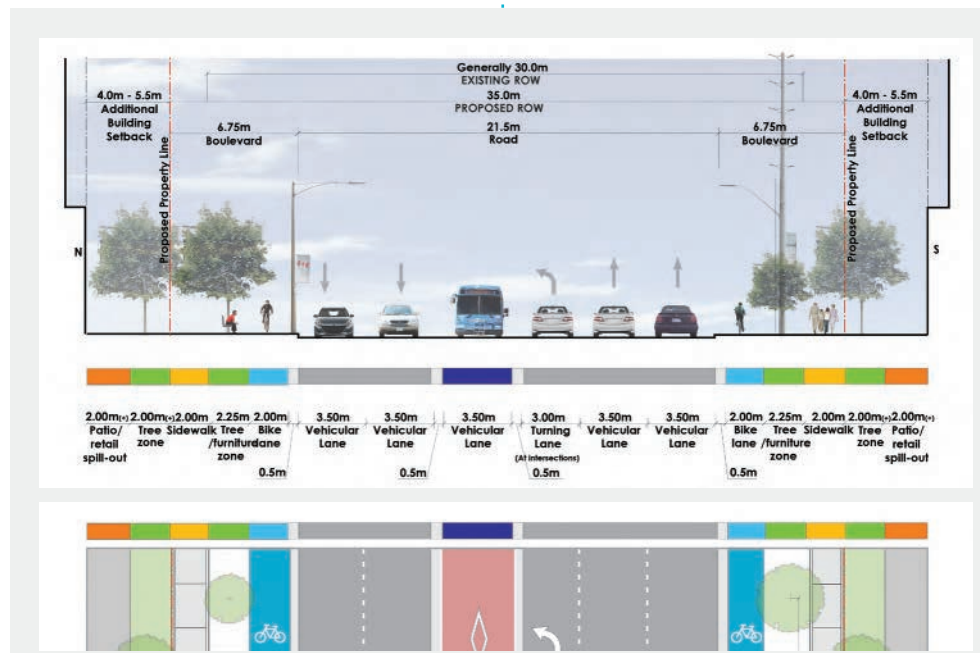
**42m**

**BRT MEDIAN**

**CONDITION 3**

From Mississauga Road to The Credit Woodlands:

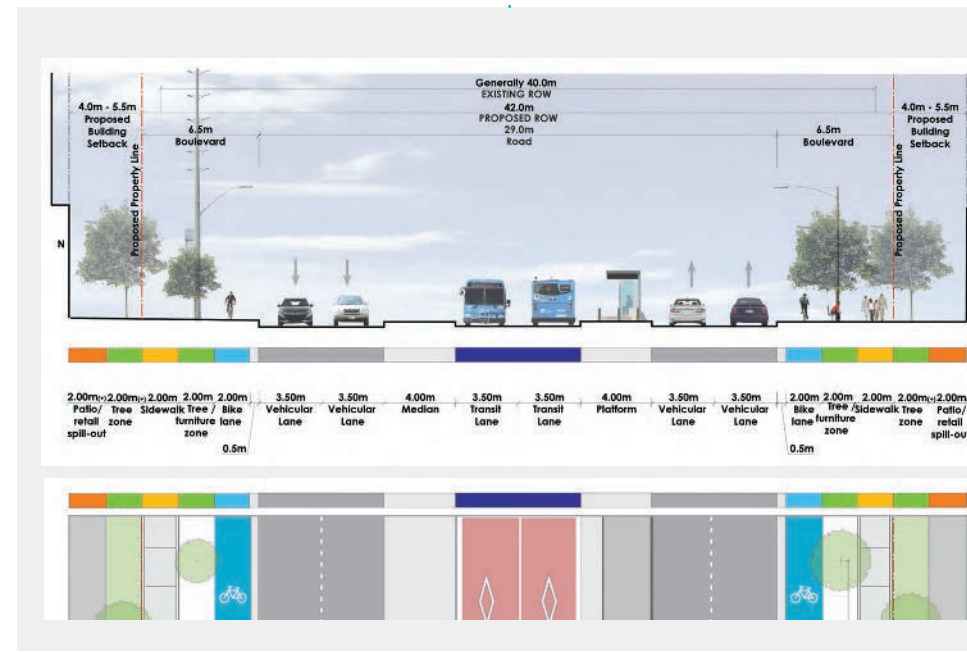
- Existing Right-of-Way generally 30m
- Proposed Right-of-Way 35m
- Roadway 21.5m
- Four vehicular lanes
- One reversible transit lane



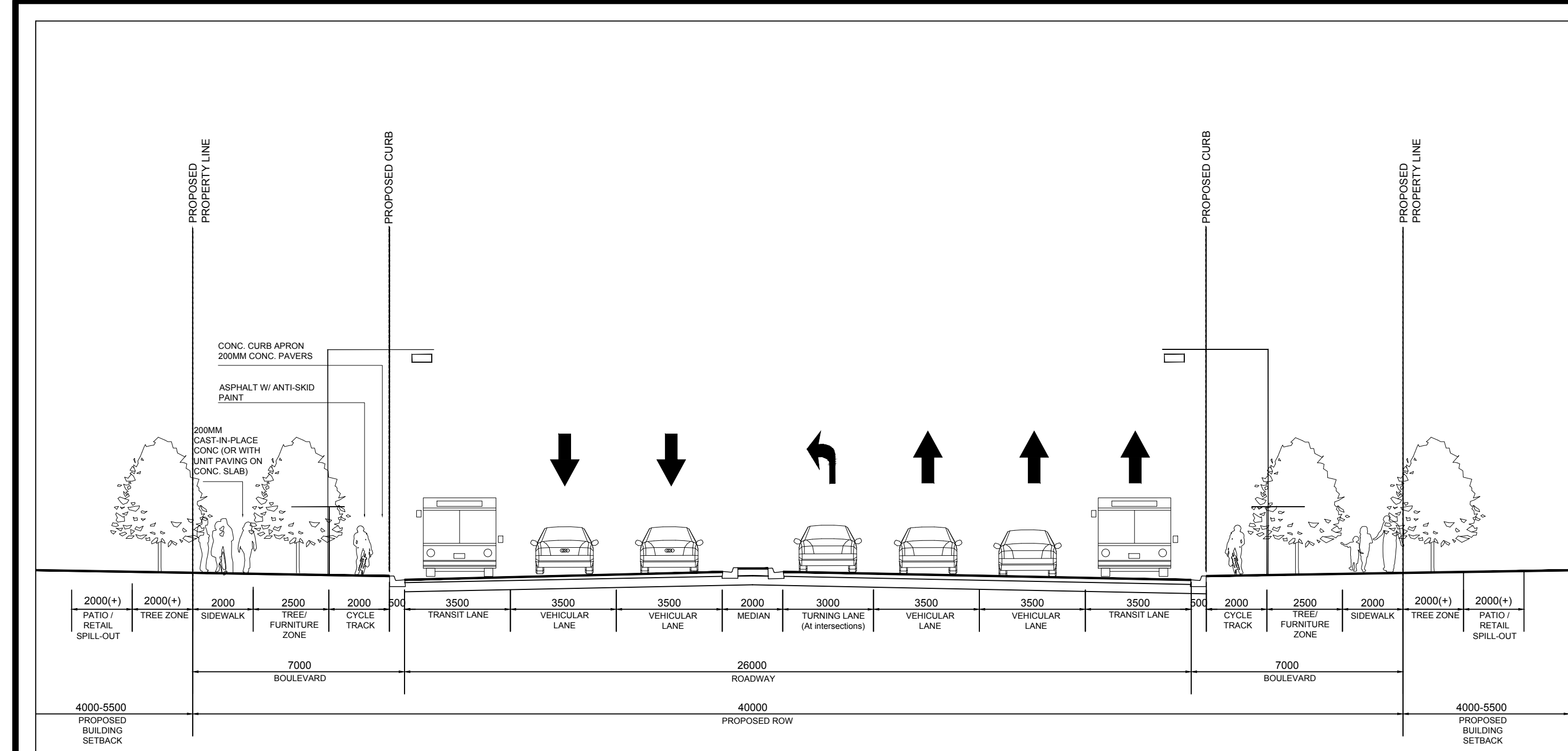
**CONDITION 4**

East of The Credit Woodlands:

- Existing Right-of-Way generally 40m
- Proposed Right-of-Way 42m
- Roadway 29m
- Four vehicular lanes
- Two median transit lanes



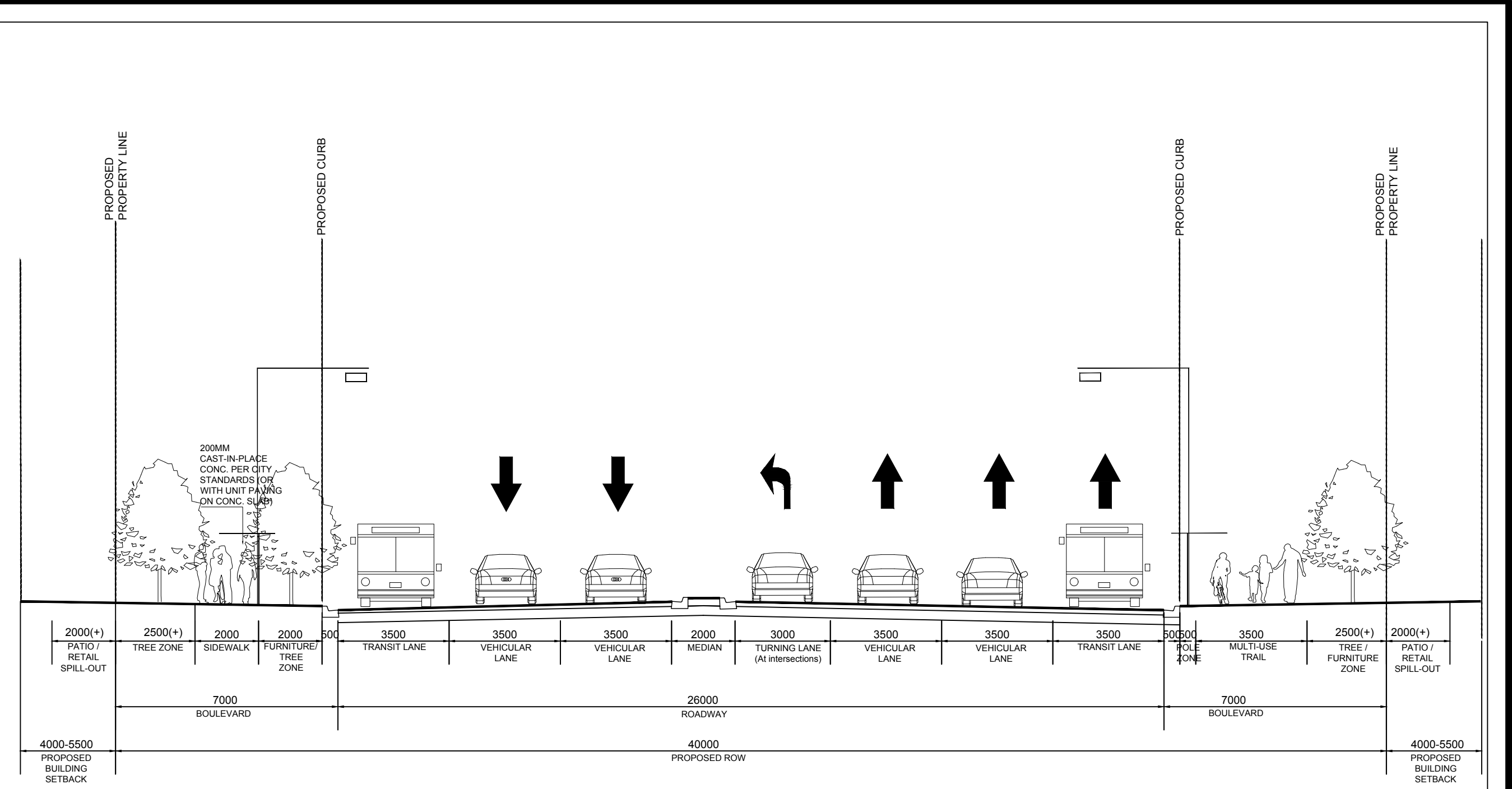
CAD FILE NAME: Dundas Connects - Streetscape sections and details.dwg



**SECTION**

OPTION 1: BRT CURBSIDE

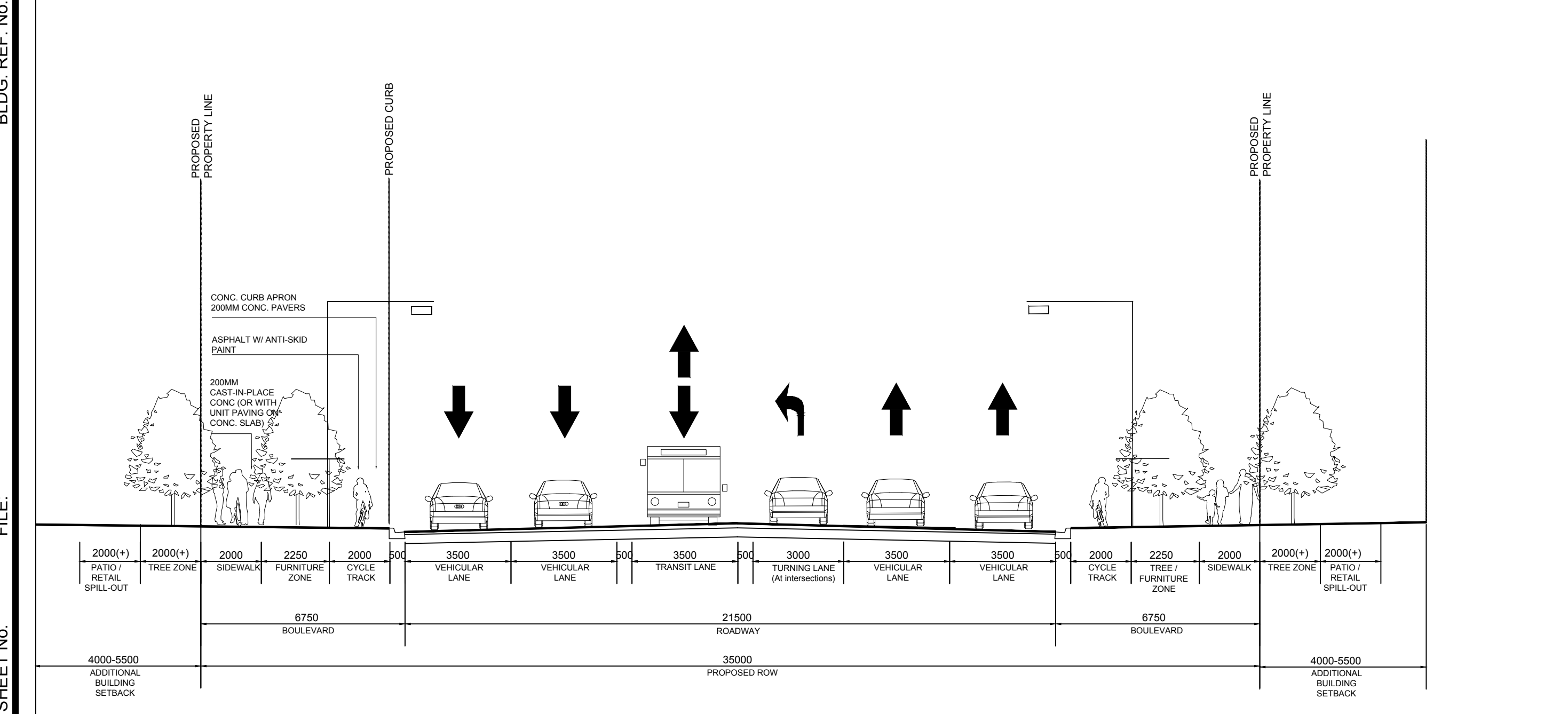
1  
UD 26



**SECTION**

OPTION 2: BRT CURBSIDE WITH MULTI USE TRAIL

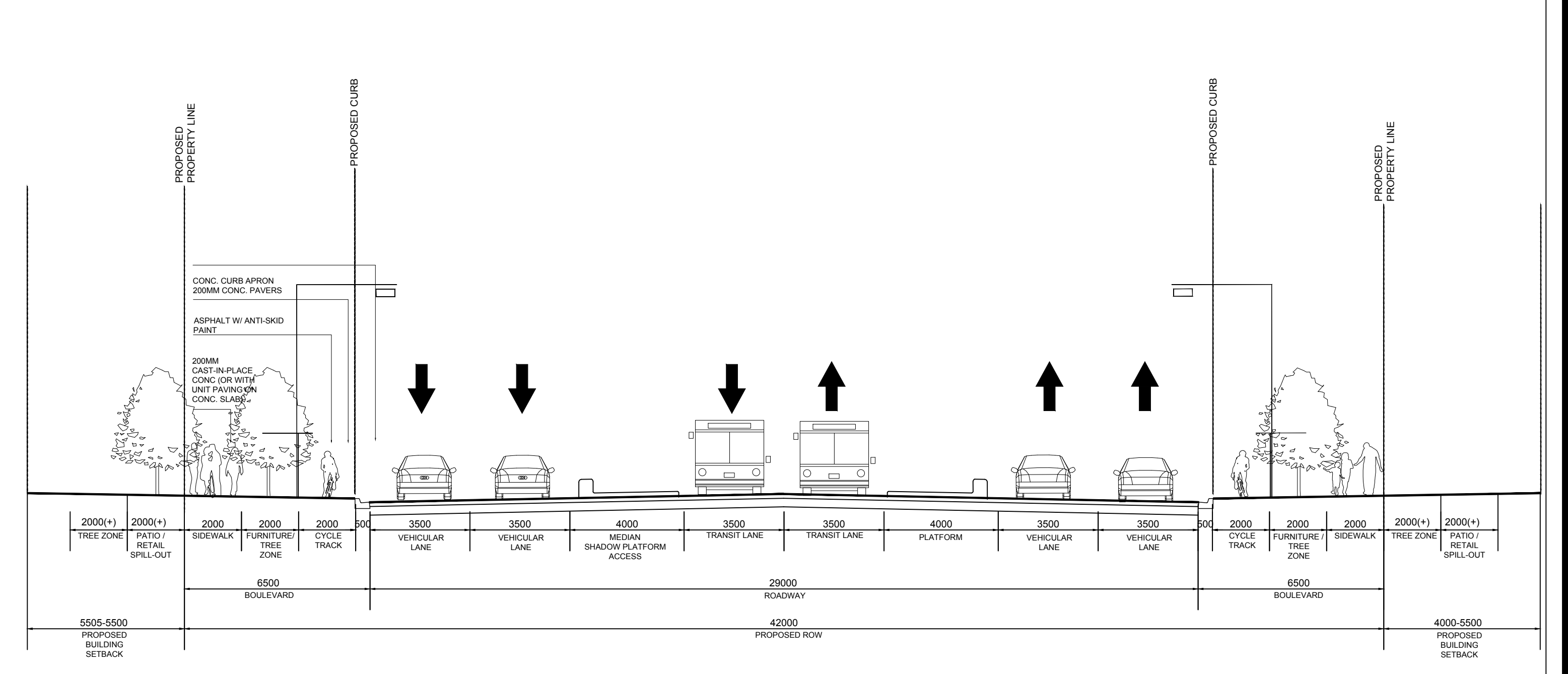
2  
UD 26



**SECTION**

OPTION 3: BRT REVERSIBLE

3  
UD 26



**SECTION**

OPTION 4: BRT MEDIAN

4  
UD 26

FILE: BLDG. REF. No. SHEET No.

REVISIONS	REVISIONS
1 2017-AUGUST-04 ISSUED FOR REVIEW	
2 2018-SEPTEMBER-06 FINAL SUBMISSION	

DRAWING

SCALE  
N.T.S.

**FINAL**

DESIGNED - A. ESPINOSA	2017-/-/-
DRAWN - A. ESPINOSA/M. SABZEVA	2017-/-/-
CHECKED - S. WANG	2017-/-/-
APPROVED - S. WANG	2017-/-/-

TITLE  
**DUNDAS ST  
STREETSCAPE DESIGN**  
TYPICAL CROSS-SECTION

Plot Date: 2018/09/06

Sheet No.  
**UD 26**

## Summary of Applicable Policies and Regulatory Documents

The proposed Official Plan amendment has been evaluated against Provincial Plans and policies as well as the Regional Official Plan and those contained in the Mississauga Official Plan (MOP).

The following table summarizes the policy documents that affect these amendments. The following table is a preliminary assessment of MOP policies against provincial and regional planning tools and the proposed amendment.

Policy Document	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
<b>Provincial Policy Statement (PPS), 2014</b>	The existing policies of MOP are consistent with the PPS.	The proposed amendments are consistent with the PPS.
<b>A Place to Grow: Growth Plan for the Greater Golden Horseshoe , 2019 (Growth Plan)</b>	Mississauga Official Plan is in general conformity with the <i>Growth Plan</i> ; however, certain aspects are undergoing conformity exercises to reflect the new changes in the <i>Growth Plan</i> .	The proposed amendments are in conformity with the <i>Growth Plan</i> .
<b>Greenbelt Plan, 2017</b>	n/a	n/a
<b>Parkway Belt Plan, 1978</b>	n/a	n/a
<b>Region of Peel Official Plan, 1996</b>	The existing policies of MOP conform to the ROP.	The proposed amendments are exempt from Regional approval.
<b>Mississauga Official Plan, 2011</b>	<p>The Dundas Street corridor is a key planned transit and active transportation corridor in the MOP (Schedules 6 and 7). Dundas Street is also classified as an arterial road on Schedule 5 of the Official Plan.</p> <p>To support growth and ensure the safe, efficient and environmentally responsible movement of people and goods, the City protects the network rights-of-way along its public streets. The designated ROW is considered the basic required road width along roadway sections to achieve the MOP goal of a safe and efficient multi-modal transportation network.</p> <p>Policies in the MOP are also intended to create an attractive, comfortable and functional public realm within and adjacent to the public realm and other types of public spaces.</p>	<p>The proposed amendment to MOP will ensure a sufficiently wide ROW to accommodate the necessary transportation infrastructure to support the City's multi-modal transportation objectives.</p> <p>The proposed amendment will also implement the recommendation for a wider right-of-way identified in the Dundas Connects Master Plan which is a combined land use and transportation study. The Plan completed Phases 1 and 2 of the Environmental Assessment process.</p> <p>The wider of right-of-way of generally 40-42 m will accommodate the planned BRT, dedicated cycling lanes, and a wide, attractive urban boulevard with sidewalks, street trees, street furniture and landscaping.</p>

**Consistency with Provincial Policy Statement**

The *Provincial Policy Statement* 2014 (PPS) is issued under Section 3 of the *Planning Act*. All decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies. In addition, the table provides an assessment as to how the

proposed amendment is consistent with PPS and MOP policies (i.e. "City Initiated Proposal" column). Only key policies relevant to the proposed amendment have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

**Consistency with the PPS Analysis**

<b>Section No.</b>	<b>Provincial Policy Statement (PPS) 2014</b>	<b>Mississauga Official Plan (MOP) Policies 2011</b>	<b>City Initiated Proposal</b>
<b>1.0 Building Strong Healthy Communities</b>			
1	<b>General Statement of Intent:</b> Promoting efficient land use and development patterns are important to sustainable, liveable, healthy and resilient communities, protecting the environment, public health and safety and facilitating economic growth.	MOP provides policies for efficient land use patterns by directing growth to key strategic locations, including along Intensification Corridors such as Dundas Street (Chapter 5 – Direct Growth). MOP emphasizes policies that support completing communities through diverse housing options, mixed use developments, public health and safety, and community infrastructure (Chapter 7 – Complete Communities). A multi-modal transportation system will promote sustainable, active modes of transportation (Chapter 8 – Create a Multi-Modal City). To encourage economic development and competitiveness, Mississauga will ensure necessary infrastructure is provided to support current and projected employment needs (Chapter 10 – Foster a Strong Economy).	The wider right-of-way will provide sufficient space for bus rapid transit (BRT) along Dundas Street, and a walkable, transit-supportive streetscape with ample sidewalks and protected cycling facilities.  This will support the planned role of Dundas Street as an Intensification Corridor with a compact, walkable built form; promote public health and safety by facilitating active modes of travel; and, assist the City in meeting projected travel demand from population and economic growth.
<b>1.1 Managing and directing land use to achieve efficient and resilient development and land use patterns</b>			
2	1.1.1 Healthy, liveable and safe communities are sustained by:	Mississauga will ensure that transportation corridors are identified and protected to meet current and	The revised right-of-way will protect for dedicated BRT lanes, maintain four general vehicle lanes, and



<b>Section No.</b>	<b>Provincial Policy Statement (PPS) 2014</b>	<b>Mississauga Official Plan (MOP) Policies 2011</b>	<b>City Initiated Proposal</b>
	g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs	projected needs for various travel modes (policy 8.1.9). Dundas Street is a key planned transit and active transportation corridor in the MOP (Schedules 6 and 7). Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation (8.1.1).	integrate dedicated, continuous pedestrian and cycling facilities. The proposed amendment is an important step to achieving the City's multi-modal transportation objectives and meeting current and projected travel needs in the area.
<i>1.3 Employment</i>			
3	1.3.1 Planning authorities shall promote economic development and competitiveness by: d) ensuring the necessary infrastructure is provided to support current and projected needs.	See comments in Section 2.	In addition to comments in Section 2, improvements to transit and active transportation connectivity will enhance the attractiveness and competitiveness of employment lands along the Dundas Street corridor.
<i>1.5 Public Spaces, Recreation, Parks, Trails and Open Space</i>			
4	1.5.1 Healthy, active communities should be promoted by: a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.	Policies in MOP are intended to achieve an attractive, comfortable and functional public realm and are composed of public lands with a focus on streets and boulevards and edges of private properties as they are visible from, and as they interface with the public streets (section 9.1). In Intensification Areas, the public realm will be held to the highest standards (policy 9.2.1.19) and will include the coordination of well-designed streetscaping elements (policy 9.2.1.36). Dundas Street is identified as Intensification Area in Schedule 6 of the MOP. The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active	The increase in the right-of-way will protect for streetscaping elements that are intended to achieve an attractive, comfortable and functional public realm. These elements are planned to promote healthy, active communities by facilitating active modes of travel and include: ample sidewalks, dedicated and protected cycling facilities, street trees and street furniture.

<b>Section No.</b>	<b>Provincial Policy Statement (PPS) 2014</b>	<b>Mississauga Official Plan (MOP) Policies 2011</b>	<b>City Initiated Proposal</b>
		transportation (policy 9.3.5.9).	
<i>1.6 Infrastructure and Public Service Facilities</i>			
5	1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.	Mississauga will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of people and goods (8.1.6). Mississauga will promote the integration of transportation facilities to maximize opportunities for multi-modal travel (policy 8.2.1.6).	In addition to comments in Section 2, the BRT and cycling facilities along Dundas Street are planned to connect to a broader network of rapid transit and cycling routes identified in Schedules 2 and 6 of the MOP.
6	1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process.	The MOP identifies Dundas Street as a Higher-Order Transit Corridor and Intensification Corridor (Schedules 2 and 6). Parts of the Dundas Street corridor are also identified as a Primary On-Road Cycling Route in Schedule 7 of the Official Plan. Mississauga will create a well-connected, multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas (policy 8.1.7).	The amendment will ensure that the City is able to build the necessary infrastructure within its right-of-way. This will enable the City to meet its broader intensification and complete community planning objectives as development applications are received.
7	1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs	Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes (policy 8.1.9). Dundas Street West and Dundas Street East are identified as a Higher Order Transit Corridor in Schedule 6 of the Official Plan. To support growth and ensure the safe, efficient and environmentally responsible movement of people and goods, the City protects the network rights-of-way along its public streets. The designated rights-of-way are considered the basic required rights-of-way along roadway sections to achieve the City's Official Plan goal of a safe and efficient multi-modal transportation network (section 8.2.1). The City may require the conveyance of land within the designated right-of-way for abutting properties as	The wider right-of-way will protect for the necessary transportation infrastructure to meet current and projected needs. These needs were identified in the Dundas Connects Master Plan which recommends a right-of-way that is generally 40-42 m. This includes four general vehicular lanes, protected BRT lanes, dedicated cycling facilities, and a wide, attractive urban boulevard with sidewalks, street trees and street furniture. The Dundas Connects Master Plan completed Phases 1 and 2 of the Environmental Assessment process.

<b>Section No.</b>	<b>Provincial Policy Statement (PPS) 2014</b>	<b>Mississauga Official Plan (MOP) Policies 2011</b>	<b>City Initiated Proposal</b>
		a condition of subdivision, severance, minor variance, condominium or site plan approvals (policy 8.2.1.e). Right-of-way widths are intended to accommodate transit, vehicles and active transportation facilities (policy 8.2.1.4). Where necessary, the City may acquire lands for a public transit right-of-way along higher order transit corridors (policy 8.2.1.5).	
<b>1.7 Long-Term Economic Prosperity</b>			
9	1.7.1 Long-term economic prosperity should be supported by: f) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people.	See comments in Section 2.	In addition to comments in Sections 2 and 3, the new right-of-way will protect for a future BRT line that will provide fast, convenient connections to neighboring cities and regions – including to the subway in the City of Toronto.
<b>4.0 Implementation and Interpretation</b>			
10	<b>General Statement of Intent:</b> Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted. 4.2 Decisions of the council of a municipality shall be consistent with the Provincial Policy Statement. 4.7 The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement.	As outlined in the table, relevant MOP policies are consistent with the PPS.	The policies of MOP and the proposed amendments are consistent with relevant policies of the <i>Provincial Policy Statement</i> as outlined in this table.

**Conformity with Growth Plan 2019**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (*Growth Plan*) (2019) was issued under Section 7 of the *Places to Grow Act*. All decisions affecting lands within this area will conform to this Plan.

The following table has been prepared to demonstrate how MOP policies conform to the relevant *Growth Plan* policies. In addition the table provides an assessment as to how the proposed amendments conform to *Growth Plan* and MOP policies (i.e. “City Initiated Proposal” column). Only key policies

relevant to the proposed amendment have been included, and the table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the *Growth Plan* 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new *Growth Plan* 2019. The proposed policies have been reviewed against *Growth Plan* 2019 policy direction to ensure conformity.

**Conformity with the Growth Plan Analysis**

Section No.	A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019	Mississauga Official Plan (MOP) Policies, 2011	City Initiated Proposal
<b>1. Introduction</b>			
<b>1.1 The Greater Golden Horseshoe</b>			
1	<p><b>General Statement of Intent:</b> The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, employment, healthy communities, aging, and climate change.</p>	<p>MOP recognizes that Mississauga’s sustained population and employment growth will continue to present both challenges and opportunities that need to be addressed through an appropriate growth management strategy (section 4.3). The Official Plan focuses on the strategic management of growth and change through the integration of land use, transportation and design objectives. It includes promoting growth in locations where it is financially sustainable and where it can be developed in compact efficient forms, supported by existing and planned infrastructure (section 4.4). Mississauga will also provide a range of mobility options for all ages and abilities (section 4.4). Growth is also to be directed to locations that will be supported by higher order transit (section 4.5). Mississauga will support the creation of complete, healthy communities and build a multi-modal city (section 4.5).</p>	<p>The wider right-of-way will provide sufficient space for bus rapid transit (BRT) along Dundas Street, and a walkable, transit-supportive streetscape with ample sidewalks and protected cycling facilities. This will support the planned role of Dundas Street as an Intensification Corridor with a compact, walkable built form; promote public health and safety by facilitating active modes of travel; and, assist the City in meeting projected travel demand from population and economic growth.</p>

Section No.	<i>A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019</i>	Mississauga Official Plan (MOP) Policies, 2011	City Initiated Proposal
<b>1.2 The Growth Plan for the Greater Golden Horseshoe</b>			
2	The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its established stable neighbourhoods (Chapter 4 - Vision).	The protection for BRT lanes and pedestrian and cycling facilities will assist the City in building a multi-modal, sustainable transportation network.
<i>1.2.1 Guiding Principles</i>			
3	The policies of this Plan are based on the following principles: a) Complete communities; b) Prioritize intensification; c) Provide flexibility to capitalize on new economic and employment opportunities; d) Support a range and mix of housing options; e) Integrate land use planning and investment in infrastructure; f) Provide different approaches to manage growth that recognize diversity of communities; g) Protect natural heritage, hydrologic, landforms; h) Conserve and promote cultural heritage; i) Integrate climate change considerations.	The guiding principles of the <i>Growth Plan</i> are incorporated into MOP and include the following:  Chapter 5 – Direct Growth - prioritize intensification; provide different approaches to manage growth that recognize diversity of communities; integrate land use planning and investment in infrastructure. Chapter 7 – Complete Communities - complete communities; support a range and mix of housing options; conserve and promote cultural heritage. Chapter 8 – Multi-modal City – Build an interconnected, convenient and fast network of rapid transit routes and pedestrian/cycling infrastructure	See comments in Section 1.
<i>1.2.2 Legislative Authority</i>			
4	All decisions made on or after May 16, 2019 will conform with this Plan.	As illustrated through this table, MOP generally conforms to the <i>Growth Plan</i> .	As the decision on the amendments will occur after May 16, 2019, it must conform to the <i>Growth Plan</i> 2019.
<i>1.2.3 How to Read this Plan</i>			
5	<b>General Statement of Intent:</b> Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan.	MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable provincial planning documents.	The proposed amendments have been reviewed accordingly.
<b>2. Where and How to Grow</b>			
<b>2.1 Context</b>			

6	<p>This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.</p>	<p>Policies in MOP are intended to achieve an attractive, comfortable and functional public realm and are composed of public lands with a focus on streets and boulevards and edges of private properties as they are visible from, and as they interface with the public streets (section 9.1).</p> <p>In Intensification Areas, the public realm will be held to the highest standards (policy 9.2.1.19) and will include the coordination of well-designed streetscaping elements (policy 9.2.1.36). Dundas Street is identified as Intensification Area in Schedule 6 of the MOP.</p> <p>The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active transportation (policy 9.3.5.9).</p> <p>Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation (8.1.1).</p>	<p>The increase in the right-of-way will protect for streetscaping elements that are intended to achieve an attractive, comfortable and functional public realm. These elements are planned to promote healthy, active communities by facilitating active modes of travel and include: ample sidewalks, dedicated and protected cycling facilities, street trees and street furniture.</p> <p>The protection for BRT lanes and pedestrian and cycling facilities will assist the City in building a multi-modal, sustainable transportation network.</p>
<b>3. Infrastructure to Support Growth</b>			
<b>3.1 Context</b>			
7	<p>This Plan provides the framework to guide and prioritize infrastructure planning and investments in the GGH to support and accommodate forecasted growth to the horizon of this Plan and beyond.</p> <p>The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan.</p>	<p>The City will create a multi-modal transportation system that integrates infrastructure investment with land use planning. This includes consideration of the environment and broader provincial planning goals related to directing growth to strategic growth areas and building complete communities.</p>	<p>The wider right-of-way is a recommendation that stems from the Dundas Connects Master Plan. The Plan is a combined land use and transportation master plan/environmental assessment that will guide land use and transportation planning along the Dundas Street corridor as a key Intensification Area in the City of Mississauga.</p>
<b>3.2 Policies for Infrastructure to Support Growth</b>			
<i>3.2.1 Integrated Planning</i>			
8	3.2.1.2 Planning for new or	Mississauga will strive to create a transportation	The proposed wider right-of-way is a key

	<p>expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning and financial planning, and will be supported by infrastructure master plans, asset management plans, community energy plans, watershed planning, environmental assessments, and other relevant studies where appropriate, and should involve:</p> <ul style="list-style-type: none"> <li>a) leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;</li> <li>b) providing sufficient infrastructure capacity in strategic growth areas;</li> <li>c) identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and</li> <li>d) considering the impacts of a changing climate.</li> </ul>	<p>system that reduces dependence on non-renewable resources (8.1.4). Mississauga will work in partnership with other levels of government and other agencies to support the reduction of transportation related greenhouse gas emissions (8.1.5). Mississauga will create a well-connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas (8.1.7). MOP identifies Dundas Street is identified as an Intensification Corridor in Schedule 6 of the Official Plan and as such, is an strategic growth area in the City.</p>	<p>recommendation of the Dundas Connects Master Plan. The Plan is a combined long-range master plan and EA study that considered Provincial, Regional and City policies. The wider right-of-way will protect for BRT and active transportation infrastructure that will increase transit capacity and facilitate a shift in travel mode from single-occupancy vehicles to transit and active transportation, and contribute to a city-wide reduction in greenhouse gas emissions from the transportation sector. The building of transit and active transportation will also support the role of the Dundas Street corridor as an Intensification Corridor in the City. As an Intensification Corridor, the lands located within 200 to 300 metres of the centre line of the corridor have the potential for higher-density, mixed-use development that is consistent with the planned transit service levels.</p>
9	3.2.1.3 Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification and higher density development in strategic growth areas.	See comments in Section 8.	See comments in Section 8.
<i>3.2.2 Transportation – General</i>			

11	<p>3.2.2 The transportation system within the GGH will be planned and managed to:</p> <ul style="list-style-type: none"> <li>a) provide connectivity among transportation modes for moving people and for moving goods;</li> <li>b) offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;</li> <li>c) be sustainable and reduce greenhouse gas emissions;</li> <li>d) offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;</li> <li>f) provide for the safety of system users.</li> </ul>	<p>MOP contains policies that encourage a multi-modal transportation system that includes all modes of travel (Chapter 8 – Create a Multi-Modal City). Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation (8.1.1). Transit will be a priority for transportation infrastructure planning and major transportation initiatives (8.1.11). Mississauga will strive to create a transportation system that reduces dependence on non-renewable resources (8.1.4). Mississauga will plan and manage the transportation system to provide for the safety of all users (8.1.2)</p>	<p>The wider right-of-way will protect for future BRT and active transportation infrastructure. The Dundas BRT is a key component to a city-wide rapid transit network that will deliver fast, convenient transit across the City. This will increase transit capacity and facilitate a shift in travel mode from single-occupancy vehicles to transit and active transportation, and contribute to a city-wide reduction in greenhouse gas emissions from the transportation sector. Dedicated cycling facilities will also provide for the safety of cyclists along the corridor.</p>
12	<p>3.2.3 In the design, refurbishment or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.</p>	<p>The city will design its roads in a manner that:</p> <ul style="list-style-type: none"> <li>a) has regard for the safe movement of all road users, including transit, cyclists, pedestrians and motorists (8.3.1.1).</li> </ul>	<p>The wider right-of-way will safely and efficiently accommodate all users through dedicated cycling facilities, wide, ample sidewalks, BRT lanes and four general vehicular lanes.</p>
<i>3.2.3 Moving People</i>			
13	<p>3.2.3.1 Public transit will be the first priority for transportation infrastructure planning and major transportation investments.</p>	<p>Transit will be a priority for transportation infrastructure planning and major transportation initiatives (8.1.11).</p>	<p>See comments in Section 11.</p>
14	<p>3.2.3.2 All decisions on transit planning and investment will be made according to the following criteria:</p> <ul style="list-style-type: none"> <li>a) aligning with, and supporting, the priorities identified in Schedule 5;</li> <li>b) prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;</li> <li>c) increasing the capacity of existing transit systems to support strategic growth areas;</li> </ul>	<p>In addition to comments in Section 11, Mississauga will work in partnership with other levels of government and other agencies to support the reduction of transportation related greenhouse gas emissions (8.1.5). Mississauga will create a well-connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas (8.1.7). MOP identifies Dundas Street as a Higher-Order Transit Corridor and Intensification Corridor (Schedules 2 and 6). Parts of the Dundas Street corridor are also identified as a Primary On-Road</p>	<p>In addition to comments in Sections 8 and 11, the transit and active transportation infrastructure are one piece of a broader transportation network that will provide continuous linkages to neighbourhoods throughout the city and to the neighbouring municipalities.</p>



	<ul style="list-style-type: none"> <li>d) expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;</li> <li>e) facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;</li> <li>f) increasing the modal share of transit; and</li> <li>g) contributing towards the provincial greenhouse gas emissions reduction targets.</li> </ul>	<p>Cycling Route in Schedule 7 of the Official Plan. Decisions on transit planning and investment will be made according to the following criteria (8.2.3.8):</p> <ul style="list-style-type: none"> <li>a) using transit infrastructure to shape growth, and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels;</li> <li>b) placing priority on increasing the capacity of existing transit systems to support Intensification Areas;</li> <li>c) expanding transit service to areas that have achieved, or will be planned to achieve, transit supportive residential and employment densities, together with a mix of residential, office, institutional and commercial development, wherever possible;</li> <li>d) providing priority access to the Downtown, other Intensification Areas and the Airport; and</li> <li>e) increasing the modal share of transit.</li> </ul>	
<p>15</p>	<p>3.2.3.4 Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide:</p> <ul style="list-style-type: none"> <li>a) safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and</li> <li>b) continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations</li> </ul>	<p>The city will design its roads in a manner that:</p> <ul style="list-style-type: none"> <li>b) has regard for the safe movement of all road users, including transit, cyclists, pedestrians and motorists (8.3.1.1).</li> </ul> <p>Within Intensification Areas and Neighbourhoods, the design of roads and streetscapes will create a safe, comfortable and attractive environment for pedestrians, cyclists and motorists by:</p> <ul style="list-style-type: none"> <li>a) reducing lane width, where appropriate;</li> <li>b) providing streetscaping to reduce the apparent width of the right-of-ways;</li> <li>c) locating sidewalks and cycling facilities where conflicts with motorized traffic are minimized; and</li> <li>d) creating safe road crossings for pedestrians and cyclists.</li> </ul> <p>Pedestrian convenience and safety will be a priority in determining location and design of transit facilities within Intensification Areas (8.3.3.4).</p>	<p>The wider right-of-way will facilitate safe and comfortable pedestrian and cycling movement throughout the Dundas Street corridor. This is achieved by protecting for wide, attractive sidewalks and dedicated cycling facilities.</p> <p>The increase in the right-of-way will also protect for streetscaping elements, including street trees and street furniture that are intended to achieve an attractive, comfortable and functional public realm.</p>
<p>3.2.5 Infrastructure Corridors</p>			

16	<p>3.2.5.1 In planning for the development, optimization or expansion of existing and planned corridors and supporting facilities, the Province, other public agencies and upper- and single-tier municipalities will:</p> <ul style="list-style-type: none"> <li>a) encourage the co-location of linear infrastructure where appropriate;</li> <li>b) ensure that existing and planned corridors are protected to meet current and projected needs in accordance with the transportation and infrastructure corridor protection policies in the PPS.</li> <li>e) transportation: <ul style="list-style-type: none"> <li>i. consider increased opportunities for moving people and goods by rail;</li> <li>ii. consider separation of modes within corridors; and</li> <li>iii. provide opportunities for inter-modal linkages.</li> </ul> </li> </ul>	<p>Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes (policy 8.1.9). Dundas Street West and Dundas Street East are identified as a Higher Order Transit Corridor in Schedule 6 of the Official Plan.</p> <p>To support growth and ensure the safe, efficient and environmentally responsible movement of people and goods, the City protects the network rights-of-way along its public streets. The designated rights-of-way are considered the basic required rights-of-way along roadway sections to achieve the City's Official Plan goal of a safe and efficient multi-modal transportation network (section 8.2.1).</p> <p>The City may require the conveyance of land within the designated right-of-way for abutting properties as a condition of subdivision, severance, minor variance, condominium or site plan approvals (policy 8.2.1.e).</p>	<p>The wider right-of-way will protect for the necessary transportation infrastructure to meet current and projected needs. These needs were identified in the Dundas Connects Master Plan which recommends a right-of-way that is generally 40-42 m. This includes four general vehicular lanes, protected BRT lanes, dedicated, separated cycling facilities, and a wide, attractive urban boulevard with sidewalks, street trees and street furniture.</p>
17	<p>3.2.5.2 The planning, location and design of planned corridors and the land use designations along these corridors will support the policies of this Plan, in particular that development is directed to settlement areas.</p>	<p>MOP policies conform to the <i>Growth Plan</i> and direct growth to key intensification areas to accommodate provincial growth plan targets. Intensification Corridors, including Dundas Street, are a key element of the City's urban hierarchy and are intended to accommodate compact, transit-supportive development.</p>	<p>The wider right-of-way will protect for dedicated cycling facilities, BRT lanes, dedicated cycling facilities and ample, wide sidewalks. The building of transit and active transportation infrastructure are essential to achieving the vision of walkable, compact and transit-supportive development within Intensification Corridors.</p>
<b>5. Implementation and Interpretation</b>			
18	<p><b>Statement of Intent:</b> Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider the impact of the decision as it relates to the policy of the <i>Growth Plan</i>. The policies of this section address implementation matters such as: how to</p>	<p>MOP must conform to the hierarchy of policy and legislation at the federal, provincial, regional and municipal levels. In particular, provincial policy initiatives provide strong direction for the growth management and development strategies (Section 2.0)</p>	<p>Not directly applicable to the proposed amendments. A comprehensive review of MOP will address the changing and evolving legislative and policy framework set out by the Province and the Region. The amendments, as proposed, are in conformity with the <i>Growth Plan</i>.</p>

	interpret the plan, supplementary direction on how the Province will implement the plan, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.		
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**Region of Peel Official Plan**

The City Initiated Proposal does not require an amendment to the Region of Peel Official Plan. The proposed amendments were circulated to the Region.

The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form

and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

MOP, which was approved by the Region of Peel on September 22, 2011, is the primary municipal instrument used to evaluate these amendments.

**Christian Binette**

---

**From:** Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>  
**Sent:** Monday, October 21, 2019 12:35 PM  
**To:** Katie Ashbourne  
**Cc:** Christian Binette; Lamptey, Stephen (MTO); Shen, Rey (MTO); Khan, Moin (MTO)  
**Subject:** RE: [MARKETING] Dundas Connects: Implementing Recommendation from the Master Plan - Dundas Street Right-of-Way Mississauga Official Plan Amendment  
**Attachments:** RE: Dundas Connect Master Plan - MTO Comments; MTO Comments on City's Responses.docx

Hello Katie,

Please see the ministry's last correspondence between the ministry and the City of Mississauga in regards to the Dundas Connect Study as stated below.

Several outstanding comments from the ministry have not been addressed.

Sincerely,

**Wan Chi Ma, P.Eng.**

Senior Project Engineer | Planning & Design  
Highway Engineering  
Ministry of Transportation  
159 Sir William Hearst Avenue, 4<sup>th</sup> Floor  
Toronto, ON M3M 0B7

☎ 416-235-4068  
✉ [wanchi.ma@ontario.ca](mailto:wanchi.ma@ontario.ca)

---

**From:** Khan, Moin (MTO) <[Moin.Khan@ontario.ca](mailto:Moin.Khan@ontario.ca)>  
**Sent:** October 17, 2019 1:33 PM  
**To:** Ma, WanChi (MTO) <[WanChi.Ma@ontario.ca](mailto:WanChi.Ma@ontario.ca)>  
**Subject:** FW: [MARKETING] Dundas Connects: Implementing Recommendation from the Master Plan - Dundas Street Right-of-Way Mississauga Official Plan Amendment

FYI

---

**From:** Katie Ashbourne <[Katie.Ashbourne@mississauga.ca](mailto:Katie.Ashbourne@mississauga.ca)>  
**Sent:** October 17, 2019 11:20 AM  
**Cc:** Christian Binette <[Christian.Binette@mississauga.ca](mailto:Christian.Binette@mississauga.ca)>  
**Subject:** [MARKETING] Dundas Connects: Implementing Recommendation from the Master Plan - Dundas Street Right-of-Way Mississauga Official Plan Amendment



# Dundas Street Right-of-Way Mississauga

## Official Plan Amendment

Join us on **November 11, 2019** for a statutory public meeting to consider changes to the Official Plan for the Dundas Street right-of-way width. As a key recommendation of the Council approved [Dundas Connects Master Plan](#) (see pages 166 – 167), the proposed changes will widen the right-of-way to protect for dedicated bus lanes, four general vehicular lanes and enhanced pedestrian and cycling amenities.

### Meeting Details:

**When:** Monday, November 11, 2019 at 6:00 p.m.

**Where:** Mississauga Civic Centre, Council Chambers, 300 City Centre Drive

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City before the by-law is passed, the person or public body is not entitled to appeal the decision of City Council to the Local Planning Appeal Tribunal, or be added as a party to an appeal of the decision to the Tribunal. The decision of City Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

If you would like to share your views in advance of the meeting, please contact Christian Binette by email at [christian.binette@mississauga.ca](mailto:christian.binette@mississauga.ca) or by phone at 905-615-3200, ext. 5753.

4.3.

Best regards,

The Dundas Connects Team

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The City of Mississauga

300 City Centre Dr.

Mississauga, ON

L5B 3C1

You're receiving this email because you are a registered participant on Dundas Corridor.  
If you wish to unsubscribe, please reply to this email with the subject line "Unsubscribe".

### 4.3.

- Since the meeting the ministry's corridor office has not received any additional information regarding Dundas Connects. Please ensure to send all plans to Corridor's Office at the ministry. The contact will be Morgan Lawrence who is cc. on this e-mail
  - We've added Morgan Lawrence to our distribution list *Ok*
  - The plan is quite large and is difficult to send electronically; we would ask that you download it directly from [www.DundasConnects.ca](http://www.DundasConnects.ca) *Ok*
- During the last stakeholder meeting, the ministry traffic office requested the City submit the draft master plan with traffic analysis to the ministry for review and comments. However, till to date, we didn't receive copy of the report or traffic analysis. Please submit a draft master plan report with traffic analysis (should include traffic analysis of the surrounding ministry infrastructure – freeways and interchanges)
  - Please see the attached modelling report *See MTO comments on microsimulation report*
- As presented in the meeting, within the study limits, Dundas Street will reduce from 6 to 4 lanes for traffic and 2 exclusive BRT Lanes will be added. This will reduce the overall capacity of Dundas Street and might impact operations of the Highway 403 and 427 interchanges at Dundas. Please provide the exact project limits as well as preliminary exclusive BRT lane design for Dundas Street.
  - The Master Plan contains both the project limits and design of the BRT lanes *Ok*
- The city should also confirm either the proposed BRT design will impact / pass through the Highway 427 and 403 interchanges at East and West ends or not. If not, please provide exact location where the BRT lanes will discontinue at both ends. Please also provide detail traffic analysis and recommendations to improve the operations of the ramp terminals if impacted by reduced capacity / addition of BRT lanes on Dundas Street.
  - In the west, service will discontinue at Ridgeway Drive, and will not pass through the 403 interchange *Ok*
  - In the east, subject to City of Toronto approval, service will pass through the 427 interchange and continue to Kipling Station. *Ok*
  - For discussion of the 427 interchange, please see the response to the next question *Ok*
- It appears that this planning exercise also includes intensifying land use (high rise buildings etc.) at multiple locations on Dundas Street. This will generate more traffic and will impact operation of surrounding ministry freeways and interchanges. Please provide the ministry with detailed traffic impact study presenting analysis / impacts on the surrounding ministry infrastructure and recommended improvements required due to the future developments. The study area should include but not limited to following:



### 4.3.

- Freeways QEW, 427 and 403
- Ramp terminals at Highway 403 Dundas, 427 Dundas, QEW Dixie, QEW Hurontario, QEW Erin Mills, QEW Winston Churchill, 403 Cawthra, 403 Hurontario, 403 Mavis, 403 Erin Mills and 403 Winston Churchill
  - The attached modelling report speaks to the analysis you require for the 403 interchange
  - For the 427 interchange, please see the attached CAD file and PDFs of the Toronto segment
    - Note that the Dundas Street West Concept Design between Etobicoke Creek and Aukland Rd in the City of Toronto is prepared for discussion purposes only. The City of Toronto does not endorse the concept design and further analysis and evaluation of alternatives is required as the work is advanced by Metrolinx through the updated Business Case Analysis and TPAP process
    - The preliminary plan is only a plan and we did not run profile and grading through it, so all it shows is that you can fit the BRT in plan in the existing cross-section generally. Also, another thing to note, the base map that was provided from Toronto is out of date so the N-EW ramp configuration is actually wrong. AECOM adjusted it based on Google Maps
    - The preliminary plan identified some impact to the interchange with respect to grading, median reconstruction, minor modification to the piers (potentially depending on the PD and DD designs), bullnose relocation/construction, etc. Major reconstruction or reconfiguration of the interchange is not expected and the majority of the works would be on Dundas Street with minor adjustments to the ramp terminal interfaces

*How about traffic impacts at the Hwy 427 interchange? This still needs to be assessed as part of the microsimulation based on the preliminary plan.*

- The report does not specify the impacts of the recommended alternative (Dundas Bus Rapid Transit) on the Hwy 403 and Hwy 427 interchanges as well as other adjacent interchanges and how any impacts will be addressed
  - Please see the answers to the other questions, which speak to the interchange impacts

*The answers provided to the other questions do not speak to the traffic impacts of the recommended BRT option on the Hwy 427 interchange as well as other adjacent interchanges (see MTO comments on microsimulation report).*

#### 4.3.

- It is mentioned on page 51 of the report that a 2041 VISSIM microsimulation traffic model was developed to evaluate traffic conditions in the peak hours after the implementation of the recommended alternative. However, there is no discussion of the results of this analysis as it pertains to the freeway interchanges. **The VISSIM model must be submitted for our review.**
  - Please find the VISSIM model attached for current conditions and for 2041  
*See MTO comments on microsimulation report.*

## Christian Binette

---

**From:** Anthony Sirianni <asirianni@gwdplanners.com>  
**Sent:** Thursday, November 14, 2019 2:24 PM  
**To:** Christian Binette  
**Cc:** Marc DeNardis; Michael Gagnon; Marilyn Mascarenhas; 'Margaret Kida'; 'Edyta Kida'; 'Chris Dydynski'; 'Chris Dydynski'; Adam Lucas; Romas Juknevicus; Marianne Cassin; Al Jeraj  
**Subject:** RE: 1565 Dundas Street East - Public Meeting Information Report (Ward 1, 2, 3, 4, 6, 7, 8) – Dundas Street Right-of-Way Mississauga Official Plan Amendment - PN: 2148 ROW EXTRACT 1565 DUNDAS STREET EAST R.OW.PDF; 1565 DUNDAS STREET EAST R.OW.PDF; 2148 - 1565 Dundas Street East.png; Dundas\_ROW\_OPA\_Part6.pdf  
**Attachments:**  
**Importance:** High

November 14, 2019

Christian, further to your email below and our inquiries regarding the Dundas Street East Right-of-Way Width, we are requesting confirmation that no further road widenings are required for 1565 Dundas Street East, Mississauga other than what has already been registered with the City of Mississauga.

As per the correspondence our office previously provide both yourself and Adam Lucas (attached), it is our opinion that a future road widening and dedication is not required.

As you indicated in your email below, Al Jeraj – the Region of Peel’s Ontario Land Surveyor was to confirm the abovementioned. Please advise if you have received the required information from Al Jeraj. If so, kindly provide our office with a copy.

Looking forward to hearing back from you.

Regards,

**Anthony Sirianni**  
Planning Associate



**Brampton Office:** 21 Queen Street East, Suite 500, Brampton, ON L6W 3P1 P: 905-796-5790 ext. 262

**Markham Office:** 3601 Highway 7 East, Suite 310, Markham, ON L3R 0M3 P: 905-477-6556

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**From:** Christian Binette [mailto:Christian.Binette@mississauga.ca]  
**Sent:** Friday, November 08, 2019 3:00 PM

4.3.

**To:** Anthony Sirianni

**Cc:** Marc DeNardis; Michael Gagnon; Marilyn Mascarenhas; 'Margaret Kida'; 'Edyta Kida'; 'Chris Dydynski'; 'Chris Dydynski'; Adam Lucas; Romas Juknevičius; Marianne Cassin; Al Jeraj

**Subject:** RE: 1565 Dundas Street East - Public Meeting Information Report (Wared 1, 2, 3, 4, 6, 7, 8) – Dundas Street Right-of-Way Mississauga Official Plan Amendment - PN: 2148 ROW

Hello Anthony,

The map below provides an approximation of the existing (35 m) and proposed (42 m) right-of-way and was created based on CAD files from the consultant for the Dundas Connects Master Plan study – Aecom. As such, it cannot be used to confirm whether any additional land dedication would be required through the development process even if it appears that the amount of city-owned land exceeds the proposed right-of-way requirement.

In order for us to determine that there are no additional land requirements for 1565 Dundas Street East, we would require confirmation from a land surveyor of the right-of-way as measured from the centreline of the road compared to the current location of the property line. I have cc'd our land surveyor Al Jeraj who may be able to provide more assistance in this regard.

Thank you,

Christian



**Christian Binette**

Planner, Planning Programs

T 905-615-3200 ext.5753 | M 647-885-2153

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[City of Mississauga](#) | Planning & Building,  
City Planning Strategies Division

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---

**From:** Anthony Sirianni [mailto:asirianni@gwdplanners.com]

**Sent:** Friday, November 8, 2019 9:38 AM

**To:** Adam Lucas

**Cc:** Marc DeNardis; Michael Gagnon; Marilyn Mascarenhas; 'Margaret Kida'; 'Edyta Kida'; 'Chris Dydynski'; 'Chris Dydynski'; Christian Binette

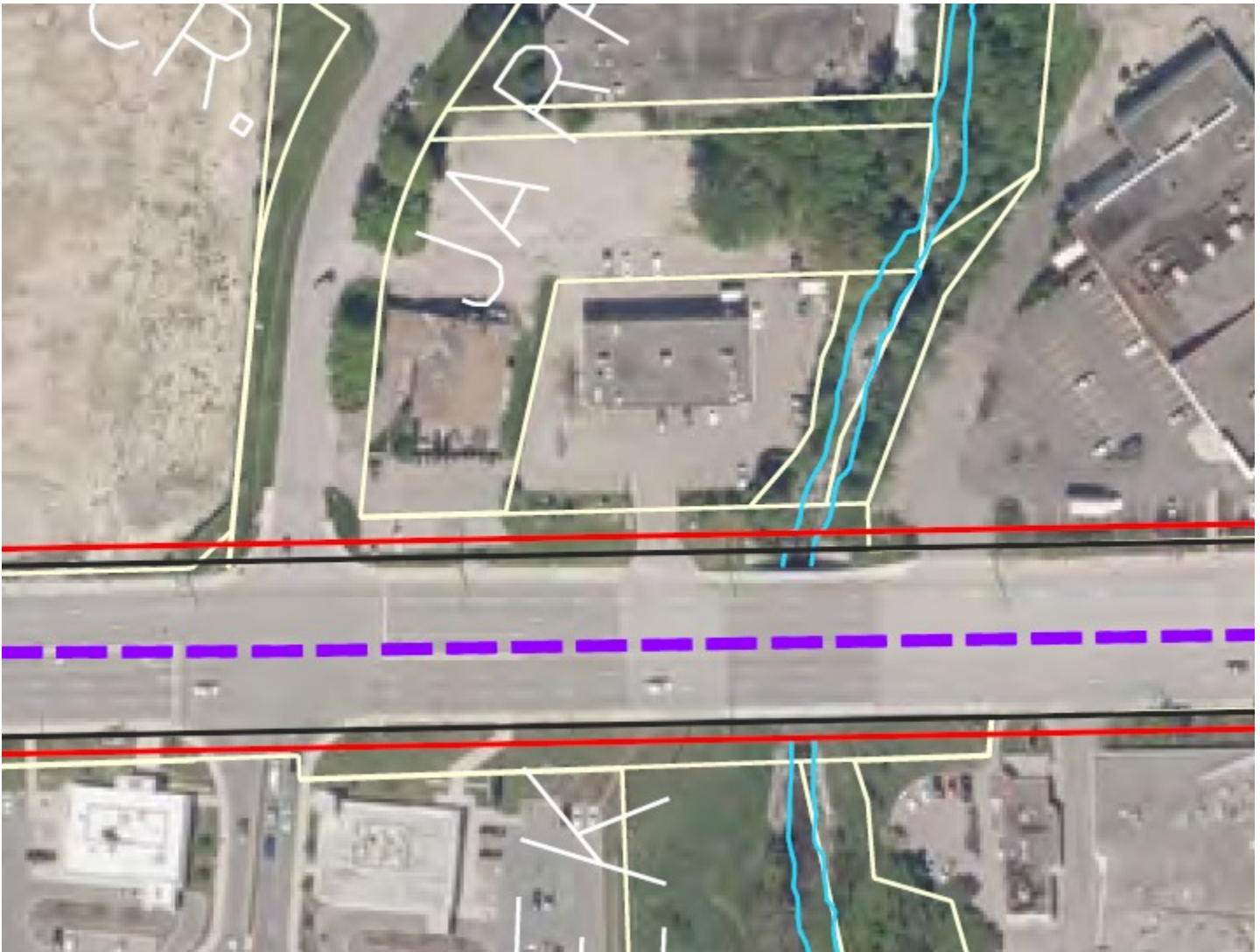
**Subject:** RE: 1565 Dundas Street East - Public Meeting Information Report (Wared 1, 2, 3, 4, 6, 7, 8) – Dundas Street Right-of-Way Mississauga Official Plan Amendment - PN: 2148 ROW

**Importance:** High

November 8, 2019

Adam and Christian, further to my email on November 5<sup>th</sup> (below) the current Right-of-Way width is greater than 42 metres along the frontage of our Client's property on Dundas Street East (1565 Dundas Street East). Please see extract below and the attached provided by Christian Binette to our office which identifies the proposed and existing Right-of-Way for the Dundas Street Corridor.

As such it is our opinion that a future road widening and dedication is not required. Please confirm. Kindly let us know before the end of the day today.



Regards,

**Anthony Sirianni**  
Planning Associate



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**Markham Office:** 3601 Highway 7 East, Suite 310, Markham, ON L3R 0M3 P: 905-477-6556

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**From:** Adam Lucas [mailto:[Adam.Lucas@mississauga.ca](mailto:Adam.Lucas@mississauga.ca)]

**Sent:** Friday, November 08, 2019 9:29 AM

**To:** Anthony Sirianni

4.3.

**Cc:** Marc DeNardis; Michael Gagnon; Marilyn Mascarenhas; 'Margaret Kida'; 'Edyta Kida'; 'Chris Dydynski'; 'Chris Dydynski'; Christian Binette

**Subject:** RE: 1565 Dundas Street East - Public Meeting Information Report (Wared 1, 2, 3, 4, 6, 7, 8) – Dundas Street Right-of-Way Mississauga Official Plan Amendment - PN: 2148 ROW

Hi Anthony,

In speaking with other members of staff, it would appear that road widening requirements are increasing along this stretch of Dundas Street from 35 metres to 42 metres, being 3.5 metres on either side of the road. While the requirement to provide the additional road width is not currently in place, we are asking that those lands that are fronting along Dundas Street please review their proposed developments and see if the additional widening can be accommodated.

As such, it would be appreciated if can you please review your proposal and advise accordingly.

Thank you,

Adam



**Adam Lucas, MCIP, RPP**

Planner, Development Central

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Development and Design Division

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---

**From:** Anthony Sirianni [mailto:[asirianni@gwdplanners.com](mailto:asirianni@gwdplanners.com)]

**Sent:** 2019/11/07 2:04 PM

**To:** Adam Lucas

**Cc:** Marc DeNardis; Michael Gagnon; Marilyn Mascarenhas; 'Margaret Kida'; 'Edyta Kida'; 'Chris Dydynski'; 'Chris Dydynski'; Christian Binette

**Subject:** RE: 1565 Dundas Street East - Public Meeting Information Report (Wared 1, 2, 3, 4, 6, 7, 8) – Dundas Street Right-of-Way Mississauga Official Plan Amendment - PN: 2148 ROW

**Importance:** High

November 7, 2019

Adam, could you please provide our office with a response to my email below. Given that this Report is tabled at the November 11, 2019 City of Mississauga Planning and Development Committee Meeting please provide our office with your response before Friday, November 8<sup>th</sup>.

Regards,

**Anthony Sirianni**

**Planning Associate**



**Brampton Office:** 21 Queen Street East, Suite 500, Brampton, ON L6W 3P1 P: 905-796-5790 ext. 262

**Markham Office:** 3601 Highway 7 East, Suite 310, Markham, ON L3R 0M3 P: 905-477-6556

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4.3.

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---

**From:** Anthony Sirianni

**Sent:** Tuesday, November 05, 2019 11:44 AM

**To:** Adam Lucas (Adam.Lucas@mississauga.ca)

**Cc:** Marc DeNardis; Michael Gagnon; Marilyn Mascarenhas; 'Margaret Kida'; 'Edyta Kida'; 'Chris Dydynski'; 'Chris Dydynski'; 'christian.binette@mississauga.ca'

**Subject:** 1565 Dundas Street East - Public Meeting Information Report (Wared 1, 2, 3, 4, 6, 7, 8) – Dundas Street Right-of-Way Mississauga Official Plan Amendment - PN: 2148 ROW

**Importance:** High

November 5, 2019

Adam, attached via the Drop Box Link below is a City of Mississauga Staff Report entitled: “Public Meeting Information Report (Wared 1, 2, 3, 4, 6, 7, 8) – Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing Dundas Connects Master Plan” that has been tabled for the November 11, 2019 City of Mississauga Planning and Development Committee Meeting. I am writing to you out of an abundance of caution given the ongoing Site Plan Application for our Client’s property located at 1565 Dundas Street East, Mississauga and request confirmation that no further road widenings are required other than what has already been registered with the City of Mississauga.

**Drop Box Link:** <https://www.dropbox.com/s/5bzy6u01g0585am/Mississauga%20Staff%20Report%20-%20Dundas%20Street%20ROW.pdf?dl=0>

Attached to this email for your reference is the Survey of the subject site identifying the Dundas Street Right-of-Way, an enlargement of the aforementioned Survey and an Aerial Photo of the subject site identifying the Dundas Street Right-of-Way.

Looking forward to hearing back from you before Friday, November 8<sup>th</sup>.

Regards,

**Anthony Sirianni**  
**Planning Associate**



**Brampton Office:** 21 Queen Street East, Suite 500, Brampton, ON L6W 3P1 P: 905-796-5790 ext. 262

**Markham Office:** 3601 Highway 7 East, Suite 310, Markham, ON L3R 0M3 P: 905-477-6556

E: [asirianni@gwdplanners.com](mailto:asirianni@gwdplanners.com) W: [www.gwdplanners.com](http://www.gwdplanners.com) TF: 1-855-771-7266

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## Christian Binette

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**From:** Application Info  
**Sent:** Monday, October 28, 2019 10:28 AM  
**To:** LandUsePlanning@HydroOne.com  
**Cc:** Christian Binette  
**Subject:** RE: Mississauga - Dundas St W - CD.04-DUN

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello

Please note via this Email, I have forwarded your comments to the Planner for this file, Christian Binette. In future you may submit any comments or questions to him directly at [Christian.binette@mississauga.ca](mailto:Christian.binette@mississauga.ca)

Thank You



### Stacey Ballan on behalf of application.info

City of Mississauga  
Development Assistant – Planning and Building Department  
Development and Design Division – 6<sup>th</sup> Floor  
T 905-615-3200 ext.5513  
[stacey.ballan@mississauga.ca](mailto:stacey.ballan@mississauga.ca)

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**From:** [LandUsePlanning@HydroOne.com](mailto:LandUsePlanning@HydroOne.com) [<mailto:LandUsePlanning@HydroOne.com>]  
**Sent:** Friday, October 25, 2019 9:38 AM  
**To:** Application Info  
**Subject:** Mississauga - Dundas St W - CD.04-DUN

Hello,

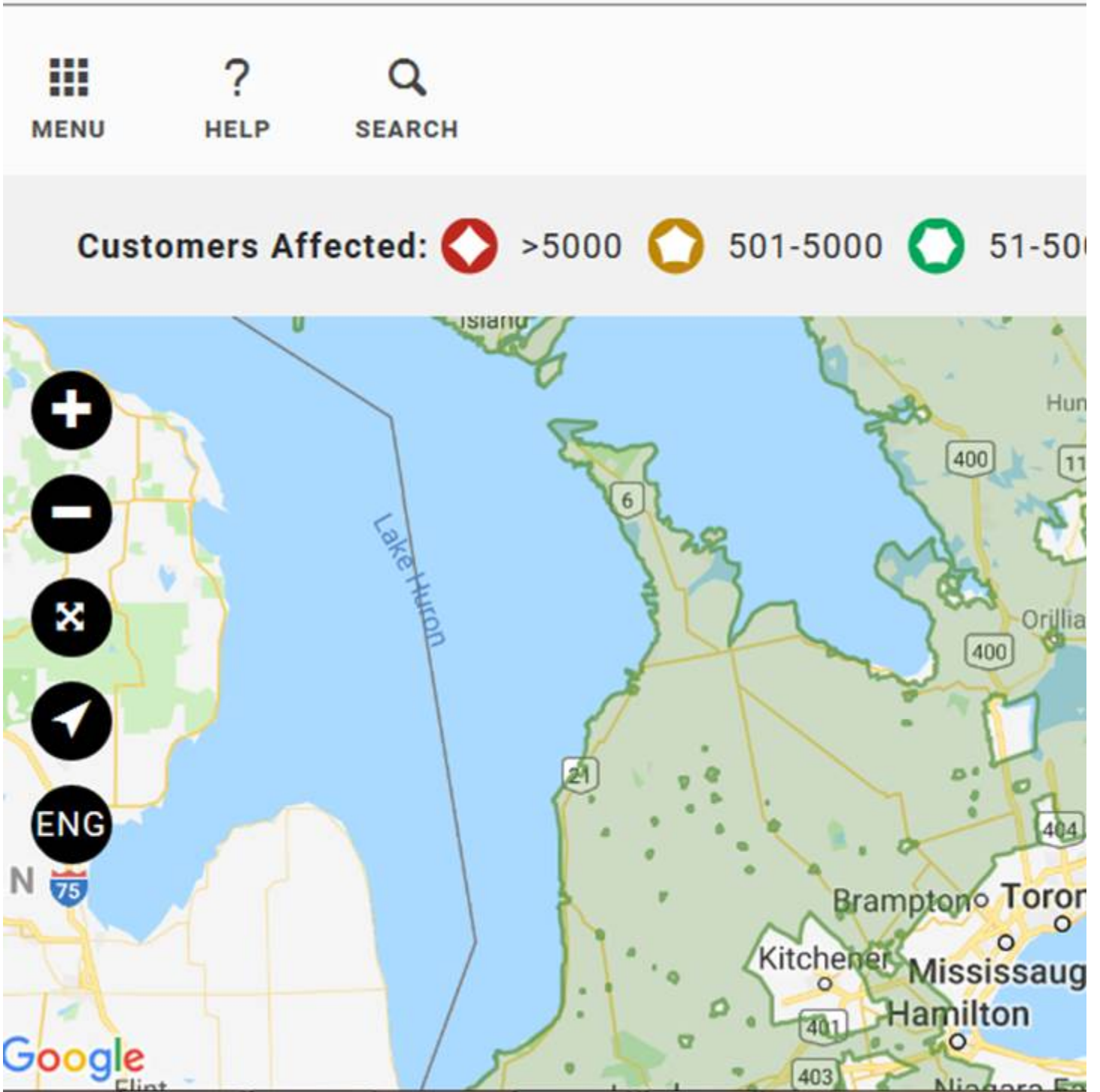
We are in receipt of your Application for Consent, CD.04-DUN dated October 18, 2019. We have reviewed the documents concerning the noted Application and have no comments or concerns at this time. **Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.**

For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.

To confirm if Hydro One is your local distributor please follow the following link:  
<http://www.hydroone.com/StormCenter3/>

Please select " Search" and locate address in question by entering the address or by zooming in and out of the map





If Hydro One is your local area Distribution Supplier, please contact Customer Service at 1-888-664-9376 or e-mail [CustomerCommunications@HydroOne.com](mailto:CustomerCommunications@HydroOne.com) to be connected to your Local Operations Centre

Please let me know if you have any questions or concerns.

Thank you,

**Dennis De Rango**

Specialized Services Team Lead, Real Estate Department  
Hydro One Networks Inc.

4.3.

Tel: (905)946-6237

Email: [Dennis.DeRango@HydroOne.com](mailto:Dennis.DeRango@HydroOne.com)

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City of Mississauga  
**Minutes**



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## Planning and Development Committee

Date

2019/11/11

Time

6:00 PM

Location

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

### Members Present

Councillor George Carlson	Ward 11 (Chair)
Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Sue McFadden	Ward 10
Councillor Carolyn Parrish	Ward 5 (ex-officio)

### Find it online

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

**Staff Present**

Mr. Andrew Whitemore, Commissioner, Planning & Building  
Ms. Lesley Pavan, Director, Development & Design Division  
Mr. Jason Bevan, Director, City Planning Strategies  
Mr. Hugh Lynch, Manager, Development South  
Mr. Chris Rouse, Manager, Development North  
Mr. Romas Juknevicus, Manager, Planning Programs  
Mr. Graham Walsh, Legal Counsel  
Mr. Jeremy Blair, Manager, Transportation Infrastructure Management  
Ms. Emma Calvert, Manager, Development Engineering, Transportation & Infrastructure  
Ms. Sangita Manandhar, Team Leader, Park Assets  
Mr. Christian Binette, Planner  
Mr. David Ferro, Planner  
Mr. Paul Stewart, Planner  
Ms. Angie Melo, Legislative Coordinator  
Ms. Megan Piercey, Legislative Coordinator

1. CALL TO ORDER - 6:00 PM
2. DECLARATIONS OF CONFLICT OF INTEREST - Nil
3. MINUTES OF PREVIOUS MEETING

Approval of the October 28, 2019 Draft Minutes

Approved (Councillor S. McFadden)

4. MATTERS CONSIDERED

- 4.1. PUBLIC MEETING INFORMATION REPORT (WARDS 1, 2, 3, 4, 6, 7, 8)  
Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing Dundas Connects Master Plan

In response to Councillor Fonseca's inquiry regarding next steps and opportunities for the community to receive new information and provide feedback, Jason Bevan, Director, City Planning Strategies advised that Transportation and Works staff are undertaking the study to examine engineering elements relating to flooding in the area, and offered to meet with Councillor Fonseca and staff to provide an update.

In response to Councillor Damerla's inquiry regarding the acquisition of lands required to widen Dundas Street, Mr. Bevan, Director, City Planning Strategies explained the process.

The following person spoke:

1. Maurizio Rogato, Principal, Blackthorn Development Corporation, spoke on behalf of two land owners in the proposed development area, and noted support for the amendments to the Mississauga Official Plan and noted that he would like to see a more comprehensive implementation of the Master Plan that would include land use designation. Mr. Rogato requested that the lands recently designated by the province as employment, be considered as significant mixed use lands. Mr. Rogato further requested a copy of the Mississauga Official Plan as it was not included in the agenda, so that they can review and provide further comments.

**RECOMMENDATION**

PDC-0081-2019

1. That the report titled “Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing Dundas Connects Master Plan,” dated October 18, 2019 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the public meeting held on November 11, 2019 to consider the report titled “Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing Dundas Connects Master Plan” dated October 18, 2019, from the Commissioner of Planning and Building, be received.
3. That one oral submission be received.

Received (Councillor J. Kovac) (11, 0, 0 – Absent)

<b>Recorded Vote</b>	<b>YES</b>	<b>NO</b>	<b>ABSENT</b>	<b>ABSTAIN</b>
Mayor B. Crombie	X			
Councillor S. Dasko	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor S. McFadden	X			
Councillor G. Carlson	X			

- 4.2. **PERMISSION TO APPLY TO COMMITTEE OF ADJUSTMENT (WARD 2)**  
To permit the property owner to apply for minor variances in accordance with section 45.1.4 of the *Planning Act*  
1101 – 1125 Clarkson Road North  
Owner: 1101 - 1125 Clarkson Road Developments Inc.  
File: OZ 15/003 W2

In response to Councillor Ras’ inquiry regarding the applicant’s submission of new information, David Ferro, Planner confirmed that staff are requesting a deferral of this matter to allow the opportunity to review further information submitted by the applicant.

Councillor Ras moved an amending motion to defer the matter to a future Planning and Development Committee meeting.

#### RECOMMENDATION

PDC-0082-2019

That the report dated October 18, 2019 from the Commissioner of Planning and Development titled "PERMISSION TO APPLY TO COMMITTEE OF ADJUSTMENT (WARD 2) To permit the property owner to apply for minor variances in accordance with section 45.1.4 of the *Planning Act*, 1101 – 1125 Clarkson Road North - Owner: 1101 - 1125 Clarkson Road Developments Inc. - File: OZ 15/003 W2" be deferred to a future Planning and Development Committee meeting.

Deferred (Councillor K. Ras) - (10, 0, 1 – Absent)

<b>Recorded Vote</b>	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie			X	
Councillor S. Dasko	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor S. McFadden	X			
Councillor G. Carlson	X			

#### 4.3. RECOMMENDATION REPORT (WARD 1)

Rezoning and draft plan of subdivision applications to permit 8 freehold detached homes and 18 common element condominium detached homes

2103, 2107, 2113, 2119 Primate Road, 1351, 1357 Wealthy Place, and 2116, 2122 Dixie Road, west side of Dixie Road, north of the Queen Elizabeth Way

Owner: City Park (Dixie Rd.) Inc.

Files: OZ 18/003 W1 and T-M 18002 W1

Paul Stewart, Planner, provided an overview of the Recommendation Report.

Committee Members commented regarding allowable and proposed heights, acceptable water table depth, liability if flooding occurs, and requirement for all homes to have sump pumps and permeable pavement driveways.

Paul Stewart, Planner explained the allowable heights in the Zoning By-law. Mr. Stewart, advised that Transportation and Works staff advised of the risk of sump pumps working 24/7 and advised it was not appropriate to have deep basements. Mr. Stewart further advised that the applicant submitted a storm water management study that did not identify any adverse impact to ground water and surrounding homes; this study was reviewed by Transportation and Works staff and deemed acceptable.

Emma Calvert, Manager, Development Engineering, Transportation & Infrastructure, advised that the storm water management proposal includes rain barrels and infiltration trenches which will be managed onsite.

Lesley Pavan, Director, Development & Design Division, advised that they can require the developer to have permeable pavement driveways and to ensure that it is maintained annually.

The following persons spoke:

1. Joanne Puttock, Resident, spoke opposing the development expressing concern with the level of intensification, increased density, height and traffic.
2. Beryl Chamberlain, Resident, spoke in opposition of this development, and echoed Ms. Puttock's comments, and noted that the community's request for public consultation was ignored.
3. Lisa MacCumber, Resident, spoke in opposition to the development and noted that the concerns expressed by the community have not been addressed, and further Ms. MacCumber questions the accuracy of the traffic study data and the misleading photo's included in the report.
4. Jim Levac, Partner, Glen Schnarr & Associates, spoke on behalf of the applicant and supports the staff's recommendation report and commended staff for their assistance in addressing technical issues.
5. Ryan Enright, Director, Sherway Homeowners and Recreation Association, spoke opposing the development expressing concerns with the proposed heights.
6. Paul Downs, Resident, spoke opposing the development and expressed concerns with the level of intensification and noted that the developer has ignored the concerns raised by the community. Mr. Downs requested the Committee not approve the development and request that the developer provide a proposal more suitable to the community.



7. Adam Norton, Resident, spoke opposing the development expressing concern with proposed heights and storm water management, noting that although homes will be required to have a rain barrel; what happens when they remove the rain barrel and go to a downspout method. Mr. Norton noted that current zoning by-laws ought to be maintained.

Councillor Dasko noted that his office has received over 130 emails from the community expressing concern that the development does not fit the neighbourhood character, increase in density/intensification, the challenges and pressures on services and infrastructure, parking capacity and roadway entrances/exits into the development.

Councillor Dasko opposes the development as presented and put forward an amended Motion, which was voted on and failed.

Councillor Parrish spoke in support of the development and moved the Recommendation Report Motion.

#### RECOMMENDATION

PDC-0083-2019

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application under File OZ18/003 W1, City Park (Dixie Rd.) Inc., 2103, 2107, 2113, 2119 Primate Road, 1351, 1357 Wealthy Place, and 2116, 2122 Dixie Road, to change the zoning to R4-Exception (Detached Dwellings) and R16-Exception (Detached Dwellings on a CEC-Road) and the draft plan of subdivision under File T-M 18002 W1, be approved subject to the provisions referenced in the staff report dated October 18, 2019 from the Commissioner of Planning and Building.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.
5. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and number of dwelling units shall not increase.

6. That seven oral submissions be received.

Approved (Councillor C. Parrish) - (8, 2, 1 – Absent)

<b>Recorded Vote</b>	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie			X	
Councillor S. Dasko		X		
Councillor K. Ras		X		
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor S. McFadden	X			
Councillor G. Carlson	X			

5. ADJOURNMENT – 7:13 PM (Councillor M. Mahoney)