

**Environment and Land Tribunals  
Ontario**

Ontario Municipal Board

655 Bay Street, Suite 1500  
Toronto ON M5G 1E5

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**Tribunaux de l'environnement et de  
l'aménagement du territoire Ontario**

Commission des affaires municipales  
de l'Ontario

655 rue Bay, suite 1500

Toronto ON M5G 1E5

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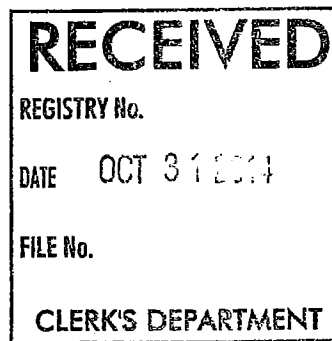
Télécopieur: (416) 326-5370

Site Web: www.elto.gov.on.ca



October 28, 2014

Diana Rusnov  
Deputy Clerk  
City of Mississauga  
Civic Centre, 300 City Centre Drive  
Mississauga, ON  
L5B 3C1



Subject: Case Number: PL141198  
File Number: PL141198  
Municipality: Mississauga  
OPA: 25  
Property Location: All Lands Within The City Of Mississauga  
Appellant(s): Derry-Ten Limited (Omelia Richichi), Orlando Corporation

The Board acknowledges receipt of the above referenced file. When communicating with the Board please quote the Board's case and/or file number.

This file has been assigned to **Kimberly Livingstone, Case Coordinator, Planner**. For specific questions about this case, you may contact the Case Coordinator, Planner at **(416) 326-6773**.

The Case Coordinator, Planner will review the file to ensure that all the required material has been received and will identify if there are other related matters that may come to the Board. The Case Coordinator, Planner may contact the parties to:

- Identify issues
- Discuss whether the matter may be a candidate for a mediation meeting
- Discuss whether a prehearing conference may be beneficial (Prehearings are normally only held on complex cases where the hearing length is expected to be over five days)
- Discuss the time that may be required for the hearing.

Mediation is an option available where the parties consent to this process. Mediation is intended to provide the parties with a more satisfactory manner in which to reach a resolution in the same or lesser timeframe as the traditional adjudicative process. Parties should contact the Case Coordinator, Planner if they are interested in mediation.

./2

The Board will schedule this case for the earliest available date on the Board's calendar. Parties should be prepared to proceed at any time. Parties will receive notice of the hearing event. Notice for prehearings and hearings are generally mailed 35 days before the hearing. Notice for mediation meetings can be given on shorter notice.

Once dates are set, adjournments are not granted except where compelling circumstances exist and with the consent of all parties and/or the approval of the Board.

We are committed to providing services as set out in the *Accessibility for Ontarians with Disabilities Act, 2005*. If you have any accessibility needs, please contact our Accessibility Coordinator as soon as possible.

For general information concerning the Board's policies and procedures visit our website at [www.elto.gov.on.ca](http://www.elto.gov.on.ca) or you may contact the Board's offices at (416) 212-6349. You may wish to obtain a copy of the publication 'A Guide to the Ontario Municipal Board' to learn more about participating in matters before the Board and the hearing process. This publication is available on the Board's website or by calling the Board's offices.

Yours truly,

P. Arseneault  
Case Management Administrative Assistant

c.c.  
Orlando Corporation  
Leo Longo  
Derry-Ten Limited (Omelia Richichi)  
Sharmini Mahadevan  
The Clerk (Mississauga)



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September 18, 2014

Mr. John Hardcastle  
Manager  
Development Services  
Public Works  
Region of Peel  
10 Peel Centre Drive, Suite A, 6<sup>th</sup> Floor, Room 601  
BRAMPTON ON L6T 4B9

Dear Mr. Hardcastle:

RE: Official Plan Amendment No. 25  
The Amendment affects all lands within the City of Mississauga.  
File: OPA 25 – All Wards

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Please find enclosed the Notice of Decision for Official Plan Amendment 25, and duplicate original copy of the amendment. This amendment was adopted by Council on September 10, 2014, by By-law 0238-2014. The Mississauga Official Plan Amendment has been prepared in accordance with PDC Recommendation PDC 0060-2014, adopted by City Council on September 10, 2014.

Also enclosed for your records is a copy of the Certificate of Public Meeting and Notification, Record of Written Submissions, and minutes of the Planning & Development Committee meeting of September 8, 2014.

Yours truly,

Diana Rusnov, Deputy Clerk and  
Manager Legislative Services  
Corporate Services Department  
905-615-3200 X 5421

: mj

cc:

Karen Crouse, Planning and Building (Working copy of Amendment)  
Carmen Gucciardi, Planning and Building (Viewing copy of Amendment)  
Applicant – City of Mississauga (Certified working copy of Amendment)



File Number: OPA 25  
 Municipality: City of Mississauga  
 Subject Lands: The Amendment affects all lands within the City of Mississauga.  
 Date of Decision: September 10, 2014  
 Date of Notice: September 18, 2014  
 Last Date of Appeal: October 8, 2014

**NOTICE OF DECISION**  
**With respect to an Official Plan Amendment**  
**Subsection 17(23) of the Planning Act**  
**BILL 51**

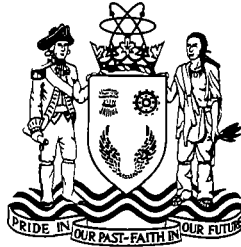
A decision was made on the date noted above to approve all of Amendment Number 25 to the Mississauga Official Plan Amendment for the City of Mississauga as adopted by By-law 0238-2014.

**Purpose and Effect of the Official Plan Amendment:**

The purpose of this Amendment is to amend Mississauga Official Plan to add a map identifying the Hurontario Street Intensification Area and policies outlining the addition of major transit stations on the Corridor. The Gateway Corporate Centre Character Area Policies are being amended to: redesignate lands from Business Employment to Office along the Hurontario Street Corridor; to add built form criteria to the Office and Business Employment designations; to add and delete permitted uses to the Office designation; to remove permitted uses from the Business Employment designation; to identify Major Transit Station Areas; and to add light Rail Transit Stations.

**Location of Lands:** The Amendment affects all lands within the City of Mississauga.

|  |  |
|--|--|
| <p><b><u>When and How to File An Appeal</u></b><br/> <i>Any appeal to the Ontario Municipal Board must be filed with the City of Mississauga no later than 20 days from the date of this notice as shown above as the last date of appeal.</i></p> <p>The appeal should be sent to the attention of the City Clerk, at the address shown below and it must,</p> <ol style="list-style-type: none"> <li>(1) set out the specific part of the proposed official plan amendment to which the appeal applies.</li> <li>(2) set out the reasons for the request for the appeal, and</li> <li>(3) be accompanied by the fee prescribed under the Ontario Municipal Board Act in the amount of \$125.00 payable by certified cheque or money order to the Minister of Finance, Province of Ontario.</li> <li>(4) be accompanied by an administration fee of \$150.00, payable by Certified Cheque to the Treasurer of City of Mississauga.</li> </ol> <p>If you wish to appeal to the OMB a copy of an appeal form is available from the OMB website at <a href="http://www.omb.gov.ca">www.omb.gov.ca</a></p> <p><b><u>Who Can File an Appeal</u></b><br/>     Only individuals, corporations or public bodies may appeal a decision of the City of Mississauga to the Ontario Municipal Board. A notice of appeal may not be made by an unincorporated association or group. However, a notice of appeal may be made in the name of an individual who is a member of the association or the group on its behalf.</p> <p>No person or public body shall be added as a party to the hearing of the appeal unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the Ontario Municipal Board, there are reasonable grounds to add the person or public body as a party.</p> | <p><b><u>When the Decision is Final</u></b><br/>     The proposed official plan amendment is exempt from approval by the Regional Municipality of Peel. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the last date of appeal noted above.</p> <p><b><u>Getting Additional Information</u></b><br/>     Additional information about this amendment is available for public inspection during regular office hours at the City of Mississauga at the address noted below or from <b>Karen Crouse of the City of Mississauga, Planning and Building Department at (905) 615-3200 X-5526.</b></p> <p><b><u>Mailing Address for Filing a Notice of Appeal</u></b><br/>     City of Mississauga<br/>     Office of the City Clerk<br/>     300 City Centre Drive<br/>     MISSISSAUGA ON L5B 3C1</p> |
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THE CORPORATION OF THE CITY OF MISSISSAUGA

CERTIFICATE OF PUBLIC MEETING AND NOTIFICATION

MISSISSAUGA OFFICIAL PLAN AMENDMENT NUMBER 25  
City of Mississauga

In accordance with public participation procedures set out in Section 3.1 of Mississauga Official Plan and subsections 17(19.3), (19.4), (19.5) and (19.6) and subsection 22 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, I certify that the alternative measures for informing and obtaining the views of the public set out in Mississauga Official Plan have been complied with, including the holding of a public meeting, notice of a public meeting, making available adequate information to the public, and affording all persons in attendance at the meeting an opportunity to make representations in respect of the Mississauga Official Plan Amendment.

A copy of the public meeting notice and advertisement is attached.

August 25, 2014  
Dated: \_\_\_\_\_

Angela Dietrich  
Angela Dietrich,  
Acting Director, Policy Planning Division,  
Planning and Building Department,  
City of Mississauga.

Attachment

K:\PLAN\POLICY\GROUP\2014 Hurontario LRT\Gateway\OPA\CertificateofPublicMeetingandNotification.doc

- (i) A fourth (4<sup>th</sup>) ground sign fronting Courtneypark Drive East.
- (c) Sign Variance Application 12-01933  
Ward 11  
DeWalt Factory Service  
6275 Millcreek Drive

To permit the following:

- (i) One (1) fascia sign located on the north elevation of the building which does not face a street or where the main entrance to the building is located.

CARRIED – (J. Tovey)  
File: BL.03-SIG (2011)

## 2. PUBLIC MEETING

Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area (Ward 5)  
File: CD.03.GAT

Councillor Dale, Chair, called this public meeting to order at 7:05 p.m.

Karen Crouse, Development Planner addressed the committee with respect to the proposed amendments to the Mississauga Official Plan. She outlined the area context, the rationale behind the establishment of the policies, the proposed zoning changes, the amended land use designations and the proposed fine grain grid road network. She noted the office development trends in the City of Mississauga from 2007 – 2011 and spoke to the potential for office development. Ms. Crouse outlined the next steps for the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area noting that a report on comments would be brought back to the Planning and Development Committee.

The following persons were in the audience and spoke to the item:

Leo Longo, Arid and Berlis LLP  
Paul Lowes, Sorensen Gravely Lowes Planning Associates Inc.  
Jason Cannuel (sp)  
Abe Fisher  
Brian Parker, Gowlings

Leo Longo, representing the Orlando Corporation addressed the committee and outlined his client's concerns with the proposal. He noted that the planning horizon for the proposal did not conform with the Provincial Policy Statement 2005, the Peel Official Plan or the Mississauga Official Plan, and suggested that the office space gross floor area (GFA) specified in the plan would not be attainable or sustainable. Mr. Longo further suggested that due to intrinsic differences, the Gateway Corridor could not be compared to University Avenue. He also outlined the limitations of the proposed Light Rail Transit (LRT) because it would only service employees that live north or south of the area. Mr. Longo raised concerns with the fine grid road network that was intended to enhance pedestrian movement noting that mixed uses in the area would ensure that pedestrians would have destination areas to walk to. He suggested that the fine grain road network would prevent the intensification of office space and constrain development and raised a concern with respect to the proposed underground parking suggesting that structured parking be permitted. He also raised a concern with un-stated urban design guidelines and spoke against architectural constraints. Mr. Longo sought clarification as to whether or not the amendments would affect the Ontario Municipal Board settlements that had been made regarding Orlando Corporation land.

Councillor Mullin noted that the City of Mississauga had to establish a vision for the area and noted that the City's goal was for people to live and work within the City which was why office development was important. She addressed the issue of underground parking and stipulated that the goal was not to have parking in front of buildings and instead, the vision was to have buildings come up to the street to create a specific street scape. Councillor Mullin requested that staff respond to the affect the proposed Official Plan amendments would have on the settlements made regarding Orlando Corporation land. Ms. Crouse noted that the Orlando Corporation and the City had approached the Ontario Municipal Board with settlements regarding a number of blocks of land and that setbacks, parking areas and building placements had been negotiated.

Paul Lowes, representing Coppa Properties addressed the committee and noted that Coppa Properties owned 50 Matheson Boulevard and operated Hyland Farms on the property. He noted his client's concern with redesignating the lands from business employment to office. Mr. Lowes indicated that the property owners had a vision for a pedestrian friendly site which would not be possible if only office development was permitted. He requested that site specific permission be maintained to allow the Hyland Farms grocery store to remain.

Councillor Saito inquired as to whether or not Coppa Properties had looked at the feasibility of mixed uses along the front of their property. Mr. Lowes indicated that the property owner had looked at the possibility but there was an issue with maintaining an appropriate amount of parking. Councillor Saito suggested that with the amount of parking available on the site, office and retail development could likely be achieved and Mr. Lowes noted that single storey retail or office space may be possible. Madam Mayor noted that the store and warehouse was larger than most grocery stores and suggested that this space could be utilized further noting that due to the size of the building there was much potential. Councillor Iannicca made comments with respect to the history of the site.

Jason Cannuel (sp) representing the owners of the Fairfield Inn and Suites at 35 Courtney Park Drive West addressed the committee noting that the owners had planned to develop the land adjacent to their property with a new hotel and wanted to ensure that any re-designation of land would not negatively impact this development. Ms. Crouse noted hotels, banquet halls and convention centres would be permitted.

Abe Fisher (sp) responded to a comment made by Mr. Longo with respect to the limitations of the LRT. He noted that as Mississauga Transit services areas east and west of the Gateway Corporate Centre, the LRT could be utilized by all residents working in the Gateway Corporate Centre area. He noted his support for the use of underground parking and suggested that parking standards be reduced to avoid gridlock. He suggested that development should be a minimum of three (3) storeys and include mixed uses so that residents can live, work and play in the same area. He also suggested that buildings be brought to the street's edge and noted that he disagreed with reducing block sizes as larger blocks would benefit development. He also suggested that a design review panel be established and that more transit stops be installed in the Gateway Corporate Centre area.

Brian Parker, representing the owner of 50 Admiral Boulevard addressed the committee and noted that the property was two blocks east of Hurontario Street and housed Flow Components Inc. which was a light industrial operation. He further stipulated that the lands were to be re-designated as business office. He noted concern that Flow Components would not be able to expand under the proposed amendments and expressed concern that the company would be restricted to a legal non-conforming status. He noted his support for a higher density and the LRT. Ms. Crouse noted that the property was located in a transition area and indicated that staff would be willing to discuss where the dividing line between land designations should be. The committee suggested that Mr. Parker and his clients meet with staff to further discuss the issue.

Mayor McCallion moved the following motion which was voted on and carried:

PDC-0059-2012

1. That the report titled "*Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area*", dated September 25, 2012 from the Commissioner of Planning and Building, be received.
2. That the submissions made at the public meeting be received.
3. That staff report back to Planning and Development Committee on the submissions.
4. That the following correspondences be received:
  - (a) Email dated October 12, 2012 from David Riley, Planner, Sorensen Gravely Lowes Planning Associates Inc., including a letter and attachments dated October 11, 2012 from Paul Lowes, Principal, Sorensen Gravely Lowes Planning Associates.



- (b) Email dated October 12, 2012 from Yvonne Choi, Land Use Planner, Wood Bull LLP, Barristers and Solicitors and attached letter dated October 12, 2012 from Sharmini Mahadevan, Wood Bull LLP, Barristers and Solicitors.
- (c) Email and attached letter dated October 15, 2012 from Lori McPherson, Bousfields Inc.
- (d) Email dated October 15, 2012 from Rico Grella, Richill Construction Ltd.

File: CD.03.GAT  
APPROVED – (Mayor McCallion)

This public meeting closed at 7:59 p.m.

3. Information Status Report – Removal of “H” Holding Symbol Application to permit Phase 2 of the Amacon Parkside Village Subdivision, Part of Lot 19, Concession 2, N.D.S, west side of Confederation Parkway, north of Burnhamthorpe Road West. Owner/ Applicant: Amacon Development (City Centre) Corp., **Bill 51** (Ward 4)  
File: H-OZ 12/001 W4

Councillor Iannicca outlined the differences between item number three (3) on the agenda and item number four (4), which both dealt with Amacon Parkside Village.

Councillor Iannicca moved the following motion which was voted on and carried:

PDC-0060-2012

That the Report dated September 25, 2012, from the Commissioner of Planning and Building outlining the details of the proposed development concerning the application for removal of the "H" holding symbol in the downtown, to permit Phase 2 of the Amacon Parkside Village Subdivision under file H-OZ 12/001 W4, Amacon Development (City Centre) Corp., Part of Lot 19, Concession 2, N.D.S., be received for information.

CARRIED – (Councillor Iannicca)  
FILE: H-OZ 12/001 W4

Public Meeting  
Planning and Development Committee



Property Location: Gateway Corporate Centre Character Area  
(see reverse side map)

**Proposal:**

- To amend the Gateway Corporate Centre Character Area Policies, which form part of the 2011 Mississauga Official Plan (under appeal), to implement the findings of the Hurontario/Main Street Corridor Master Plan by, among other things:
  - Redesignating all lands fronting Hurontario Street from "Business Employment" to "Office";
  - Introducing design policies related to minimum heights and maximum setbacks for lands surrounding major transit stations; and
  - Introducing additional road network in the Gateway Corporate Centre area.

The Hurontario/Main Street Corridor Master Plan considered the introduction of light rail transit to the Hurontario Street corridor with supporting land use and urban design policies.

The proposed amendments are being considered under the Bill 51 *Planning Act* Requirements. (See below)

**Purpose of Meeting:**

- To obtain comments from the public regarding the Gateway Corporate Centre Character Area; and
- For interested individuals to ask questions and express their views about the proposed policies.

**Meeting Date:** October 15, 2012

**Time:** 7:00 p.m.

**Meeting Place:** Mississauga Civic Centre  
Council Chamber  
300 City Centre Drive

**File:** CD.03.GAT

**More Information:** **Contact: Karen Crouse,**  
Policy Planner  
Planning & Building Dept.  
at 905-615-3200 ext. 5526 or by  
e-mail at:  
karen.crouse@mississauga.ca

In addition, the public may view the Draft Gateway Corporate Centre Character Area Policies at:

The City's website:  
[www.mississauga.ca/portal/residents/gatewayreview](http://www.mississauga.ca/portal/residents/gatewayreview)

**Notice Date:** September 17, 2012

**Planning Act Requirements**

**Bill 51 Applications**

- If a person or public body does not make oral submissions at a public meeting, or make written submissions to the **City of Mississauga** before the by-law is passed, the person or public body is not entitled to appeal the decision of the City of Mississauga to the Ontario Municipal Board.
- If a person or public body does not make oral submissions at a public meeting, or make written submissions to the **City of Mississauga** before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to do so.

Please contact **Mississauga City Council, c/o Diana Haas, Office of the City Clerk, in writing by mail at 300 City Centre Drive, Mississauga ON L5B 3C1, or by fax at 905-615-4181 or by e-mail at [diana.haas@mississauga.ca](mailto:diana.haas@mississauga.ca) by 12:00 p.m. on the day of the meeting if:**

- You are unable to attend and would like to forward your views before the meeting. Written submissions will become part of the public record; or
- You wish to be notified of the adoption of the proposed Official Plan Amendment, Zoning By-law and/or Plan of Subdivision, as applicable and described above.

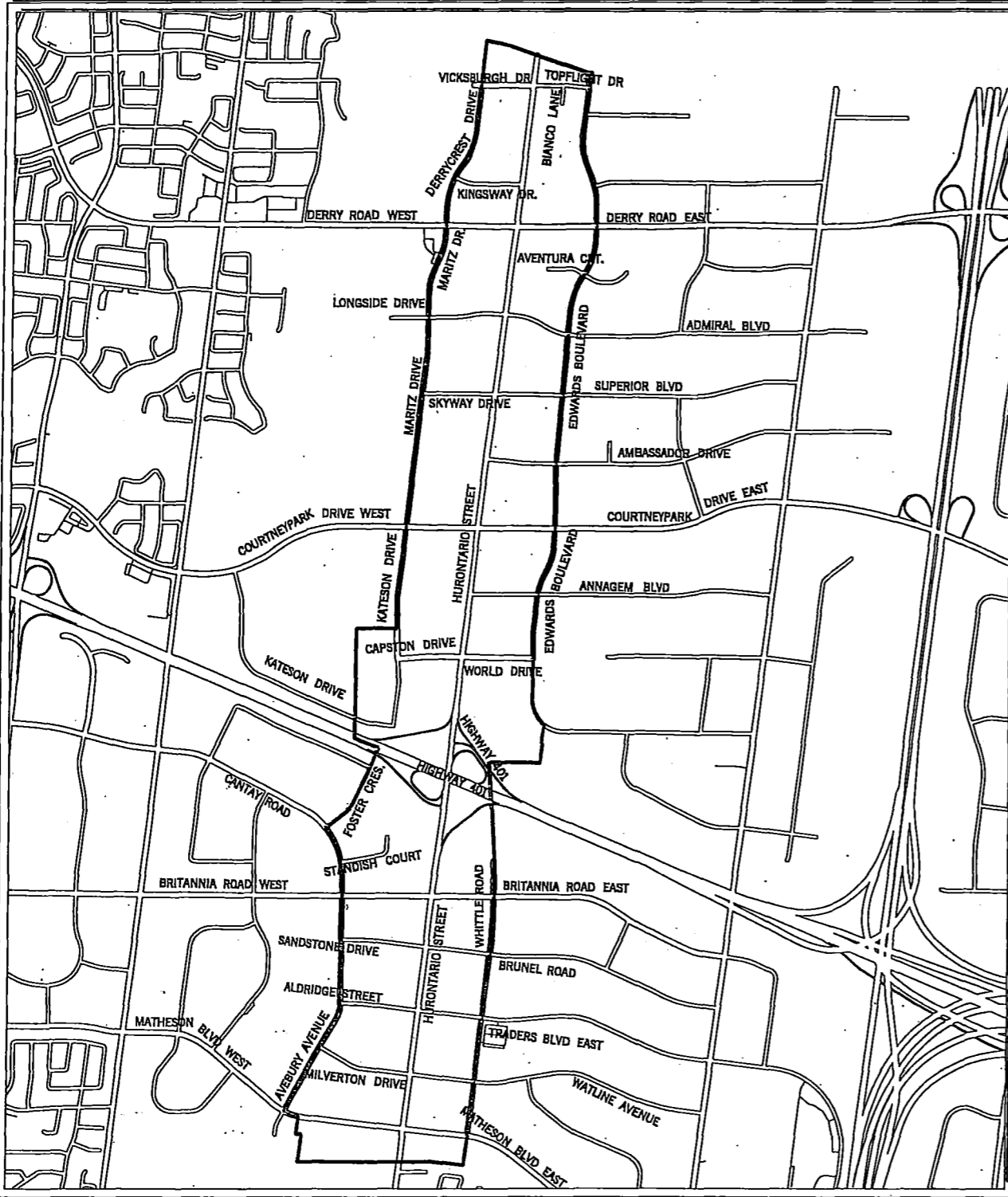
**More Information**

The public may view planning documents and background material at the Planning and Building Department, 3<sup>rd</sup> Floor, Mississauga Civic Centre between 8:30 a.m. and 4:30 p.m., Monday through Friday.

The corporate report pertaining to this matter will be available on-line @ <http://www.mississauga.ca/portal/cityhall/planninganddevelopment> one week prior to the meeting.

John Calvert, Director  
Policy Planning Division  
Planning and Building Department

For residential applications, information regarding education and school accommodation is available from the Peel District School Board at 905-890-1099 or the Dufferin-Peel Catholic District School Board at 905-890-1221.

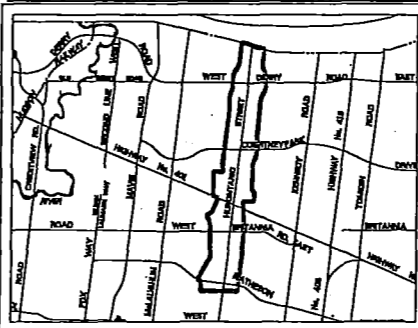


**LEGEND:**

 **GATEWAY CHARACTER AREA BOUNDARY**



**SUBJECT:**  
**GATEWAY PUBLIC MEETING NOTICE**



**FILE NO:**  
CD.03.GAT

**DWG. NO:**

**SCALE:**  
NTS

**PDC DATE:**  
2012/08/09

**DRAWN BY:**  
A.SHAH

**MISSISSAUGA**  
Planning and Building

Produced by  
T&W, Geomatics

# DECLARATION

Subsection 17 of the Planning Act

**Applicant:** City Initiated  
**Municipality** City of Mississauga  
**Our File:** OPA 25

I, Diana Rusnov, Deputy Clerk solemnly declare,

1. That the decision in respect of the above-noted matter was made on September 10, 2014 when By-law Number 0238-2014 was enacted and that notice as required by subsection 17 of the Planning Act was given on September 18, 2014.
2. That 2 appeals to the Ontario Municipal Board of the decision in respect of the above-noted matter was received under subsection 17 of the Planning Act within the time specified for submitting an appeal.

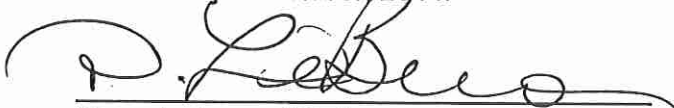
And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

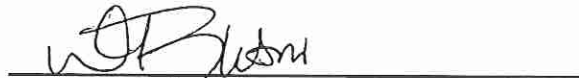
at the City of Mississauga

in the Regional Municipality of Peel

this 9th day of October, 2014.



Commissioner of Oaths



Declarant

DONNA RAE LEBRETON, a Commissioner, etc.,  
Regional Municipality of Peel, for the  
Corporation of the City of Mississauga.  
Expires May 3, 2016.

Amendment No. 25

to

Mississauga Official Plan

for the

City of Mississauga Planning Area

By-law No.0238-2014

A by-law to Adopt Mississauga Official Plan Amendment No. 25

WHEREAS in accordance with the provisions of sections 17 or 22 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, (the "*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing ("MMAH") authorized the Regional Municipality of Peel (the "Region") an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region of Peel has advised that, with regard to Amendment No. 25, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The following text, maps and Schedules designated as Maps "A", "B", "C", "D" and "E" attached constitute Amendment No. 25 to Mississauga Official Plan, of the City of Mississauga Planning Area, are adopted.

ENACTED and PASSED this 10<sup>th</sup> day of September, 2014.



MAYOR



CLERK

Amendment No. 25

to

Mississauga Official Plan

for the

City of Mississauga Planning Area

The following text and maps designated Map "A", Map "B", Map "C", Map "D" and Map "E" attached hereto constitutes Amendment No. 25.

Also attached hereto but not constituting part of the Amendment are Appendices I, II and III.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated June 3, 2014, pertaining to this Amendment.

Appendix III is a copy of the Planning and Building Department report dated August 19, 2014, pertaining to this Amendment.

## PURPOSE

The purpose of this Amendment is to amend Mississauga Official Plan to add a map identifying the Hurontario Street Intensification Area and policies outlining the addition of major transit stations on the Corridor. The Gateway Corporate Centre Character Area Policies are being amended to: redesignate lands from Business Employment to Office along the Hurontario Street Corridor; to add built form criteria to the Office and Business Employment designations; to add and delete permitted uses to the Office designation; to remove permitted uses from the Business Employment designation; to identify Major Transit Station Areas; and to add Light Rail Transit Stations.

## LOCATION

The lands affected by this Amendment are located along the Hurontario Street Intensification Corridor and the Gateway Corporate Centre Character Area, as identified in Mississauga Official Plan.

## BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for those policies and land use designations which have been appealed to the Ontario Municipal Board.

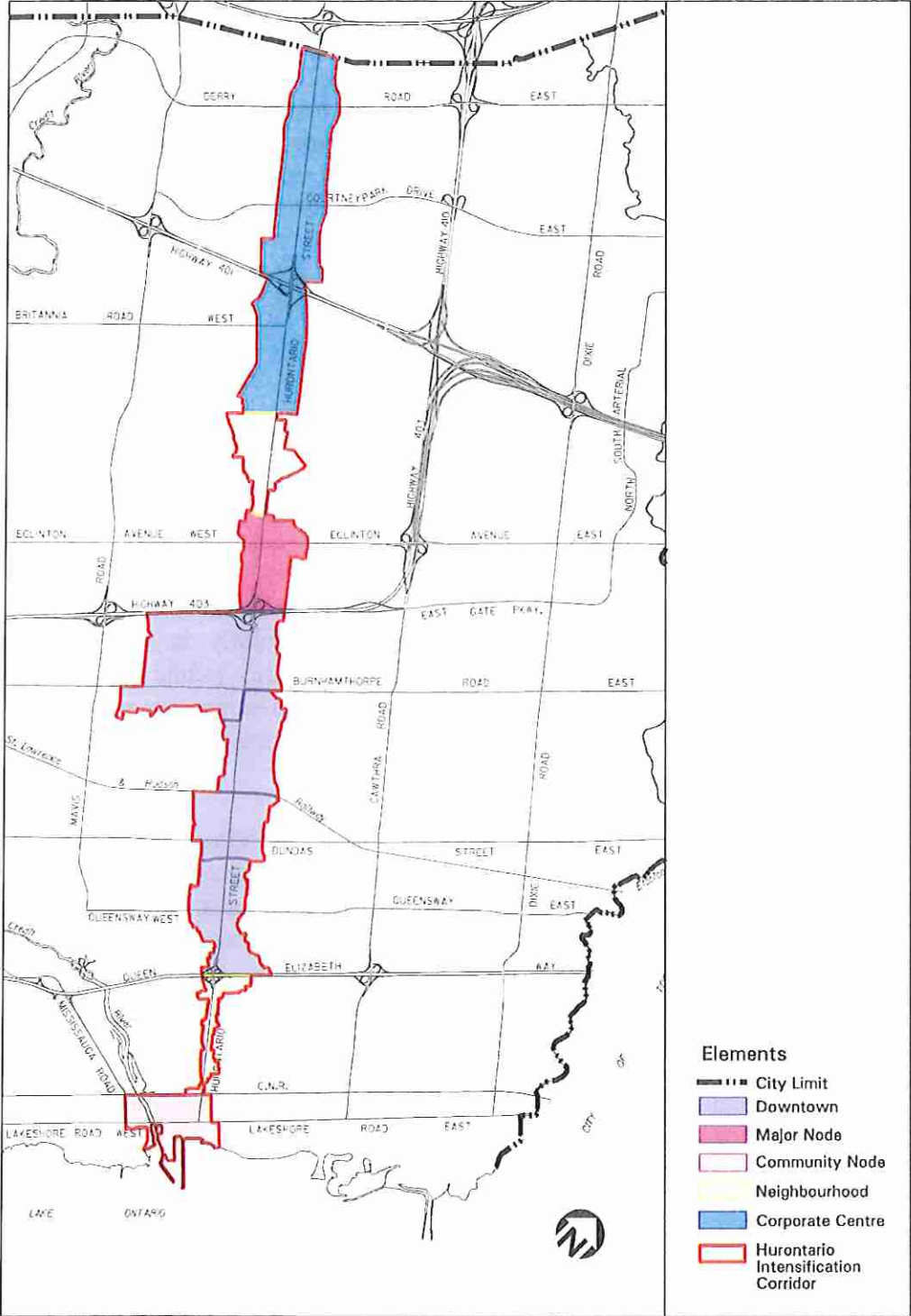
The proposed Amendment is acceptable from a planning standpoint and should be approved as the subject policies have been reviewed and updated to reflect the findings and recommendations of the Hurontario/Main Street Corridor Master Plan, which detailed the land use and urban design policy framework to support the introduction of light rail transit along the Hurontario Street Intensification Corridor.

Details regarding this Amendment to the Gateway Corporate Centre Character Area Policies of Mississauga Official Plan are contained in the Planning and Building Reports dated June 3, 2014, and August 19, 2014, attached to this Amendment as Appendix II and Appendix III.



DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 5.4 Corridors, Direct Growth, of Mississauga Official Plan, is hereby amended by adding the following Map:



Map 5-1: Hurontario Street Intensification Corridor

2. Section 5.4 Corridors, Direct Growth, of Mississauga Official Plan, is hereby amended by adding the following:

5.4.14 The Hurontario Street Intensification Corridor is comprised of lands along Hurontario Street from Lake Ontario in Port Credit to the city's limit to the north as shown on Map 5-1: Hurontario Street Intensification Corridor.

5.4.15 A number of Light Rail Transit Stations, which will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system are a form of *Major Transit Station Areas*. The *Major Transit Station Areas* are identified on Schedule 2: Intensification Areas and the Light Rail Transit Stations are identified on Schedule 6: Long Term Transit Network.

3. Section 15.3.1.2 Urban Design Policies, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting and replacing subsections a, b, c, f, k, r, and by adding a new subsection v. as follows:

- a. encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal city thoroughfare and higher order transit corridor;
- b. encourage a high standard of public and private realm *streetscape* design that is coordinated and comprehensive, particularly at *Major Transit Station Areas*, which includes street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm;
- c. buildings will be street related with main building entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk. Active building features should be oriented to major street frontages and the light rail transit system;
- 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 structured, and preferably, underground. Transportation demand management measures will be encouraged;
- k. encourage development that provides a safe and convenient pedestrian environment that reinforces Hurontario Street as a major transit corridor;
- r. create a sense of prominence at the intersection of Hurontario Street and *Major Transit Station Areas*, by integrating features such as: tall, more distinctive buildings located close to the street, unique landscape and *streetscape* treatment, transit amenities, elevated and distinguishing rooflines;

- v. development should provide the ease of movement between the built form and transit facilities and *active transportation*. The design of buildings will improve connections and accessibility for transit users and *active transportation* and reinforce Hurontario Street as a major transit corridor.
4. Section 15.3.2 Land Use, Gateway Corporate, of Mississauga Official Plan, is hereby deleted and replaced with the following:

15.3.2.1 Notwithstanding the Policies of this Plan, single storey financial institutions and freestanding restaurants of all types which are not substantially screened from Hurontario Street by a building in place at the time of development will not be permitted on land adjacent to Hurontario Street.

15.3.2.2 Existing uses will be permitted as they existed on the day these policies come into effect. Limited expansions may be permitted on a site specific basis subject to consideration of matters such as urban design and proximity to a *Major Transit Station Area*.

15.3.2.3 Existing buildings that do not meet the built form policies including single storey financial institutions, and freestanding restaurants, which are not substantially screened from Hurontario Street by a building, will be encouraged to redevelop in keeping with the vision for the Hurontario Street Intensification Corridor.

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;
- 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
- f. 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

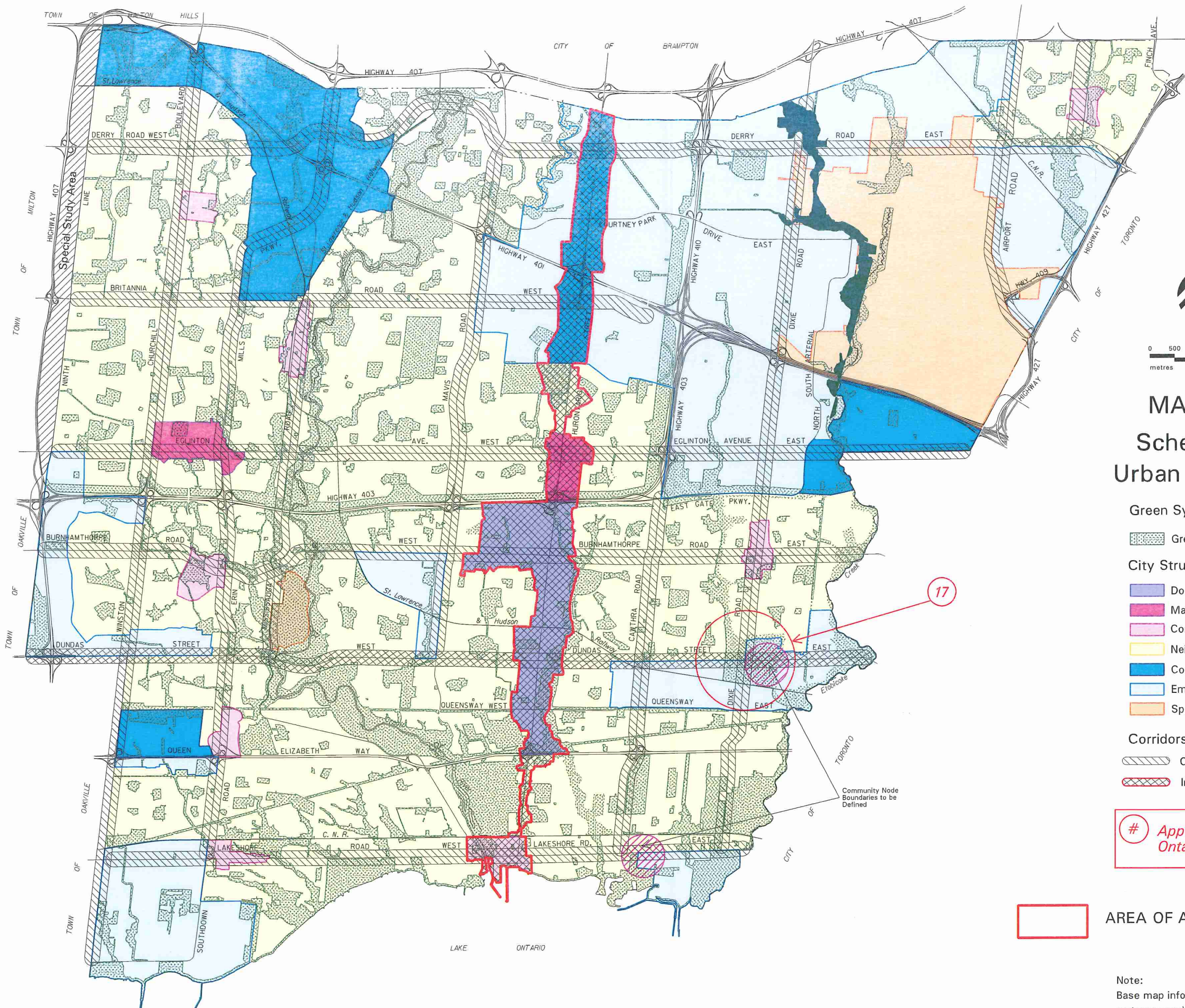
along Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections.

15.3.2.5 Notwithstanding the Business Employment designation, the following additional uses will not be permitted:

- a. motor vehicle body repair facilities;
  - b. transportation facilities;
  - c. trucking terminals; and
  - d. *waste processing or transfer stations* and composting facilities.
5. Section 15.3.3.1.2 Site 1, Special Site Policies, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting the reference to “Business Employment designation”, and replacing it with “policies of this Plan”, and deleting subsections a. and b., and by deleting the first bullet of subsection f.
  6. Section 15.3.3.2.2 Site 2, Special Site Policies, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting the reference to “Business Employment designation”, and replacing it with “policies of this Plan”, and deleting subsections a. and b.
  7. Section 15.3.3.3.2 Site 3, Section 15.3.3.4.2 Site 4 and Section 15.3.3.5.3 Site 5, Special Site Policies, Gateway Corporate, of Mississauga Official Plan, are hereby amended by deleting the reference to “Business Employment designation on these lands” and replacing it with “policies of this Plan”.
  8. Section 15.3.4.1 Site 1, Exempt Sites, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting the reference to “provisions of the Business Employment designation” and replacing it with “policies of this Plan”.
  9. Schedule 1 – Urban System, of Mississauga Official Plan, is hereby amended by adding the boundaries of the Hurontario Street Intensification Corridor, as shown on Map ‘A’ of this Amendment.
  10. Schedule 1c – Urban System – Corridors, of Mississauga Official Plan, is hereby amended by adding the boundaries of the Hurontario Street Intensification Corridor, as shown of Map ‘B’ of this Amendment.
  11. Schedule 2 – Intensification Areas, of Mississauga Official Plan, is hereby amended by adding Major Transit Station Areas in the Gateway Corporate Centre Character Area and the outline of the Hurontario Street Intensification Corridor, and by adding the Hurontario Street Intensification Corridor to the legend, as shown on Map ‘C’ of this Amendment.
  12. Schedule 6 – Long Term Transit Network, of Mississauga Official Plan, is hereby amended by adding Light Rail Transit Stations to the Gateway Corporate Centre Character Area, the outline of the Hurontario Street

Intensification Corridor, and by adding the Hurontario Street Intensification Corridor to the legend, as shown on Map 'D' of this Amendment.

13. Schedule 10 – Land Use Designations, of Mississauga Official Plan, is hereby amended by changing certain land use designations along the Hurontario Street Corridor in the Gateway Corporate Centre Character Area from Business Employment to Office, as shown on Map 'E' of this Amendment.



0 500 1000 1500 2000  
metres

# MAP 'A' Schedule 1 Urban System

## Green System

Green System

## City Structure

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

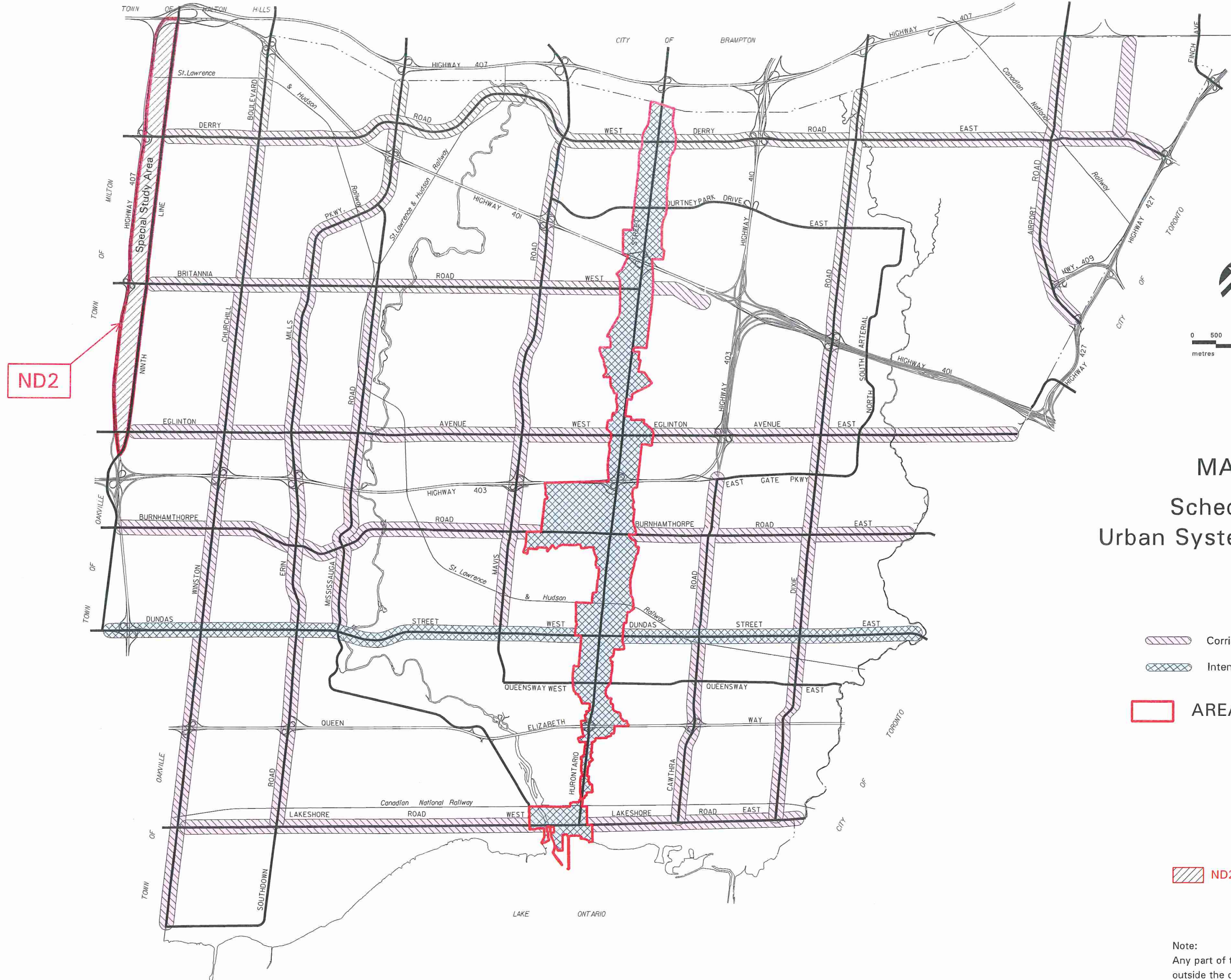
## Corridors

- Corridor
- Intensification Corridor

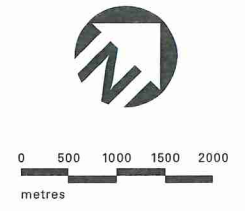
**#** *Appealed to the Ontario Municipal Board*

AREA OF AMENDMENT NO. 25





Note:  
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



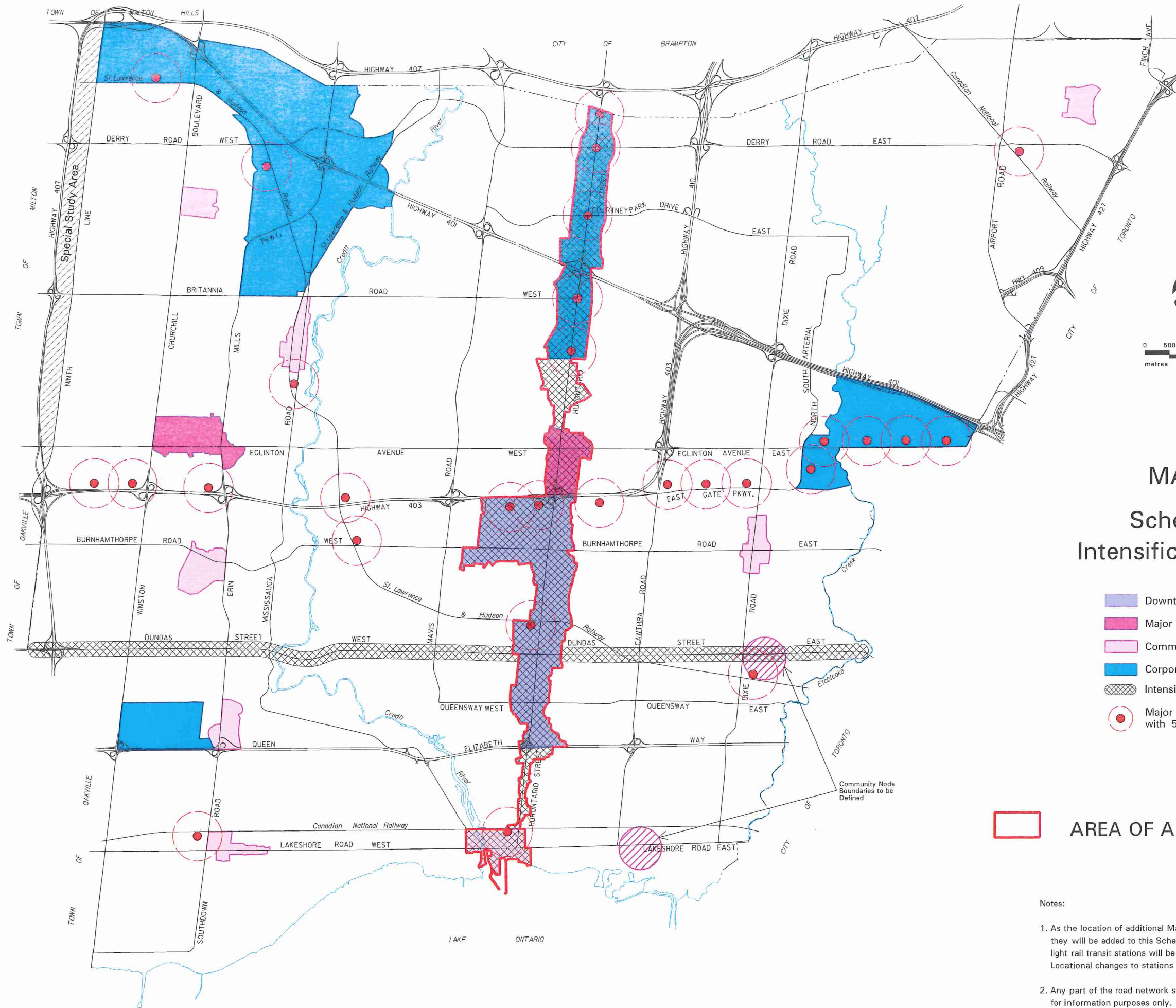
ND2



**MAP 'B'**  
**Schedule 1c**  
**Urban System - Corridors**

-  Corridor
-  Intensification Corridor
-  AREA OF AMENDMENT NO. 25
-  ND2 Region of Peel Non-Decision

Note:  
 Any part of the road network shown outside the city boundaries is shown for information purposes only.



## MAP 'C'

### Schedule 2 Intensification Areas

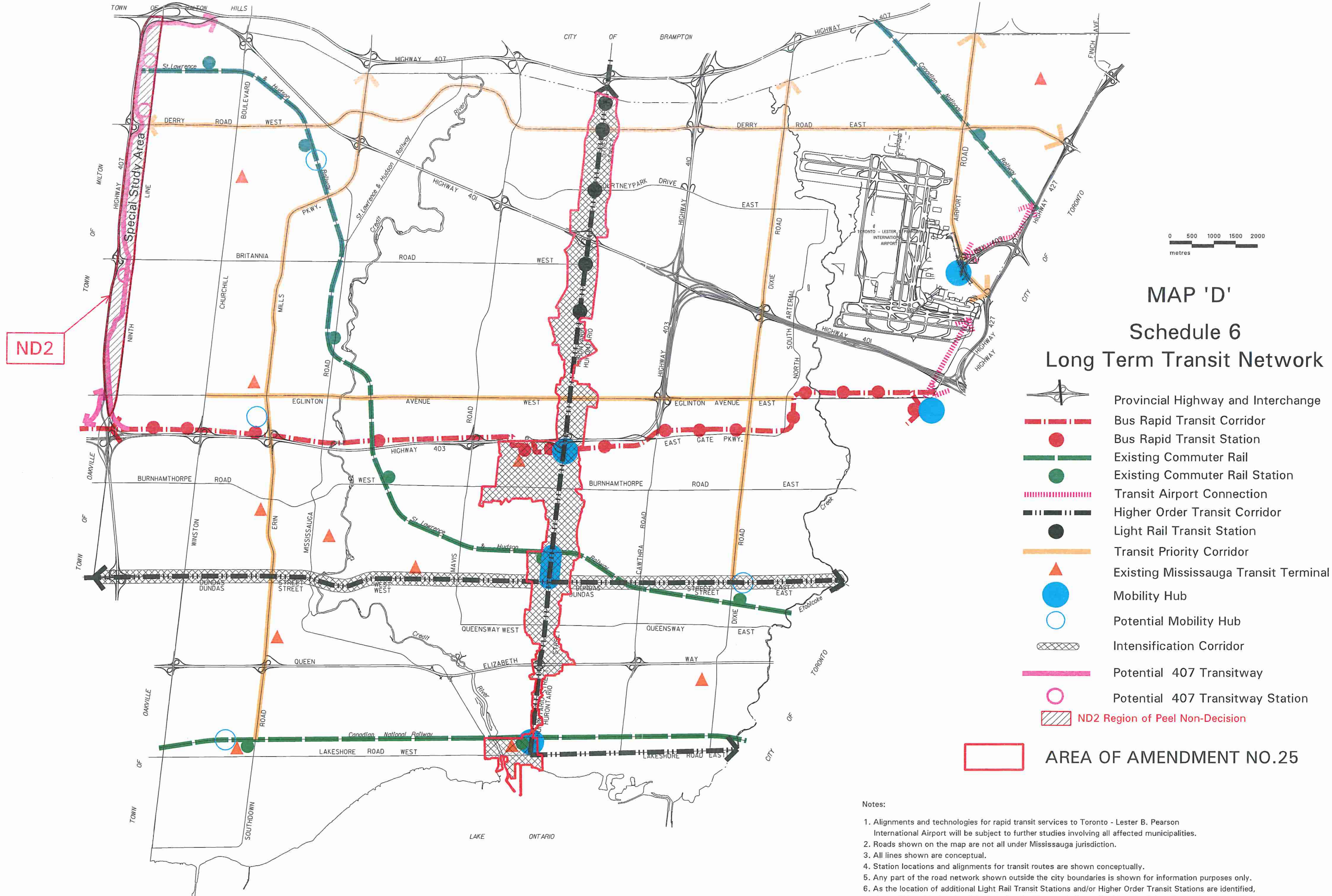
- Downtown
- Major Node
- Community Node
- Corporate Centre
- Intensification Corridor
- Major Transit Station Area with 500m radius circle

AREA OF AMENDMENT NO.25

**Notes:**

1. As the location of additional Major Transit Station Areas are identified, they will be added to this Schedule. For the Hurontario Street Corridor, the light rail transit stations will be confirmed through the Hurontario-Main LRT Project. Locational changes to stations will require an Official Plan Amendment.
2. Any part of the road network shown outside the city boundaries is shown for information purposes only.

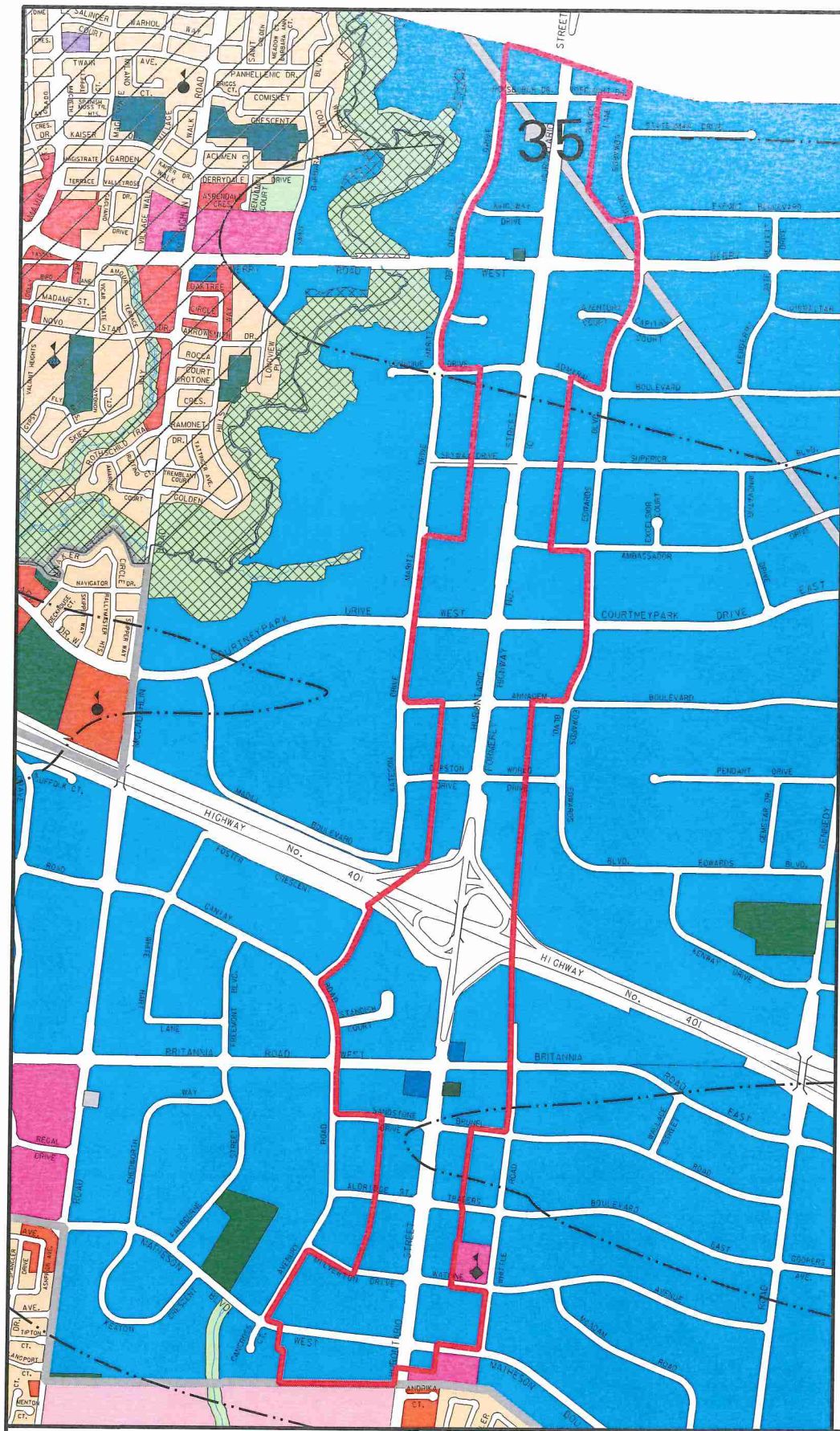




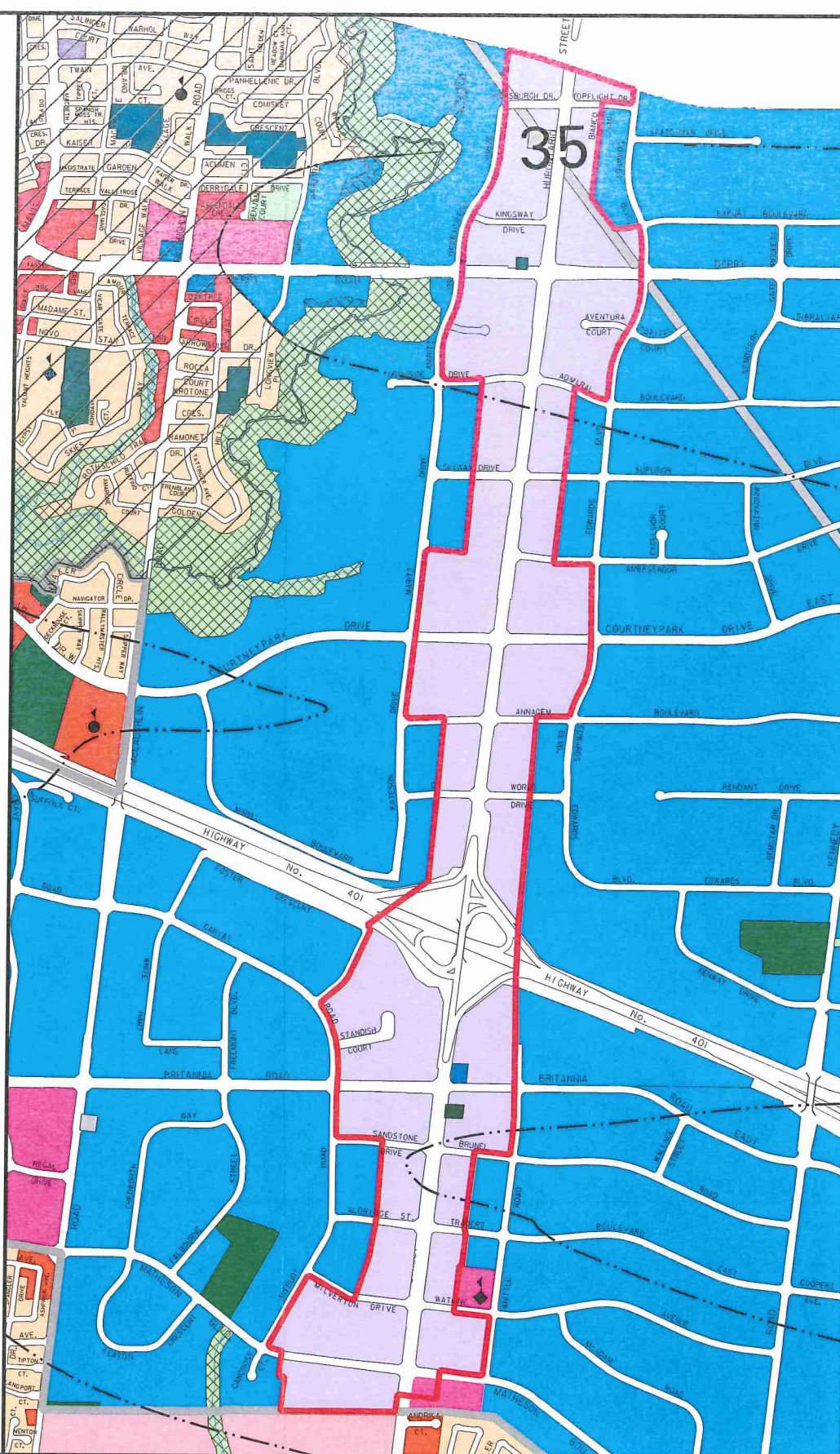
**MAP 'D'**  
**Schedule 6**  
**Long Term Transit Network**

- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- Light Rail Transit Station
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
- Intensification Corridor
- Potential 407 Transitway
- Potential 407 Transitway Station
- ND2 Region of Peel Non-Decision
- AREA OF AMENDMENT NO.25

- Notes:
1. Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
  2. Roads shown on the map are not all under Mississauga jurisdiction.
  3. All lines shown are conceptual.
  4. Station locations and alignments for transit routes are shown conceptually.
  5. Any part of the road network shown outside the city boundaries is shown for information purposes only.
  6. As the location of additional Light Rail Transit Stations and/or Higher Order Transit Stations are identified, they will be added to this Schedule. For the Hurontario Street Corridor, the light rail transit stations will be confirmed through the Hurontario-Main LRT Project. Locational changes to stations will require an Official Plan Amendment.



EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

- |                            |                     |
|----------------------------|---------------------|
| Residential Low Density I  | Business Employment |
| Residential Low Density II | Industrial          |
| Residential Medium Density | Airport             |
| Residential High Density   | Institutional       |
| Downtown Mixed Use         | Public Open Space   |
| Downtown Core Commercial   | Private Open Space  |
| Mixed Use                  | Greenbelt           |
| Convenience Commercial     | Parkway Belt West   |
| Motor Vehicle Commercial   | Utility             |
| Office                     | To Be Determined    |

LAND USE LEGEND

- |   |                              |
|---|------------------------------|
| Heritage Conservation District                            | Civic Centre (City Hall)     |
| 1996 NEP/2000 NEF Composite Noise Contours                | City Centre Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station      |
| Area Exempt from LBPIA Operating Area                     | Public School                |
| Natural Hazards   | Catholic School              |
|   | Hospital                     |
|   | Community Facilities         |

CITY STRUCTURE

Elements

- |                                 |                      |
|---------------------------------|----------------------|
| Downtown                        | Corporate Centre     |
| Major Node                      | Employment Area      |
| Community Node                  | Special Purpose Area |
| Neighbourhood                   |                      |
| ND2 Region of Peel Non-Decision |                      |

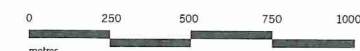
AREA OF AMENDMENT NO. 25

FROM:

- |                          |
|--------------------------|
| BUSINESS EMPLOYMENT      |
| MOTOR VEHICLE COMMERCIAL |

TO:

- |           |
|-----------|
| OFFICE    |
| MIXED USE |



MAP 'E'  
Part of  
Schedule 10  
Land Use Designations  
of Mississauga Official Plan  
City of Mississauga

### IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment, and thereafter forms part of the Mississauga Official Plan.

The lands will be rezoned, where required, to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated May 21, 2014.

### INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

## APPENDIX I

### PUBLIC MEETING

All property owners and residents within the City of Mississauga were invited to attend a Public Meeting of the Planning and Development Committee held on October 15, 2012, in connection with this proposed Amendment. Notice of the public meeting of the Planning and Development Committee held on October 15, 2012, was advertised in the Mississauga News on September 19, 2012.

A number of issues were raised by area stakeholders and have been addressed in the reports dated June 3, 2014 and August 19, 2014, attached as Appendices II and III.



# Corporate Report

Clerk's Files

Originator's  
Files

CD.03.GAT

**DATE:** June 3, 2014

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

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

**SUBJECT:** **Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area - Report on Comments**  
**Ward 5**

**RECOMMENDATION:** That the amendments to Mississauga Official Plan proposed in the report titled "Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area – Report on Comments", dated June 3, 2014, from the Commissioner of Planning and Building, be approved.

**REPORT  
HIGHLIGHTS:**

- The preliminary engineering design for the Hurontario Light Rail Transit project is complete and the Transit Project Assessment Process (TPAP) is scheduled to be completed by August 2014;
- Responses are provided to comments received on the proposed land use designations and policy changes that will establish a land use framework to support light rail transit on the Hurontario Corridor; and
- The following key issues identified through the public consultation process are addressed:

- the vision for the Hurontario Corridor;
- the need for additional road network;
- office development and absorption rates;
- the urban design vision;
- parking standards;
- existing uses; and
- delineation between Office and Business Employment lands.

**BACKGROUND:**

On October 15, 2012, a public meeting of the Planning and Development Committee was held to consider proposed amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area to implement the findings of the *Hurontario/Main Street Corridor Master Plan*. The following link can be used to view the report titled “Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area” dated September 25, 2012:  
[http://www5.mississauga.ca/agendas/planning/2012/10\\_15\\_12/Item2Gateway.pdf](http://www5.mississauga.ca/agendas/planning/2012/10_15_12/Item2Gateway.pdf)

Several landowners attended the meeting and/or submitted correspondence expressing concern with the proposed official plan amendments as presented. Appendix 1 is a Response to Comments Table outlining the concerns noted by landowners and the staff response to each concern. Appendix 2 is a compilation of the proposed changes to the policies of Mississauga Official Plan. It includes the recommendations proposed in the report presented to the public on October 15, 2012, as further amended by the recommendations contained in this report. The Gateway Character Policies have been amended since the October 15, 2012 public meeting. Appendix 2 reflects these amendments and minor wording and numbering changes that do not alter the intent of the policies. Appendix 3 is an excerpt from the minutes of the October 15, 2012 Planning and Development Committee meeting. Appendix 4 contains all written correspondence received regarding the proposed amendments.

Subsequent to the October 15, 2012 public meeting, staff met with various landowners to get a better understanding of their concerns. This report provides responses to the comments received and recommends approval of a new land use framework for the Gateway Corporate Centre Character Area.

The Transit Project Assessment Process (TPAP) for the Hurontario Light Rail Transit Project was initiated on February 19, 2014. This is the culmination of the preliminary engineering design work for light rail transit from Port Credit to Downtown Brampton that commenced in 2011. This work has identified the proposed station locations and the location for the maintenance facility. Approval from the Minister of the Environment is anticipated in late summer 2014.

A report recommending amendments to Mississauga Official Plan to identify the transit station locations on the Hurontario Corridor was presented to Planning and Development Committee on April 14, 2014 and the statutory public meeting was held on June 2, 2014. Identification of the transit station locations along with the land use framework for the Gateway Corporate Centre Character Area proposed by this report will ensure that the City is positioned to move forward on the Hurontario Light Rail Transit project.

**COMMENTS:**

The proposed amendments to Mississauga Official Plan presented in October 2012 were as follows:

- identify the Hurontario Street Intensification Corridor;
- establish a new land use framework for the Gateway Corporate Centre Character Area;
- identify additional road network requirements in the Gateway Corporate Centre;
- identify transit station locations;
- redesignate lands from Business Employment to Office along the frontage of the Hurontario Corridor and at major transit station locations; and
- prohibit land extensive, automobile dependent uses from fronting onto the Hurontario Corridor.

Key issues identified through the public consultation process are discussed below.

**1. Vision for Hurontario Corridor**

The vision for the Hurontario Corridor is to create:

- a comfortable and convenient rapid transit service;
- a beautiful street with attractive places and vibrant economic activity; and
- new development customized to the varying and distinct nature of each existing community and sensitive to adjacent stable residential neighbourhoods.

Orlando Corporation questioned Hurontario Street being referred to as Mississauga's University Avenue in the rationale supporting the proposed Official Plan Amendments. They assert that this analogy overstates the street's potential for the following reasons:

- the two streets are vastly different in length;
- densities and the intensity of uses are starkly different; and,
- there can never be a true mix of uses on Hurontario Street given the land use restrictions dictated by the Airport Operating Area.

The reference to Hurontario Street being Mississauga's University Avenue has been used over the years as an example of what Hurontario Street can become. This reference is not in Mississauga Official Plan. The comparison has been made to convey the concept of a grand boulevard as an entrance to the City and link to the Downtown. This concept is a longstanding goal and the addition of light rail transit enhances the importance of Hurontario Street. While Hurontario will never compare directly with University Avenue in terms of length, densities and mix of uses, it is intended to serve a similar role and as such, it is important that the land uses and the design of the Hurontario Corridor reflects its role.

It is intended that the Gateway Corporate Centre portion of Hurontario Street become a prestigious office location within Mississauga and the GTA with office concentrations along the Corridor, particularly at major transit stations.

A complete mix of uses (commercial, residential, employment) on Hurontario Street within the Gateway Corporate Centre is not possible due to its location within the Airport Operating Area. Sensitive land uses such as residential, schools and nursing homes are prohibited from locating in the area because of airport noise.



However, the Hurontario Corridor as a whole, from Port Credit to Highway 407, will achieve a complete mix of uses.

## **2. Additional Road Network**

Some stakeholders questioned the City's rationale for introducing additional roads in the Gateway Corporate Centre Character Area. One of the key principles of Mississauga Official Plan is to create a fine-grained system of streets throughout the City to improve overall connectivity. It is particularly important adjacent to the Hurontario Street Corridor to support light rail transit and in this context, in Gateway Corporate Centre. Additional roads will:

- create multiple routing and turning options that will distribute vehicles and goods and services traffic through the parallel road network;
- provide additional access points for properties on the Hurontario Corridor as there will be limited direct access onto Hurontario Street;
- provide pedestrians and cyclists a greater variety of routes providing improved connection and accessibility within the area and the surrounding areas as well as to the proposed light rail transit network; and
- support the urban form vision along the Hurontario Corridor.

As the official plan policies for other sections of the Hurontario Corridor are reviewed in the context of supporting light rail transit, additional road network will be considered and recommended as appropriate.

## **3. Office Development and Historic Office Absorption Rates**

Orlando Corporation states that the amount of office space being designated in the Gateway Corporate Centre is not attainable or sustainable. It is asserted that the amount of land proposed to be designated for office does not reflect the City's historic office absorption rates nor does it adequately account for planned and forecasted office growth, and will result in supply exceeding demand in the context of the overall GTA office market.

The office designations proposed for the Gateway Corporate Centre represent long-term capacity for office development and recognize that sites may develop in a variety of built forms and evolve over time. Some sites may be built at the minimum height of three storeys, while others may develop at greater heights. At first, on-site parking may be provided at grade, but as landowners contemplate redevelopment or intensification of their sites, structured parking may be provided. It is expected that initially, office densities will be relatively low but will increase when light rail transit is built and land values increase.

The Province's Growth Plan has been updated through Amendment 2 to include population and employment forecasts to 2041. The Provincial Policy Statement (2005 and 2014) allows planning for infrastructure, including transit, beyond a 20 year timeframe. To appropriately plan for light rail transit, it is imperative that the land uses support the infrastructure investments that are being made.

#### **4. Urban Design Vision**

A number of stakeholders questioned the urban design vision for the Gateway Corporate Centre and the proposed block structure shown on the preliminary public realm plan. The vision for the Gateway Corporate Centre is for the area to transform into a series of vibrant, new office employment nodes integrated with the light rail transit stations. These nodes will connect adjacent areas to the transit stations. Urban public spaces will define each node and will be a place where employees and visitors to the area can access various amenities. The public realm plan sets out the principles for pedestrian-friendly places including how buildings interface with the street.

Further refinements to both the public realm plan and the built form standards are being made to reflect the preliminary engineering work that has been prepared for light rail transit and other ongoing initiatives. This work will be presented at a later date to provide further direction on the implementation of the Gateway Corporate Centre Character Area policies of Mississauga Official Plan.

## **5. On-Site Parking and Reduced Parking Standards**

A comment was received that all parking should be provided below grade and that the City should be working towards reduced parking standards.

At the present time, most office buildings in the Gateway Corporate Centre have at-grade parking. The current economics of development does not support underground parking. However, as land values increase and a finer-grained network of streets and blocks is introduced, it is anticipated that parking will have to be accommodated either underground or in above-grade structures based on reduced block sizes.

Once light rail transit is built, greater opportunities to reduce parking standards will exist. People will have more choice in how they get to and from work. Currently, many office developers are providing parking at a higher rate than required by the Mississauga's Zoning By-law. A city-wide review of parking standards with a focus on areas identified for intensification is scheduled to commence in 2015.

## **6. Existing Uses**

The proposed amendments to Mississauga Official Plan will result in a number of uses that will no longer conform to the vision for the area and become legal non-conforming. Several landowners expressed concern that this would be a hardship for uses that are currently operating in the Hurontario Corridor.

The realization of the vision for the Gateway Corporate Centre Character Area will take a considerable amount of time. While existing uses that do not meet this vision should eventually redevelop in accordance with the vision, allowing uses to continue as they exist on the day that the proposed amendments come into effect is a reasonable transition strategy.

It is also reasonable to allow limited expansions to existing uses on a site specific basis depending on the proposed use, its location

along the Hurontario Corridor and proximity to a major transit station.

It is recommended that a new policy be added that recognizes uses that legally exist on the date the proposed amendment comes into effect. These uses would become legal conforming. It is anticipated that over time, these uses will be redeveloped in keeping with the vision for the Gateway Corporate Centre Character Area.

One such existing use is Highland Farms, a 5.6 hectare (13.8 acre) retail commercial property located at the northeast corner of Matheson Boulevard East and Hurontario Street. The use is legally permitted on lands designated Business Employment through an exempt site policy which allows commercial uses.

It was proposed that the lands be redesignated to Office and that the exempt site policy be removed, resulting in the existing Highland Farms use becoming legal non-conforming. While staff continue to recommend that the site be redesignated to Office, retention of the exempt site policy with some modifications is now proposed that will:

- allow existing as well as new commercial uses;
- allow for the limited expansion of the existing use; and,
- recognize the proposed road network when the site redevelops.

This would make the existing use legal conforming and allow for additional development. However, sensitive land uses including residential are not permitted to be developed as the site is within the Airport Operating Area. When the site redevelops, the proposed policies will require development to be in accordance with the vision for the Hurontario Corridor.

## **7. Delineation Between Office and Business Employment**

The property owner at 50 Admiral Boulevard (Flo Components Ltd.) expressed concern with the proposal to redesignate his lands from Business Employment to Office. The property is located on the south side of Admiral Boulevard, east of Hurontario Street. The intent of the proposed policies is to redesignate the frontage lands

along Hurontario Street and lands surrounding the proposed transit station at Derry Road to Office. It is recommended that lands further east along Admiral Boulevard, including the Flo Components Ltd. lands, remain designated Business Employment.

It is also recommended that the proposed road that is intended to bisect this block (north/south) be moved to the western property line of Flo Components in order to be aligned with the rear property line of the lot fronting Hurontario Street.

**STRATEGIC PLAN:** The proposed amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area support the following Strategic Pillars, goals and actions contained in the City's Strategic Plan:

**MOVE: Developing a Transit Oriented City**

- Connect our City
  - Action 5: Promote alternatives to the automobile along major corridors
  - Action 9: Improve the transportation network for pedestrians, cyclists and automobiles
  - Action 10: Encourage walking by establishing maximum block sizes
- Build a Reliable and Convenient System
  - Action 13: Establish transit stops within a 10-minute walk
- Direct Growth
  - Action 18: Require development standards for mixed-use development to support transit
  - Action 19: Accelerate the creation of higher-order transit Infrastructure

**PROSPER: Cultivating Creative and Innovative Businesses**

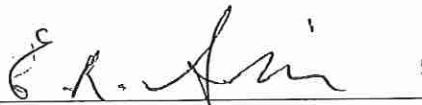
- Attract Innovative Business
  - Action 4: Develop knowledge-based industries
- Meet Employment Needs
  - Action 6: Cultivate and nurture the business environment

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** Establishment of a new land use framework for the Gateway Corporate Centre Character Area in support of the introduction of light rail transit to the Hurontario Corridor, is a significant city building initiative. Rapid transit with the proposed land use designations and policies aligns with the Province's Growth Plan, Metrolinx's Regional Transportation Plan (The Big Move), and Mississauga's Strategic Plan.

**ATTACHMENTS:**

- Appendix 1: Response to Comments Table
- Appendix 2: Compilation of Proposed Amendments to Mississauga Official Plan (Sections 5.4 Corridors and 15.3 Gateway Corporate)
- Appendix 3: Record of Oral Submissions: Excerpt of Minutes of Planning and Development Committee Meeting, October 15, 2012
- Appendix 4: Record of Written Correspondence



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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Karen Crouse, Policy Planner*

Response to Comments Table\*

| Respondent                                 | Section         | Issue  | Response  | Recommendation      |
|--|-----------------|--|---|---------------------|
| Leo Longo on behalf of Orlando Corporation | General comment | Planning horizon of document – staff report speaks to the vision for 50-100 years in line with the transit technology which is beyond the planning horizon in the Official Plan, Growth Plan, PPS and Regional Official Plan | Mississauga Official Plan does provide for development capacity, including capacity for Business Employment lands, beyond the 20 year time frame of the Plan. This was the same case for previous official plans. The Growth Plan and PPS allow for planning beyond the 20 year timeframe for infrastructure. Planning for infrastructure, particularly transit infrastructure, requires a holistic approach to planning that includes consideration for appropriate land uses. Offices will evolve over time and may initially start with three storeys and surface parking. These sites will intensify as light rail transit is built and land values increase. | No action required. |
| Leo Longo on behalf of Orlando Corporation | General comment | Vision for Hurontario as a University Avenue   | Mississauga has always used the example of University Avenue to stress the importance of Hurontario Street and its preeminence. This comparison is to convey the role of Hurontario Street rather than a strict interpretation of its physical attributes.  | No action required. |
| Leo Longo on behalf of Orlando Corporation | General comment | Schedule 10: Land Use Designations<br>Amount of office space being designated is overly optimistic and does not represent historic absorption  | The redesignation of the majority of lands in the Gateway Corporate Centre Character Area from Business Employment to Office will fulfill the vision for the Hurontario Corridor as a prime area of high density office in the City. With the introduction of light rail transit to the Corridor, it is important to create an urban environment supportive of the transit infrastructure. High   | No action required. |

\*Amendment Key: Deletions are shown as ~~strikeout~~; additions shown in **highlight**

| Respondent                                 | Section   | Issue   | Response  | Recommendation      |
|--|---|---|---|---------------------|
| Leo Longo on behalf of Orlando Corporation | Transit Connections to Gateway Corporate Centre   | rates, forecasted office employment growth or other planned office areas in GTA   | density office uses, particularly around the major transit stations will capitalize on a broader range of amenities in these locations. A vibrant urban office environment is the goal.   | No action required. |
| Leo Longo on behalf of Orlando Corporation | Map 15.3-1: Gateway Corporate Area Character Area Road Network  | Light rail transit along the Hurontario Corridor within the Gateway Corporate Centre would only be serving employees that live north or south of the area   | The proposed light rail transit will connect with service to three GO Stations (Port Credit, Cooksville and Downtown Brampton), the Mississauga Transitway along the Highway 403 corridor, a future 407 Transitway and a number of BRT services in Brampton. In addition, there are a number of bus routes that connect to the Hurontario Corridor. As such, the light rail transit on the Hurontario Corridor will provide service to a broad geographic area. | No action required. |
| Leo Longo on behalf of Orlando Corporation | Additional road network fundamentally overstates what is needed and what is practical and will constrain site planning and structured parking options that can utilize larger development blocks. | There are a number of existing policies in Mississauga Official Plan that speak to the importance of additional road network. These include:<br>"8.2.2.3 Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city.<br>8.2.2.4 The creation of a finer grain road pattern will be a priority in Intensification Areas.<br>8.2.2.5 Additional roads may be identified during the review of development applications and the preparation of local area plans. The City may require the completion of road | No action required.   |                     |



| Respondent                                 | Section         | Issue  | Response  | Recommendation      |
|--|-----------------|--|---|---------------------|
| Leo Longo on behalf of Orlando Corporation | 15.3.3.3 Site 3 | Removal of certain business employment uses is contrary to some pre-existing land use approvals (Mississauga Plan Amendment 40) on lands at the northwest corner of Highway 401 and Hurontario Street. | <p>connections and where appropriate, the creation of a denser road pattern through the construction of new roads.”</p> <p>Additional road network in Gateway Corporate Centre is needed to:</p> <ul style="list-style-type: none"> <li>• Provide a variety of routes for pedestrians and cyclists to improve connection and accessibility;</li> <li>• Create multiple routing and turning options to distribute vehicles</li> <li>• Provide additional access points for properties as limited access will be provided to Hurontario Street</li> <li>• Support the longer term urban vision for the corridor.</li> </ul> <p>Other sections of the Hurontario Corridor will have additional road network identified through individual reviews and studies.</p> | No action required. |

| Respondent                                 | Section                 | Issue  | Response  | Recommendation      |
|--|-------------------------|--|---|---------------------|
|  |                         |  | <p>current planning realities. Similarly, developers will ask that settlements be reconsidered as circumstances and economic realities change.</p> <p>The Special Site 1 policies (parcels B&amp;C) reflect the OMB settlement. However, that settlement focused on the urban design of the site and did not address land use.</p> <p>Orlando Corporation has requested an additional transit station on the Hurontario Corridor at World Drive which is immediately adjacent this site. These comments have been submitted as part of the Environmental Assessment for the Hurontario Light Rail Transit project. Retaining a land use designation that would allow for low density employment uses adjacent to a potential higher order transit station is not appropriate.</p> |                     |
| Leo Longo on behalf of Orlando Corporation | Urban Design Guidelines | Concerned with introducing transformative urban design guidelines. | Staff are not proposing to advance either the public realm plan or the built form standards at this time. Staff will be reviewing both documents internally and will be meeting with various stakeholders prior to advancing these documents.   | No action required. |

| Respondent   | Section                           | Issue  | Response   | Recommendation   |
|--|-----------------------------------|--|--|--|
| <p>Paul Lowes on behalf of Highland Farms;<br/>           Brian Parker on behalf of Flo Components Ltd.<br/>           – 50 Admiral Boulevard;<br/>           Laurie McPherson of Bousefields Inc. on behalf of Antorisa Investments Inc. – northwest corner of Derry Road and Hurontario Street; and<br/>           Victor Labreche</p> | <p>15.3.2 and 15.3.4.1 Site 1</p> | <p>Concerned that legally existing uses will become legal non-conforming and that the Exempt Site 1 policies are proposed to be removed.</p> | <p>As noted in the corporate report, staff are proposing to recognize legally existing uses. Further, for the Highland Farms site it is proposed that the Exempt Site policy be retained with some modifications. The proposed policy would make the site legal conforming, recognize the redesignation to Office, allow for limited expansions to the existing use and allow new commercial uses with some exceptions. New commercial uses would be subject to the urban design and other policies of the plan. Also, new uses and redevelopment of the site should recognize future road requirements.</p> | <p>1</p> <p>That the following policy be added to Section 15.3.2:<br/>           Existing uses will be permitted as they existed on the day these policies come into effect. Limited expansions may be permitted on a site specific basis subject to consideration of matters such as urban design and proximity to a major transit station.</p> |

| Respondent  | Section | Issue | Response | Recommendation  |
|---|---------|-------|----------|---|
| <p>of Labreche<br/>Patterson &amp;<br/>Associates Inc. on<br/>behalf of A&amp;W<br/>Food Services of<br/>Canada Inc.,<br/>McDonald's<br/>Restaurants of<br/>Canada Ltd., the<br/>TDL Group Corp.,<br/>Wendy's<br/>Restaurants of<br/>Canada Inc. and<br/>the Ontario<br/>Restaurant Hotel<br/>and Motel<br/>Association<br/>(ORHMA)</p> |         |       |          | <p>2</p> <p>That Exempt Site 1 be revised as follows:</p> <p>15.3.4.1 Site 1</p> <p>15.3.4.1.1 The lands identified as Exempt Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road.</p> <p>15.3.4.1.2 Notwithstanding the policies of this Plan provisions of the Business Employment designation, commercial uses will also be permitted.</p> <p>15.3.4.1.3 Limited expansion of the existing commercial use will be permitted.</p> <p>15.3.4.1.4 New development will provide for a public road connecting Watline Avenue and Matheson Boulevard East.</p> |

| Respondent  | Section                             | Issue   | Response   | Recommendation   |
|---|-------------------------------------|---|--|--|
| Jason Cannuel on behalf of Fairfield Inn and Suites, northwest corner of Courtnepark and Hurontario | 15.3.2.3 as revised                 | Looking to build another hotel west of the existing hotel   | The Office designation as proposed will allow overnight accommodation and conference centres as additional permitted uses.   | No change required.  |
| Brian Parker on behalf of Flo Components Ltd. – 50 Admiral Boulevard                                | Schedule 10 – Land Use Designations | Want to continue industrial use at this address even though an Office designation is being proposed. Requesting to continue Business Employment as the business is light industrial and looking to expand. Also requesting that the proposed road be moved westerly to the east of the existing hotel on Hurontario Street. | <p>The line between the proposed Office designation and Business Employment falls on the east side of the property. The intent was to capture the frontage lands along Hurontario Street under the Office designation as opposed to lands on the south side of Admiral Boulevard to the east that are light industrial uses. The property does not front onto Hurontario Street and does not surrounding the proposed transit station at Derry Road.</p> <p>It is acceptable that interior lands remain Business Employment and to shift the proposed road to west of the property to align with the rear property of the hotel on Hurontario Street. Shifting the road westerly will still provide the additional road network required and divide lands designated Office from those designated Business Employment.</p> | <p>3 Retain the Business Employment designation for lands known municipally as 50 Admiral Boulevard.</p> <p>4 Show the proposed road as dividing the lands to be designated Office from lands to remain Business Employment.</p> |
| Laurie McPherson of Bousefields Inc. on behalf of Antorisa Investments Inc.                         | 15.3.3.1 Site 1                     | Development application for a motor vehicle commercial facility.  | The development application has now been dealt with by the Ontario Municipal Board. The decision will permit the motor vehicle commercial use at this location. The implementing documents will be submitted to the OMB for final approval.  | No action required.  |

| Respondent   | Section   | Issue  | Response   | Recommendation      |
|--|---|--|--|---------------------|
| - northwest corner of Derry Road and Hurontario Street   |   |  |  |                     |
| Victor Labreche of Labreche Patterson & Associates Inc. on behalf of A&W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp., Wendy's Restaurants of Canada Inc. and the Ontario Restaurant Hotel and Motel Association (ORHMA) | 15.3.2.1  | Object to the removal of drive-throughs as a permitted use and the redesignation of lands from Business Employment to Office.              | The drive-through issue for lands within the Gateway Corporate Centre Character Area has been resolved as part of the appeals to Mississauga Official Plan.  | No action required. |
| Rico Grella of Richill Construction Limited  | Lands at the northeast corner of Admiral Boulevard and Hurontario Street. | Bought lands in 1997 with intent to develop as light industrial/retail units. Would not have purchased if they had been designated Office. | The lands are within the block immediately adjacent the proposed transit station at Derry Road and Hurontario Street. It is critical that lands in the immediate vicinity of the transit station be developed for higher density office uses with a minimum of three storeys. These locations provide the greatest opportunity to provide a mix of uses in a pedestrian-friendly | No action required. |

| Respondent   | Section  | Issue   | Response  | Recommendation      |
|--|--|---|---|---------------------|
| Sharmini Mahadevan of Wood Bull on behalf of Derry-Ten Limited | Three parcels at the southwest corner of Derry Road and Hurontario Street. | <p>Want lands to remain Business Employment.</p> <p>Concerned that a number of permitted uses are being taken away, with the location of any proposed transit infrastructure and disagree with proposed additional road network.</p> <p>Would like approvals withheld on all three parcels.</p> | <p>environment.</p> <p>These lands are subject to outstanding appeals on City Plan (1997), Mississauga Plan (2003), Mississauga Official Plan (2011) and OPA 40 (Upper Hurontario Corridor).</p> <p>The north parcel is in the block immediately adjacent the proposed transit station at Derry Road and Hurontario Street. It is critical that lands in the immediate vicinity of the transit station be developed for higher density office uses with a minimum of three storeys. These locations provide the greatest opportunity to provide a mix of uses in a pedestrian-friendly environment.</p> <p>The two southern blocks although more removed from the transit station, will be critical in achieving the overall character of Hurontario Street particularly along the frontage lands. These two southern parcels are proposed to be sold off and are currently subject to a development application that seeks to rezone the lands with no end user known at this time.</p> <p>The proposed new road network will provide improved connectivity and access to develop parcels and create multiple routing and turning options that will aid in traffic in the area. The new network of roads will support the proposed land uses and urban form.</p> | No action required. |

| Respondent   | Section  | Issue   | Response  | Recommendation      |
|--------------|--|---|---|---------------------|
| Erinoak Kids | Lands at the northwest corner of Ambassador Drive and Hurontario Street. | Concerned with proposed new road network that would cut through the parcel. | Erinoak Kids had considered developing on lands owned by Derry-Ten Limited (see response above). This application has now been withdrawn and the applicant is locating elsewhere in the city. | No action required. |

K:\PLAN\POLICY\GROUP\2014 Hurontario LRT\Gateway\Appendix1-Response To Comments Table.docx



# Compilation of Proposed Amendments to Mississauga Official Plan

## (Section 5.4 Corridors and 15.3 Gateway Corporate)

New Text – Shaded

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### 5.4 Corridors

Mississauga was planned with a grid of arterials, which have historically served as the chief conduits for moving cars and freight. This grid now forms the basis of a system of *Corridors*.

*Corridors* connect various elements of the city to each other. Over time, many of these *Corridors* will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses. *Corridors* are

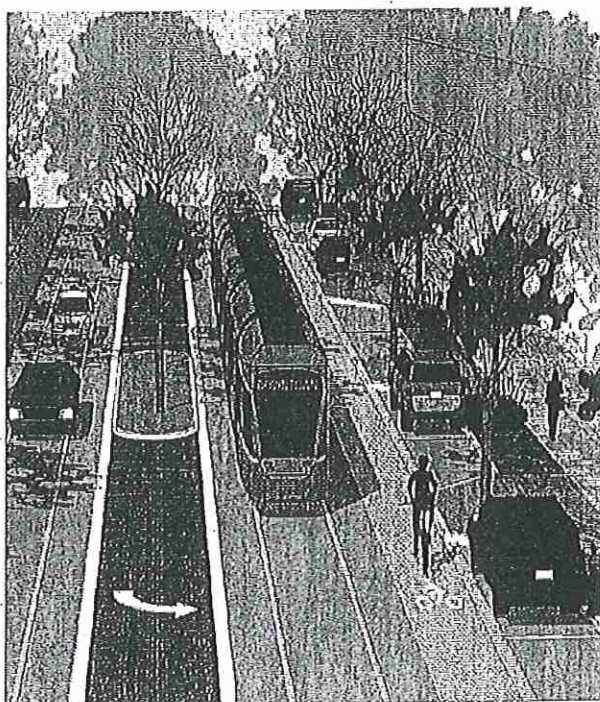


Figure 5-15: *Corridors* connect the city and link communities. They are where people experience the city on a day-to-day basis and over time will accommodate multi-modal transportation facilities. Dundas Street and Hurontario Street have been identified as areas where growth will be directed.

important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis.

Some *Corridors* have been identified as appropriate locations for intensification. Additional policies have been developed for *Intensification Corridors* to recognize their development potential.

5.4.1 A *Corridor* is generally comprised of the road right-of-way as well as the lands on either side of the road. The *Corridors* are shown conceptually on Schedule 1c: Urban System - Corridors.

5.4.2 Where *Corridors* run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence.

5.4.3 *Corridors* that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the *Corridor*.

5.4.4 Development on *Corridors* should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.

5.4.5 Where higher density uses within Neighbourhoods are directed to *Corridors*, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.

5.4.6 Local area plans will review land use and design policies for **Corridors** and may delineate the boundaries of **Corridors**.

5.4.7 Land uses and building entrances will be oriented to the **Corridor** where possible and surrounding land use development patterns permit.

5.4.8 **Corridors** will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along **Intensification Corridors** and within **Major Transit Station Areas**, the minimum building height requirement will not apply to Employment Areas.

5.4.9 Transit services infrastructure will utilize **Corridors** to connect Intensification Areas.

5.4.10 Local area plans will consider the appropriateness of transit supportive uses at the intersection of two **Corridors**. Local area plans may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.

5.4.11 Hurontario Street and Dundas Street have been identified as **Intensification Corridors**. These are Intensification Areas. Additional **Intensification Corridors** may be identified in the future.

5.4.12 Not all segments of **Intensification Corridors** are appropriate for intensification. Planning studies for **Intensification Corridors** will identify appropriate locations for intensification and the appropriate densities, land uses and building heights.

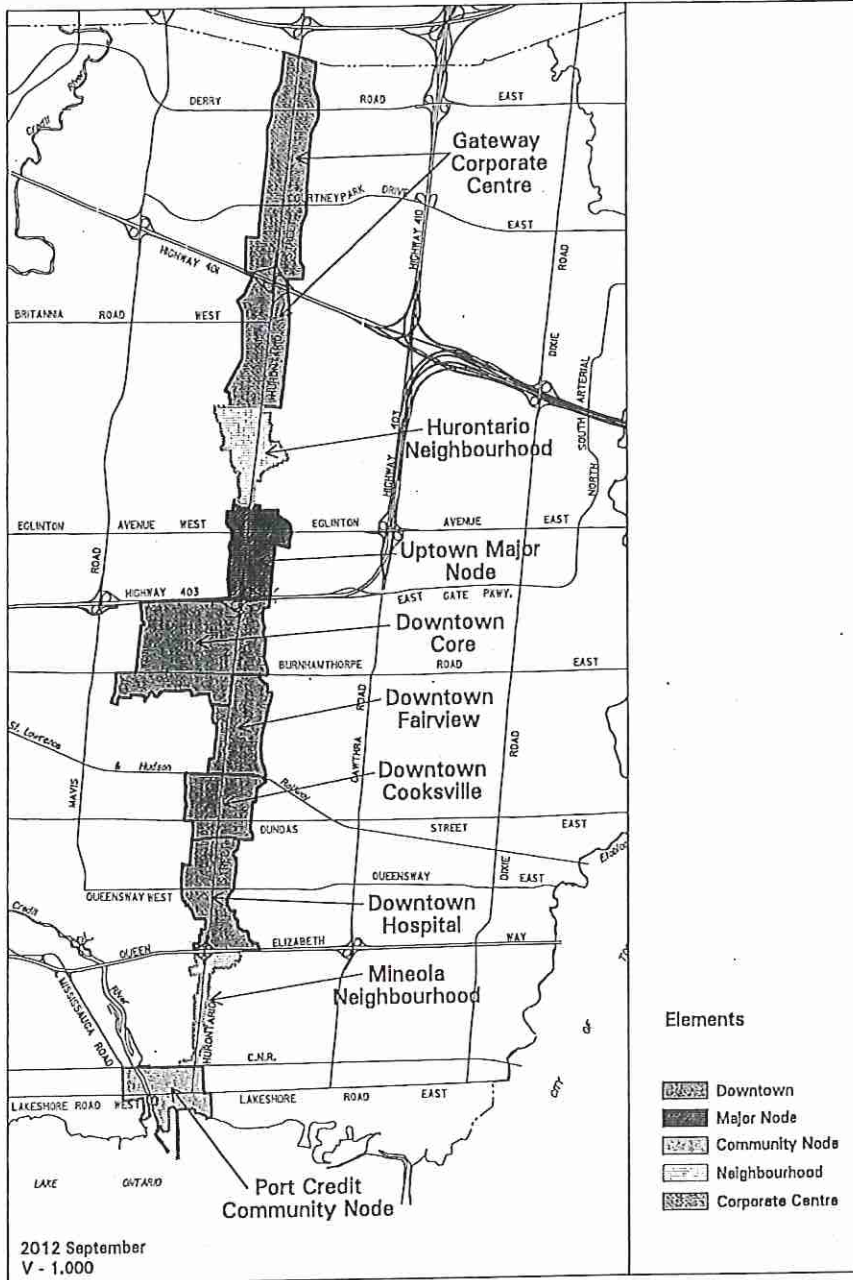
5.4.13 Low density residential development will be discouraged from locating within **Intensification Corridors**.

5.4.14 The Hurontario Street Intensification Corridor is comprised of the lands along Hurontario Street from Lake Ontario in Port Credit to the city's northern boundary as shown on Map 5-1 Hurontario Street Intensification Corridor.

5.4.15 A number of **Major Transit Station Areas** will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system. These **Major Transit Station Areas** are identified on Schedule 2 Intensification Areas and Schedule 6 Long-Term Transit Network.

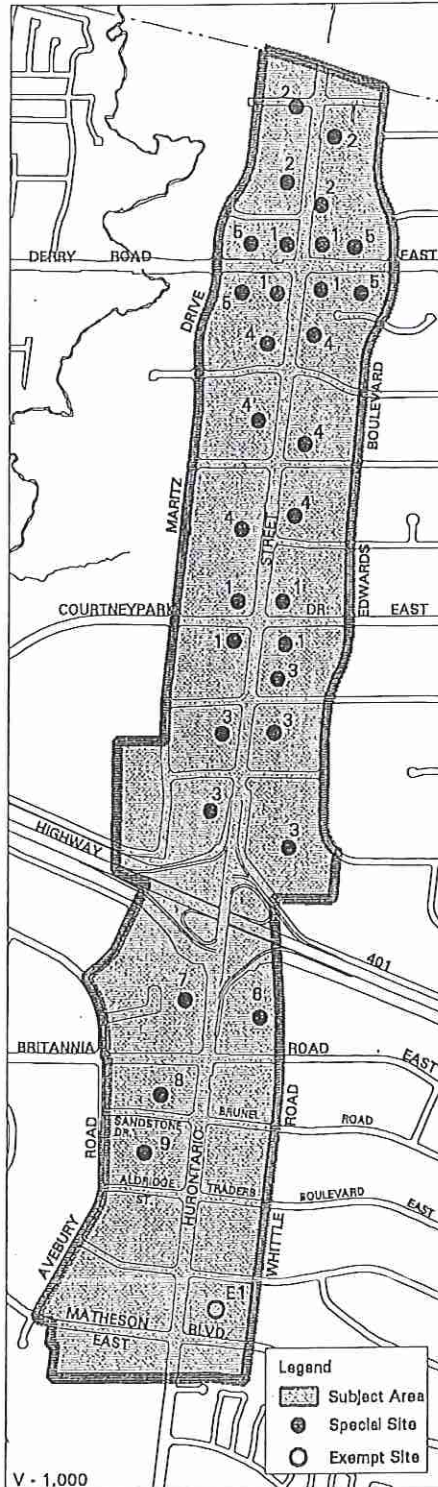
5.4.16 A network of new roads and **Active Transportation** routes within the Hurontario Street Corridor will be identified through local area reviews. This finer grained grid network will support the urban form vision along the **Corridor** and will provide pedestrians and cyclists a greater variety of routes including improved connection and accessibility within the area and the surrounding communities as well as to the proposed light rail transit system. The finer grained grid network will also create the multiple routing and turning options to distribute vehicles, servicing and goods movement traffic through the parallel road network. The location of these roads is intended to be conceptual and may be refined through the review of development applications and development master plans.

New Map 5-1



Map 5-1 Hurontario Street Intensification Corridor

## 15.3 Gateway Corporate



Map 15-3: Gateway Corporate Centre Character Area

### 15.3.1 Urban Design Policies

15.3.1.1 The focus of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main north-south *Corridor* through the city.

#### Hurontario Street Corridor Development Policies

15.3.1.2 The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:

- encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal city thoroughfare and higher order transit corridor;
- encourage a high standard of public and private realm *streetscape* design that is coordinated and comprehensive, particularly at Major Transit Station Areas which includes street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive location of utilities;
- ensure buildings will be are street related with main building, pedestrian entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk. Active building features should be oriented to major street frontages and the light rail transit system;
- encourage the development of a unique Hurontario Street character, and enhance its image through the creation of *streetscape* design, prominent intersections, built form features, an integrated public and private realm and gateway features;
- orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the *streetscape*;

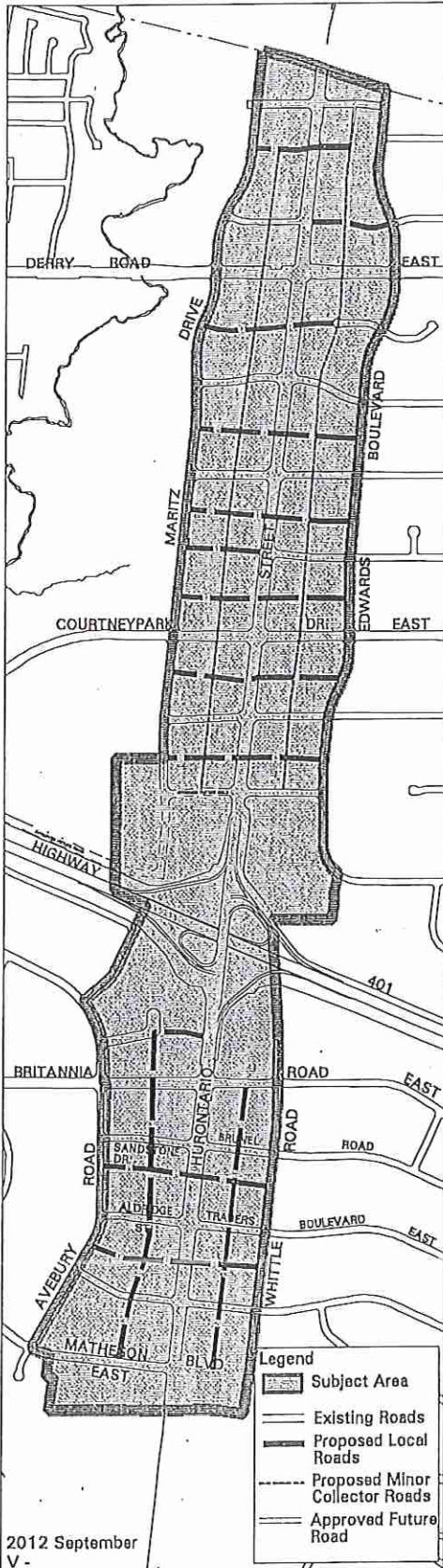
- f. locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street. ~~Increasingly, parking should be structured, and preferably, underground. Transportation demand management measures will be encouraged.~~
- g. design buildings with sufficient height, mass and width of street frontage to define and frame the street;
- h. complete the road system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels;
- i. integrate the principal and the accessory uses, within individual buildings;
- j. encourage the continued development of varied and innovative prestige buildings;
- k. encourage development that provides a safe and convenient pedestrian environment that ~~reinforces~~ promotes the use of Hurontario Street as a major transit corridor;
- l. minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk;
- m. encourage the appropriate transition of built form between buildings;
- n. provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s);
- o. discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels;
- p. priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking

facilities to avoid circuitous routes and dead end aisles;

- q. encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street;
- r. create a sense of prominence at the intersections of Hurontario Street, ~~and Major Transit Station Areas in addition to those subject to Special Site Policies,~~ by integrating features such as, tall, more distinctive buildings located close to the street, unique landscape and **streetscape** treatment, ~~transit amenities~~ elevated and distinguishing rooflines;
- s. internalize, screen and minimize visual impacts of the service and loading facilities from the **streetscape**, public view, pedestrian walkways, and abutting uses;
- t. the submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented; ~~and~~
- u. development applications will also have regard for the urban design guidelines in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence; ~~and~~

~~v. development should provide the ease of movement between the built form and transit facilities and **active transportation**. The design of buildings will improve connections and accessibility for transit users and **active transportation** and reinforce Hurontario Street as a major transit corridor.~~

New Map 15.3-1



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Map 15.3-1: Gateway Corporate Centre Character Area Road Network

### 15.3.2 Land Use

15.3.2.1 Notwithstanding the Business Employment Policies of this Plan, single storey financial institutions and freestanding restaurants of all types which are not substantially screened from Hurontario Street by a building in place at the time of development will not be permitted on land adjacent to Hurontario Street.

15.3.2.2 Existing uses will be permitted as they existed on the day these policies come into effect. Limited expansions may be permitted on a site specific basis subject to consideration of matters such as urban design and proximity to a major transit station.

15.3.2.2.3 Notwithstanding the above policy, existing buildings that do not meet the built form policies including single storey financial institutions, and freestanding restaurants, which are not substantially screened from Hurontario Street by a building, will be permitted as they exist on the day these policies come into effect provided, however, that the reconstruction or alteration of these uses may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway Corporate Centre Character Area Policies. Will be encouraged to redevelop in keeping with the vision for the Hurontario Corridor.

15.3.2.3 Lands designated Motor Vehicle Commercial may be developed for the permitted uses of the abutting Business Employment designations without further amendment to this Plan.

15.3.2.4 Notwithstanding the Office designation, the following additional policies will apply:

- a. overnight accommodation and conference centres may be permitted;
- b. at *Major Transit Stations Areas*, buildings will be a minimum of three storeys but will be encouraged to be higher;
- c. buildings will have a maximum building setback of 5 metres however greater setbacks may be required based on the final design of the light rail transit system;
- d. accessory retail commercial uses incorporating transparent windows will be encouraged at grade in *Major Transit Station Areas* for buildings directly fronting Hurontario Street; and
- e. in order to achieve a continuous street wall, new development will have a minimum of 95 percent of any lot frontage along Hurontario Street within *Major Transit Stations Areas* and 70 percent in areas beyond, occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections.

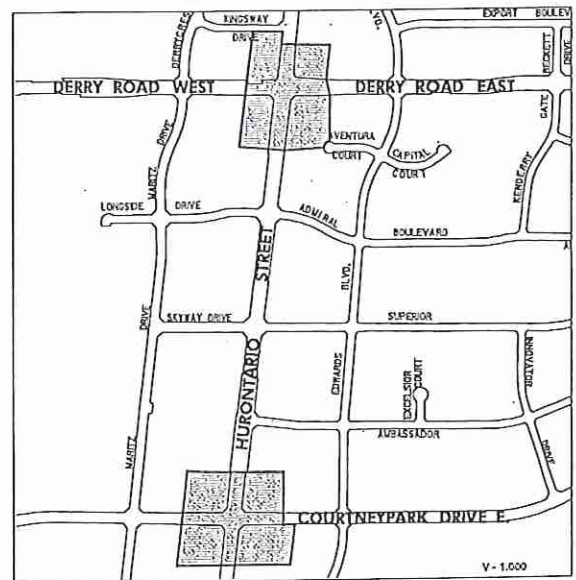
15.3.2.5 Notwithstanding the Business Employment designation, the following additional uses will not be permitted:

- a. motor vehicle body repair facilities;
- b. transportation facilities;
- c. trucking terminals;
- d. waste processing or transfer stations and composting facilities.

### 15.3.3 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

#### 15.3.3.1 Site 1



15.3.3.1.1 The lands identified as Special Site 1 are located at the four corners of Hurontario Street and Derry Road East/Derry Road West, and Hurontario Street and Courtneypark Drive East/Courtneypark Drive West.

15.3.3.1.2 Notwithstanding the policies of this Plan Business Employment designation and the Urban Design Policies in Section 15.3.1.2 for these lands, the following additional policies will apply:

- a. existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street are recognized, but are encouraged to be redeveloped for other permitted uses;
- b. expansion of the existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street will be permitted. As part of the expansion of the

existing gas bar at the southeast corner of Derry Road East and Hurontario Street, a car wash will also be permitted.

The reconstruction or alteration of the existing car wash at the southeast corner of Hurontario Street and Derry Road East may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway District Policies;

- e. ~~15.3.1.2~~ accessory commercial uses will generally be limited to a maximum of 30% of the total Gross Floor Area. Freestanding accessory commercial uses will not be permitted. Accessory commercial uses must be contained within the same building as the principal use;
- d. ~~15.3.1.2~~ assembly of lands at the Hurontario Street/Derry Road intersection is encouraged
- e. ~~15.3.1.2~~ prior to development of the lands at the Hurontario Street/Derry Road intersection, an internal access concept will be prepared to the satisfaction of the Transportation and Works Department;
- f. ~~15.3.1.2~~ these lands represent the principal intersections along the Hurontario Corridors north of Provincial Highway 401 (Derry Road East/Derry Road West and Courtneypark Drive East/Courtneypark Drive West). Development abutting the intersections should highlight these locations as focal points within the *streetscape*, given their high profile and visibility.

In addition to the Urban Design Policies in Section 15.3.1.2, these lands will be subject to the following:

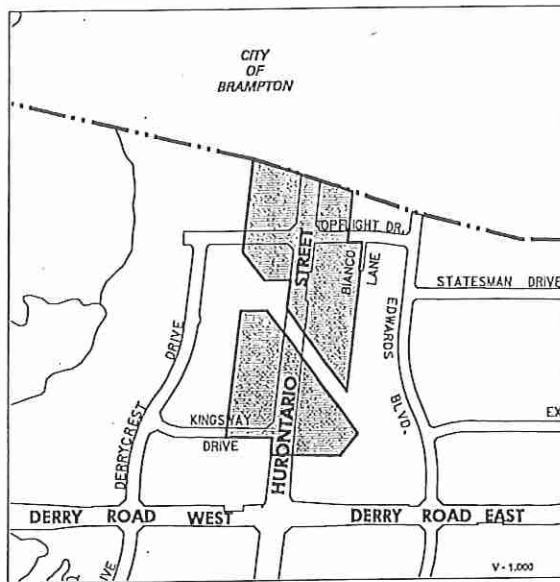
- built form at the corners of the intersections should have prominence, ~~and~~ occupy a majority of the streetline. ~~and be a minimum of three storeys.~~ The reconstruction of the service

~~stations at the southeast and southwest corners of Hurontario Street and Derry Road East West for motor vehicle commercial purposes may be permitted if it results in an improvement of the site by meeting the spirit and intent of this Plan by providing, for example, the massing, height and built form of a two-storey mezzanine building; and~~

- buildings with minimal frontal setbacks with active street oriented elevations, main front doors and fenestration integrated with the *streetscape*; and
- g. ~~15.3.1.2~~ regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.



15.3.3.2 Site 2



15.3.3.2.1 The lands identified as Special Site 2, also known as the City Wide Gateway, are located on both sides of Hurontario Street, south of the northerly municipal boundary.

15.3.3.2.2 Notwithstanding the ~~polices of this Plan~~ Business Employment designation and the Urban Design Policies in Section 15.3.1.2 for these lands, the following additional policies will apply:

- a. ~~expansion of the existing gas bar site on the east side of Hurontario Street, north of the electric transmission lines will not be permitted;~~
- b. ~~a motor vehicle service centre will be permitted on the east side of Hurontario Street south of the electric transmission lines;~~
- e. ~~a.~~ prior to a development proposal, the applicant will provide a concept plan demonstrating internal traffic and pedestrian circulation to the satisfaction of the City;
- d. ~~b.~~ Special Site 2 should function as the primary "gateway" into Mississauga from Brampton and areas to the north. A "gateway" should promote distinctive built form, landscaping

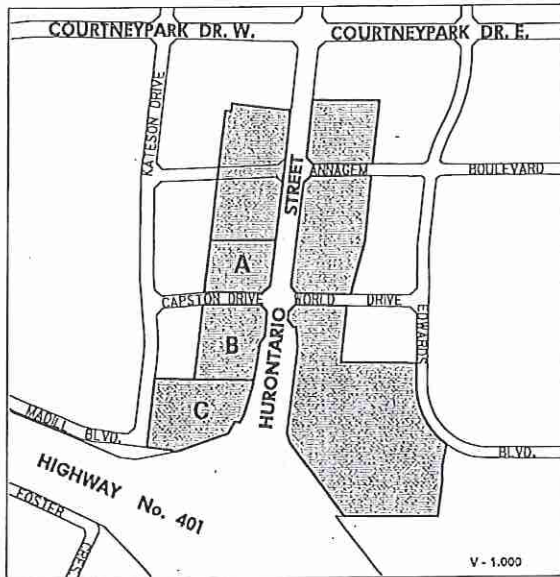
and street furniture elements as visual landmarks to identify the City centre and reinforce a quality image.

This location is the prime opportunity to initiate a "gateway" into a civic boulevard of this calibre over the longer term. The achievement of this goal will rely on distinctive elements in both the public boulevard (i.e. feature planting, signage and decorative elements) as well as abutting development.

Built form in this location should not be seen as "background" development but should create distinctive landmarks by creative use of building massing, architectural features, higher buildings and integrated built form as a "signature" for Mississauga. Further, a transition should be provided between the highway scale of Provincial Highway 407 and the more urban scale of the street corridor through graduated change in setback, character and attention to design detail; and

- e. ~~b.~~ regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.

15.3.3.3 Site 3



15.3.3.3.1 The lands identified as Special Site 3, also known as the District Gateway, are located on both sides of Hurontario Street, north of Provincial Highway 401.

15.3.3.3.2 Notwithstanding the ~~policies of this Plan~~ Business Employment designation on these lands, the following additional policies will apply:

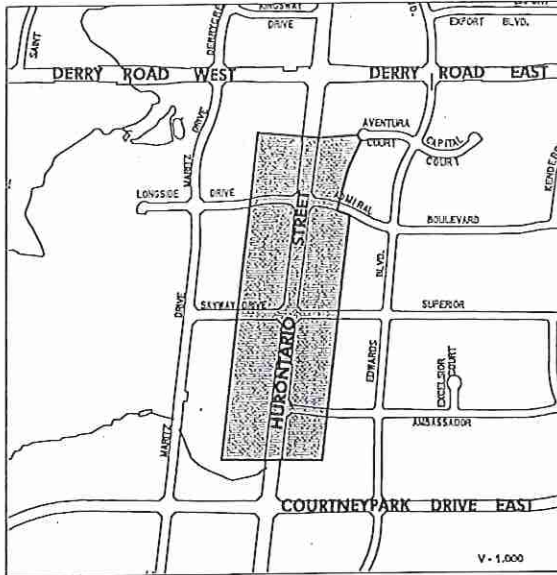
- a. the District Gateway should provide the principal entry feature into the abutting Business Employment areas from Provincial Highway 401 and areas to the south. Development in this area should promote a quality image for this business community and reinforce its upscale image as a corporate address and destination. Opportunities for secondary landmark buildings should be promoted in order to highlight the entry point and provide orientation points. Built form should provide for a transition in scale from the broad expanses of Provincial Highway 401 to the more contained urban corridor appropriate to Hurontario Street;
- b. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor – A design

mandate for excellence during the processing of development applications;

- c. for the lands identified as 3A, Section 15.3.1.2 (e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
  - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
  - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and
- d. for the lands identified as 3B and 3C, Sections 15.3.1.2 (e), (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following:
  - an access aisle between the building(s) and Hurontario Street, will be permitted;
  - a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas; and
  - for lands identified as 3B:
    - one row of parking between the building(s) and Hurontario Street for all permitted uses except office will be permitted;
    - the building(s) be located close to the Hurontario Street frontage on lands identified as 3B;
    - the building(s) be designed with a pedestrian street entrance facing Hurontario Street on lands identified as 3B; and
    - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to

encourage transit usage on lands identified as 3B.

15.3.3.4 Site 4



15.3.3.4.1 The lands identified as Special Site 4, also known as the urban corridor of Hurontario Street, are located on both sides of Hurontario Street, south of Derry Road East/Derry Road West.

15.3.3.4.2 Notwithstanding the ~~policies of this Plan~~ Employment designation on these lands, the following additional policies will apply:

- a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

The urban corridor of Hurontario Street should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage. These same elements of consistency should also provide a defined scale for the street and a

visual frame for the street as a foundation for a quality image; and

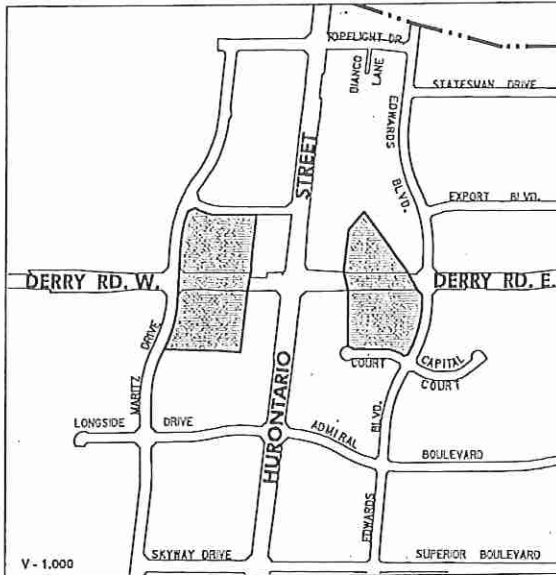
- b. the following general principles should apply to the urban corridor of Hurontario Street:

- broader streetline setback range on development with substantial landscape area;
- substantial building coverage oriented to streetline;
- active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
- encourage consolidation of vehicular entrances;
- "background" architecture to create a unified street frame; and

- signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401); and

- c. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.

15.3.3.5 Site 5



15.3.3.5.1 The lands identified as Special Site 5, also known as the urban corridor of Derry Road East/Derry Road West, are located on both sides of Derry Road East/Derry Road West, east and west of Hurontario Street.

15.3.3.5.2 Notwithstanding the policies of the Plan Employment designation on these lands, the following additional policies will apply:

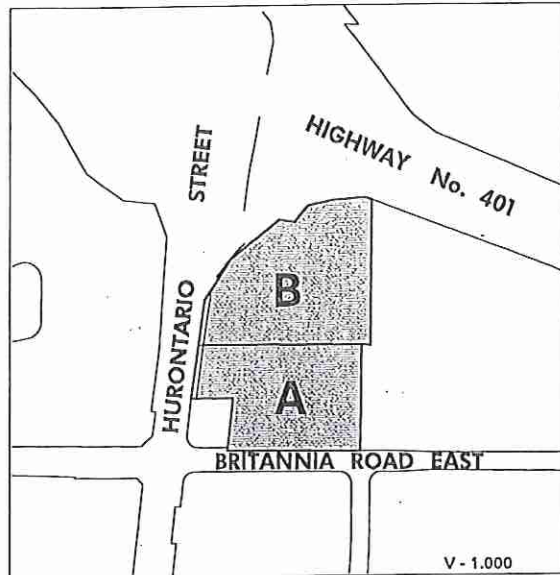
- a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

The urban corridor of Derry Road East/Derry Road West should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage;

- b. the following general principles should apply to the urban corridor of Derry Road East/Derry Road West:

- broader streetline setback range on development with substantial landscape area;
  - substantial building coverage oriented to streetline;
  - active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
  - encourage consolidation of vehicular entrances;
  - "background" architecture to create a unified street frame; and
  - signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401); and
- c. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during processing of the development applications.

15.3.3.6 Site 6

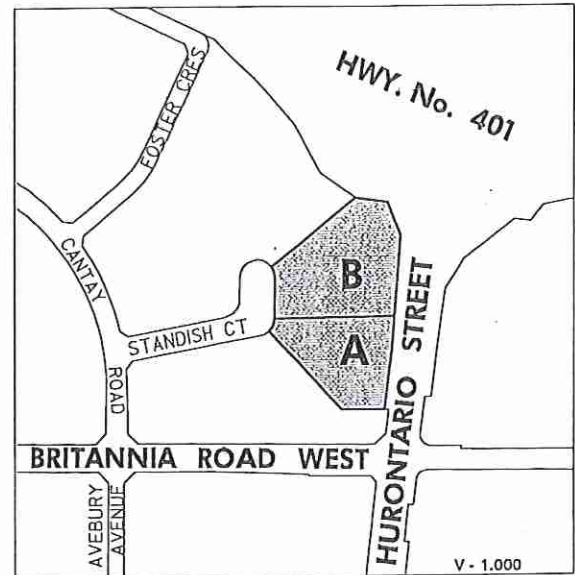


15.3.3.6.1 The lands identified as Special Site 6 are located on the east side of Hurontario Street, south of Provincial Highway 401.

- a. for the lands identified as 6A, Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
  - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
  - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and
- b. for the lands identified as 6B, Section 15.3.1.2(e), (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following:
  - two rows of parking between the buildings(s) and Hurontario Street, will be permitted;
  - an access aisle between the building(s) and Hurontario Street, will be permitted; and

- a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas.

15.3.3.7 Site 7

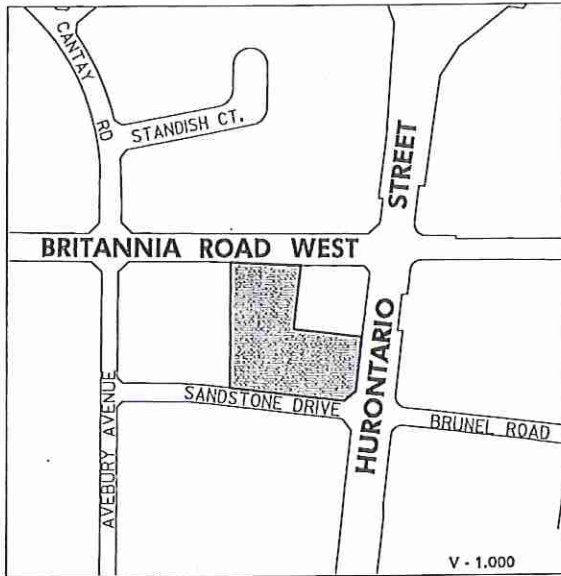


15.3.3.7.1 The lands identified as Special Site 7 are located on the west side of Hurontario Street, south of Provincial Highway 401.

- a. For the lands identified as 7A, Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
  - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
  - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and
- b. For the lands identified as 7B, Section 15.3.1.2(e), (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following:
  - an access aisle between the building(s) and Hurontario Street, will be permitted; and

- a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas.

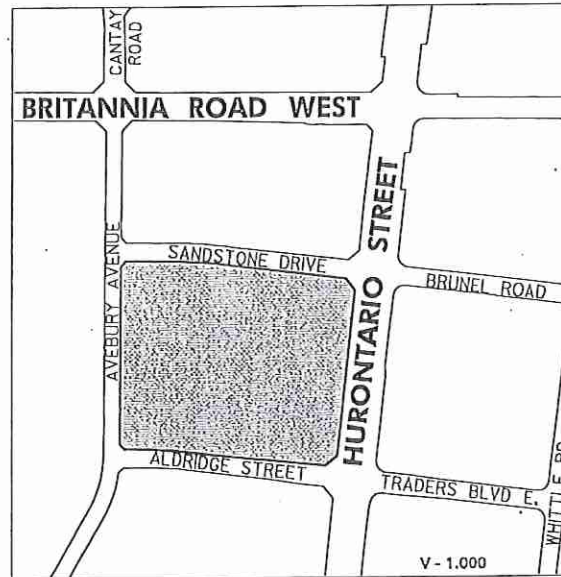
15.3.3.8 Site 8



15.3.3.8.1 The lands identified as Special Site 8 are located at the northwest corner of Sandstone Drive and Hurontario Street.

- a. Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
  - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
  - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage.

15.3.3.9 Site 9

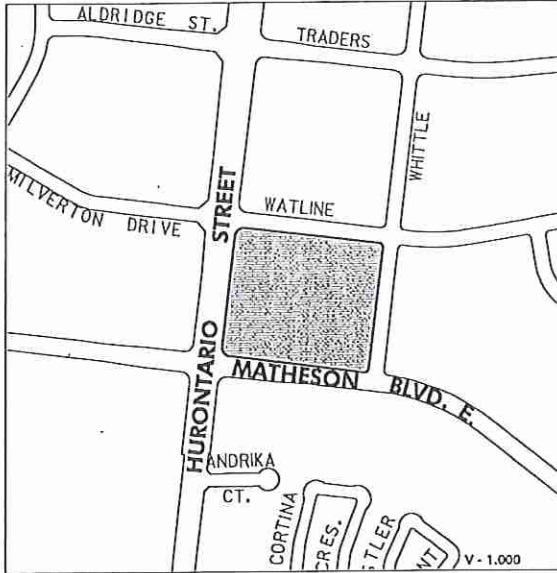


15.3.3.9.1 The lands identified as Special Site 9 are located at the southwest corner of Sandstone Drive and Hurontario Street.

- a. Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
  - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
  - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and
- b. Section 15.3.1.2(f) and (l), Hurontario Street Corridor Development Policies shall not apply if the existing building is expanded.

### 15.3.4 Exempt Sites

#### 15.3.4.1 Site 1



15.3.4.1.1 The lands identified as Exempt Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road.

15.3.4.1.2 Notwithstanding the ~~policies of this Plan~~, provisions of the Business Employment designation, commercial uses will also be permitted.

~~15.3.4.1.3 Limited expansion of the existing commercial use will be permitted.~~

~~15.3.4.1.4 New development will provide for a public road connecting Watline Avenue and Matheson Boulevard East.~~

These policies are under appeal:  
5.4.8  
15.3.1.2 (i)

Proposed Schedule Changes:  
Schedule 1: Urban System  
Schedule 1c: Urban System - Corridors  
Schedule 2: Intensification Areas  
Schedule 5: Long Term Road Network  
Schedule 6: Long Term Transit Network  
Schedule 10: Land Use Designations

**APPENDIX 3**

**RECORD OF ORAL SUBMISSIONS  
EXCERPT OF MINUTES OF PLANNING AND  
DEVELOPMENT COMMITTEE MEETING  
OCTOBER 15, 2012**



- ~~(i) A fourth (4<sup>th</sup>) ground sign fronting Courtneypark Drive East.~~
- ~~(c) Sign Variance Application 12-01933  
Ward 11  
DeWalt Factory Service  
6275 Millcreek Drive~~
- ~~To permit the following:~~
- ~~(i) One (1) fascia sign located on the north elevation of the building which does not face a street or where the main entrance to the building is located.~~

~~CARRIED – (J. Tovey)  
File: BL.03-SIG (2011)~~

## 2. PUBLIC MEETING

Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area (Ward 5)  
File: CD.03.GAT

Councillor Dale, Chair, called this public meeting to order at 7:05 p.m.

Karen Crouse, Development Planner addressed the committee with respect to the proposed amendments to the Mississauga Official Plan. She outlined the area context, the rationale behind the establishment of the policies, the proposed zoning changes, the amended land use designations and the proposed fine grain grid road network. She noted the office development trends in the City of Mississauga from 2007 – 2011 and spoke to the potential for office development. Ms. Crouse outlined the next steps for the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area noting that a report on comments would be brought back to the Planning and Development Committee.

The following persons were in the audience and spoke to the item:

Leo Longo, Arid and Berlis LLP  
Paul Lowes, Sorensen Gravely Lowes Planning Associates Inc.  
Jason Cannuel (sp)  
Abe Fisher  
Brian Parker, Gowlings

Leo Longo, representing the Orlando Corporation addressed the committee and outlined his client's concerns with the proposal. He noted that the planning horizon for the proposal did not conform with the Provincial Policy Statement 2005, the Peel Official Plan or the Mississauga Official Plan, and suggested that the office space gross floor area (GFA) specified in the plan would not be attainable or sustainable. Mr. Longo further suggested that due to intrinsic differences, the Gateway Corridor could not be compared to University Avenue. He also outlined the limitations of the proposed Light Rail Transit (LRT) because it would only service employees that live north or south of the area. Mr. Longo raised concerns with the fine grid road network that was intended to enhance pedestrian movement noting that mixed uses in the area would ensure that pedestrians would have destination areas to walk to. He suggested that the fine grain road network would prevent the intensification of office space and constrain development and raised a concern with respect to the proposed underground parking suggesting that structured parking be permitted. He also raised a concern with un-stated urban design guidelines and spoke against architectural constraints. Mr. Longo sought clarification as to whether or not the amendments would affect the Ontario Municipal Board settlements that had been made regarding Orlando Corporation land.

Councillor Mullin noted that the City of Mississauga had to establish a vision for the area and noted that the City's goal was for people to live and work within the City which was why office development was important. She addressed the issue of underground parking and stipulated that the goal was not to have parking in front of buildings and instead, the vision was to have buildings come up to the street to create a specific street scape. Councillor Mullin requested that staff respond to the affect the proposed Official Plan amendments would have on the settlements made regarding Orlando Corporation land. Ms. Crouse noted that the Orlando Corporation and the City had approached the Ontario Municipal Board with settlements regarding a number of blocks of land and that setbacks, parking areas and building placements had been negotiated.

Paul Lowes, representing Coppa Properties addressed the committee and noted that Coppa Properties owned 50 Matheson Boulevard and operated Hyland Farms on the property. He noted his client's concern with redesignating the lands from business employment to office. Mr. Lowes indicated that the property owners had a vision for a pedestrian friendly site which would not be possible if only office development was permitted. He requested that site specific permission be maintained to allow the Hyland Farms grocery store to remain.

Councillor Saito inquired as to whether or not Coppa Properties had looked at the feasibility of mixed uses along the front of their property. Mr. Lowes indicated that the property owner had looked at the possibility but there was an issue with maintaining an appropriate amount of parking. Councillor Saito suggested that with the amount of parking available on the site, office and retail development could likely be achieved and Mr. Lowes noted that single storey retail or office space may be possible. Madam Mayor noted that the store and warehouse was larger than most grocery stores and suggested that this space could be utilized further noting that due to the size of the building there was much potential. Councillor Iannicca made comments with respect to the history of the site.

Jason Cannuel (sp) representing the owners of the Fairfield Inn and Suites at 35 Courtney Park Drive West addressed the committee noting that the owners had planned to develop the land adjacent to their property with a new hotel and wanted to ensure that any re-designation of land would not negatively impact this development. Ms. Crouse noted hotels, banquet halls and convention centres would be permitted.

Abe Fisher (sp) responded to a comment made by Mr. Longo with respect to the limitations of the LRT. He noted that as Mississauga Transit services areas east and west of the Gateway Corporate Centre, the LRT could be utilized by all residents working in the Gateway Corporate Centre area. He noted his support for the use of underground parking and suggested that parking standards be reduced to avoid gridlock. He suggested that development should be a minimum of three (3) storeys and include mixed uses so that residents can live, work and play in the same area. He also suggested that buildings be brought to the street's edge and noted that he disagreed with reducing block sizes as larger blocks would benefit development. He also suggested that a design review panel be established and that more transit stops be installed in the Gateway Corporate Centre area.

Brian Parker, representing the owner of 50 Admiral Boulevard addressed the committee and noted that the property was two blocks east of Hurontario Street and housed Flow Components Inc. which was a light industrial operation. He further stipulated that the lands were to be re-designated as business office. He noted concern that Flow Components would not be able to expand under the proposed amendments and expressed concern that the company would be restricted to a legal non-conforming status. He noted his support for a higher density and the LRT. Ms. Crouse noted that the property was located in a transition area and indicated that staff would be willing to discuss where the dividing line between land designations should be. The committee suggested that Mr. Parker and his clients meet with staff to further discuss the issue.

Mayor McCallion moved the following motion which was voted on and carried:

PDC-0059-2012

1. That the report titled "*Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area*", dated September 25, 2012 from the Commissioner of Planning and Building, be received.
2. That the submissions made at the public meeting be received.
3. That staff report back to Planning and Development Committee on the submissions.
4. That the following correspondences be received:
  - (a) Email dated October 12, 2012 from David Riley, Planner, Sorensen Gravely Lowes Planning Associates Inc., including a letter and attachments dated October 11, 2012 from Paul Lowes, Principal, Sorensen Gravely Lowes Planning Associates.

- (b) Email dated October 12, 2012 from Yvonne Choi, Land Use Planner, Wood Bull LLP, Barristers and Solicitors and attached letter dated October 12, 2012 from Sharmini Mahadevan, Wood Bull LLP, Barristers and Solicitors.
- (c) Email and attached letter dated October 15, 2012 from Lori McPherson, Bousfields Inc.
- (d) Email dated October 15, 2012 from Rico Grella, Richill Construction Ltd.

File: CD.03.GAT  
APPROVED – (Mayor McCallion)

This public meeting closed at 7:59 p.m.

3. Information Status Report – Removal of "H" Holding Symbol Application to permit Phase 2 of the Amacon Parkside Village Subdivision, Part of Lot 19, Concession 2, N.D.S, west side of Confederation Parkway, north of Burnhamthorpe Road West. Owner/ Applicant: Amacon Development (City Centre) Corp., **Bill 51** (Ward 4)  
File: H-OZ 12/001 W4

Councillor Iannicca outlined the differences between item number three (3) on the agenda and item number four (4), which both dealt with Amacon Parkside Village.

Councillor Iannicca moved the following motion which was voted on and carried:

PDC-0060-2012

That the Report dated September 25, 2012, from the Commissioner of Planning and Building outlining the details of the proposed development concerning the application for removal of the "H" holding symbol in the downtown, to permit Phase 2 of the Amacon Parkside Village Subdivision under file H-OZ 12/001 W4, Amacon Development (City Centre) Corp., Part of Lot 19, Concession 2, N.D.S., be received for information.

CARRIED – (Councillor Iannicca)  
FILE: H-OZ 12/001 W4

## APPENDIX 4

### RECORD OF WRITTEN CORRESPONDENCE

1. Leo Longo on behalf of Orlando Corporation – presentation notes
2. Paul Lowes on behalf of Highland Farms
3. Brian Parker on behalf of Flo Components – 50 Admiral Boulevard
4. Laurie McPherson of Bousefields Inc. on behalf of Antorisa Investments Inc.
5. Victor Labreche on behalf of A&W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp., Wendy's Restaurants of Canada Inc. and the Ontario Restaurant Hotel and Motel Association (ORHMA)
6. Rico Grella of Richill Construction
7. Sharmini Mahadevan of Wood Bull on behalf of Derry-Ten Limited (two letters)
8. Erinoak Kids

Deputation Points – October 15 P&D Meeting

- Speaking on behalf of Orlando Corporation
- Purpose is to highlight some of client's concerns with the Staff Report and the proposed OPA
- Can advise we have already met with staff on 2 occasions to discuss these concerns. We expect to continue that dialogue in the hopes of finding common ground while this OPA works its way through the public process.
- In no particular order, Orlando's concerns include the following 6 matters:
  1. Staff have advised that the planning horizon contemplated by the Hurontario vision discussed in the Staff Report as being 50-100 years.

While we understand the need to look beyond the current planning horizon when considering long-term transit plans, we cannot ignore the fact that this 50-100 year timeframe greatly exceeds the permitted planning horizons of the PPS 2005, Growth Plan, Peel OP and Mississauga OP and is inconsistent with and fails to conform to these planning documents.

2. Staff have not yet been able to advise how much office space GFA would likely result from the introduction of this Hurontario vision and these proposed OP policies.

We believe the proposed OP designations and the office space GFA depicted on the conceptual "Public Realm Plan" does not take into consideration:

- the city's historic absorptions rates for office space;
- the planned and forecasted office employment growth for the City as expressed in the Growth Plan, Peel OP and Mississauga OP;
- that other municipalities also make provision for office development...and this supply exceeds demand;

As a result, the amount of office space is neither attainable nor sustainable.

3. City Council and staff have referred to the vision of Hurontario in the Gateway Corporate Area as being Mississauga's opportunity for a "University Avenue".

That analogy fundamentally overstates the true practical potential of Hurontario for a number of reasons.

Discuss graphic.

- Drastically different lengths.
- True mixed use [office, residential, institutional, commercial] vs. primarily the single proposed employment use of office.
- Density/intensity served by a regional transportation system [Union Station Hub, Go Trains; subway lines N/S and E/W] vs. much more limited proposed N/S rapid transitway along Hurontario.
- Hurontario development is affected by the inherent building height and land use restrictions within the Airport Operation Area and the current composite noise contours.

This makes Hurontario intrinsically different than University Avenue. As a result, realistic long-term goals should be sought.

4. Staff has advised that the proposed "finer grain" road pattern is not based on any traffic analysis but is meant to enhance pedestrian movement and certain urban design considerations.

This proposed road pattern again fundamentally overstates what is needed and what is practical:



- With the predominant proposed land use being solely that of office space employment...itself a destination use...there will not be any demand or reason why employees would be utilizing the proposed road pattern for pedestrian purposes...no other uses to walk to...no retail...no residential...
  - The most important factor is that the road pattern will prevent the very intensification of office space that the Staff Report contemplates. The finer grade road pattern will constrain site planning and structured parking options that can utilize the larger development blocks that currently exist along the Hurontario corridor.
  - Staff have advised us that they are not suggesting that all parking be underground but the development concept is only contemplating underground parking based upon the depicted built form. This is entirely unrealistic and unmarketable and needs further consideration.
5. The removal of certain business employment uses, especially on the Orlando lands north of Hwy 401, is not appropriate and is contrary to planning approvals for those lands which

have either been recently approved by City Council and/or settled before the OMB.

OPA 40 & its implementing zoning by-law – May 5, 2010 – settlement approved by OMB

Madill Rezoning – By-Law 0178-2012 – approved by Council on September 12, 2012

These approvals were secured:

- under the current planning regime which included the Hurontario Rapid Transitway; and
  - in good faith with the City and the belief that a settlement is a settlement.
6. Orlando has concerns respecting proposed OP language which speaks of establishing transformative urban design guidelines. The City ought to be very careful when considering such architectural controls on the private realm and finalize same after full consultation with the private sector.
- Orlando has developed office space south of Hwy 401 over the last 25 years and has sufficient land south of the 401 for such exclusive office usage for the next 25-40 years as intensification occurs.

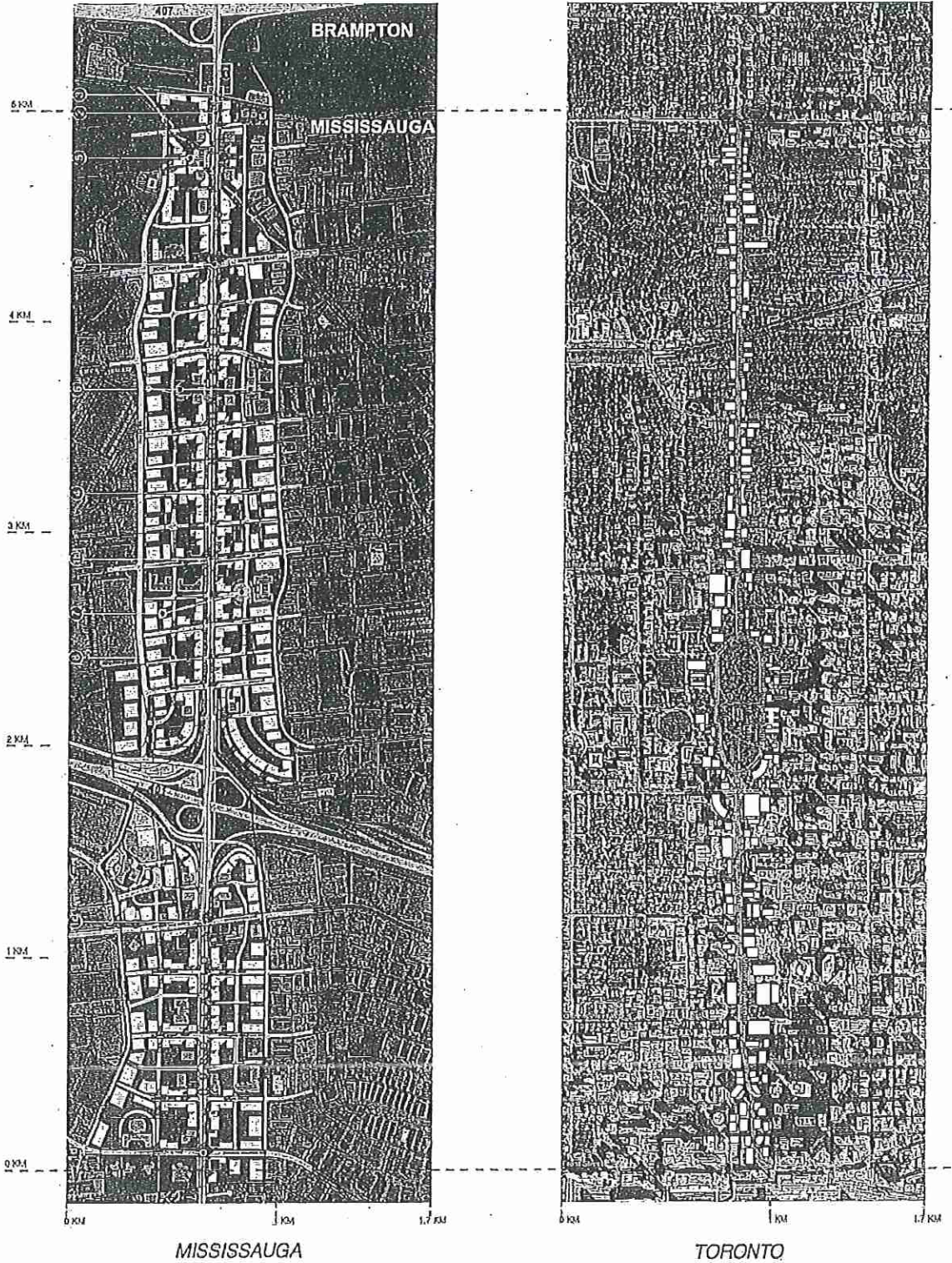
- To be clear ... we support the LRT plan and support the intensification over time of Hurontario Street south of the 401.
- We remain willing to explore and discuss with council and staff alternative approaches and policies that reflect market considerations while still achieving many of the concepts contained in the Staff Report respecting the City's desired vision for the Gateway Corporate Area.
- Thank you for your attention.

13291875.1

COMPARISON OF GATEWAY CORPORATE CENTRE (PUBLIC REALM PLAN) TO UNIVERSITY AVENUE

HURONTARIO

UNIVERSITY AVENUE





ATTENDIX 4  
ITEM #2  
**Sorensen Gravely Lowes  
Planning Associates Inc.**

1547 Bloor Street West  
Toronto, Ontario M6P 1A5  
Telephone (416) 923-6630

Principals: Warren Sorensen, P.Eng, MCIP, RPP  
Catherine Gravely, MES, MCIP, RPP  
Paul Lowes, MES, MCIP, RPP  
Carol-Anne Munroe, MCIP, RPP

October 11, 2012

Project: HF.MS

Mississauga City Council  
c/o Diana Haas, Office of the City Clerk  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Dear Members of Council:

**Re: Proposed Amendments to Mississauga Official Plan (2011) for the Gateway  
Corporate Centre Character Area**

We represent CCIL Ltd. and LCIL Ltd., carrying on business as Coppa Properties, who are the owners of 50 Matheson Boulevard East and who operate a Highland Farms supermarket at that location. We have reviewed the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area, and wish to provide you with our comments.

The amendment proposes to redesignate the lands fronting on Hurontario Street from **Business Employment** to **Offices**, permitting offices as a primary use and accessory retail and service uses at grade. Office buildings adjacent to the future transit station planned for the Hurontario and Matheson intersection would have a minimum height of 3 storeys.

The amendment also proposes to delete the site-specific policy that applies to the Highland Farms property. Currently, the property is subject to the following provisions under the new Official Plan:

15.3.4.1.1 The lands identified as Exempt Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road

15.3.4.1.2 Notwithstanding the provisions of the Business Employment designation, all forms of general commercial uses will also be permitted, except motor vehicle uses and drive-throughs.

The amendment proposes to delete these provisions, stating in the corporate report that *"These lands are being redesignated Office and free-standing retail is not permitted on the corridor. The current use is not in keeping with the vision for the corridor."*



On April 30<sup>th</sup> 2010, prior to the City's adoption of the Mississauga Official Plan, we expressed in a letter to the City our concern about the proposed policy applying to the Highland Farms site (see *Attachment 1*). In this letter, we requested that the City carry forward the permissions for "Special Site 1" from the Mississauga Plan to the new Mississauga Official Plan, specifically permitting "*all forms of retail commercial uses, including free-standing restaurants and financial institutions, except motor vehicle commercial uses and drive-throughs*". We noted in this letter that the site has long been designated for a range of commercial uses and that it has been our client's interest to intensify the site with additional commercial uses.

On June 8<sup>th</sup> 2010, the City released a Report on Comments, attempting to address all comments received by staff on the Draft Official Plan, including our letter dated April 30<sup>th</sup> 2010 as described above. This report claimed that our comments had been addressed through recommendation #3, which states that exempt sites "may be developed in accordance with their land use designation and/or the uses permitted by the individual exempt site" (see *Attachment 2*). This recommendation did not address our concern, as it did not say that existing development rights in the Mississauga Plan would be carried over to the new Official Plan.

On June 28<sup>th</sup> 2010, we submitted a letter to the City explaining that our concerns had not been addressed, and requested that they be addressed (see *Attachment 3*). Later that day, we received an e-mail from Ron Miller, Senior Planner with the City, stating that the response to our comments in the Report on Comments should have made reference to recommendation #132 rather than #3, and that this was an error. Recommendation #132 states that the exempt sites in the new Official Plan will permit development rights currently permitted by the Mississauga Plan. This message was re-iterated on page 7 of the September 7 2010 Corporate Report (see *Attachment 4*).

Planning the Hurontario corridor for office development is laudable, but this is a very long term prospect and existing long established uses should be recognized as the City has previously agreed to. As such, we do not support the removal of the site specific policies applying to our client's lands. Further, we are of the opinion that the intensification of this site with retail uses brought up to Hurontario Street would an appropriate and desirable interim form of development for this site until the site is redeveloped for office use.

The City is also proposing to change existing policy 1.5.3.2.2, which has implications for our client's lands. The change is shown with strikeout (to be deleted) and bolded text (to be added) as follows:

~~Notwithstanding the above policy, Existing buildings that do not meet the built form policies including single storey financial institutions, free-standing restaurants, free-standing retail commercial uses and drive-throughs, which are not substantially screened from Hurontario Street by a building, will be permitted as they exist on the day these policies come into effect. provided, however, that the reconstruction or alteration of these uses may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway Corporate Centre Character Area Policies. will not be legally recognized as these uses do not further~~



~~the vision for the Corridor.~~ *will be encouraged to redevelop in keeping with the vision for the Hurontario Corridor.*

According to the corporate report, the rationale for this change is as follows: "*Clearly states that existing buildings that do not meet the built form for the Corridor will not become legal non-conforming and are encouraged to redevelop in keeping with the vision for the Hurontario Corridor.*" This statement is confusing, as it is our opinion that the proposed policy change would result in the existing uses becoming legal non-conforming.

We welcome the opportunity to discuss our comments further with staff. Please consider this letter as our formal comments on the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area.

Yours very truly,

**SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.**

A handwritten signature in black ink, appearing to read 'Paul Lowes', written over a horizontal line.

Paul Lowes, MCIP, RPP  
Principal

*Copy Ms. Karen Crouse, Policy Planning Division, City of Mississauga  
Ms. Marilyn Ball, Director, Development & Design Division, City of Mississauga  
Mr. John Calvert, Director, Policy Planning Division, City of Mississauga  
Mr. Ed Sajecki, Commissioner, City of Mississauga Planning and Building Department  
Mr. Charles Coppa, Highland Farms Inc.*

## ATTACHMENT 1



## Sorensen Gravely Lowes Planning Associates Inc.

509 Davenport Road  
Toronto, Ontario M4V 1B8  
Telephone (416) 923-6630  
Facsimile (416) 923-6916

Principals: Warren Sorensen, P.Eng, MCIP, RPP  
Catherine Gravely, MES, MCIP, RPP  
Paul Lowes, MES, MCIP, RPP  
Senior Associate: Carol-Anne Munroe, MCIP, RPP

*April 30, 2010*

*Project: HF.MS*

Marianne Cassin  
City of Mississauga  
Planning and Building Department  
Policy & Planning Division  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Dear Marianne:

Re: **Draft Mississauga Official Plan – Exempt Site (Highland Farms Property)**

We represent CCIL Ltd. and LCIL Ltd., carrying on business as Coppa Properties, who are the owners of 50 Matheson Boulevard East and who operate the Highland Farms supermarket at that location. We have reviewed the Draft Mississauga Official Plan as it applies to this property, and wish to provide you with some comments and points of clarification.

The City proposes to identify the Highland Farms property as an “exempt site”, which would allow “all forms of existing mixed commercial uses” to continue but removes the permission for additional retail commercial uses on the property.

The Mississauga Plan currently identifies the Highland Farms property as “Special Site 1”, which allows the permitted uses within the Business Employment designation as well as “all forms of retail commercial uses, including free-standing restaurants and financial institutions, except motor vehicle commercial uses and drive-throughs”. The recent Hurontario Corridor Study and subsequent OPA 40 confirmed the permission of retail commercial uses on site, but restricted the permission of 1-storey free-standing financial institutions within 100 metres of Hurontario Street.

The site has long been designated for a range of commercial uses and it has been our client’s interest to intensify the site with additional commercial uses. This intent has previously been brought to the attention of the City planning staff.

We strongly believe that the intensification of this site with retail uses brought up to Hurontario Street would be an appropriate and desirable form of development.





We cannot support the proposed Draft Mississauga Official Plan as written and request the existing permissions in the Mississauga Plan to be carried forward in the Draft Mississauga Official Plan for the Highland Farms Property.

We would welcome the opportunity to discuss this further with staff. Please consider this letter as our formal comments on the Draft Mississauga Official Plan.

Yours very truly,

**SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.**

Paul Lowes, M.E.S., MCIP, RPP  
Principal

*Copy Mr. Charles Coppa, Highland Farms Inc.  
Mr. John Calvert, Director, City of Mississauga Planning and Building Department  
Mr. Ed Sajecki, Commissioner, City of Mississauga Planning and Building Department*

## ATTACHMENT 2

Appendix 3

Response to Comments Table

| RESPONDENT                       | SECTION                                | ISSUE   | COMMENTS  | RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN  |
|----------------------------------|--|---|---|---|
| Planning and Building Department | Entire document                        | Since the plan was prepared, Official Plan amendments were adopted, but not included in it. | The Plan should include all amendments adopted by City Council.   | 1. That the Plan be revised by incorporating all Official Plan amendments adopted by City Council subsequent to the preparation of the Plan and prior to City Council adopting the Plan.  |
| 1. Introduction                  |  |   |   |   |
| Planning and Building Department | 1.1 Background, second paragraph       | Upon further review, this paragraph should also address the Natural Areas System (NAS).     | The proposed revision is acceptable.  | 2. That 1.1 second paragraph be revised to read:<br><br>Mississauga Official Plan provides a new policy framework <u>protect, enhance, restore and expand the Natural Areas System</u> , direct growth to where it will benefit the urban form,...  |
| Planning and Building Department | 1.1.4 (f) How to Read Mississauga Plan | The development rights of exempt sites are unclear.   | The second last sentence of 1.1.4 (f) should be amended to clarify that exempt sites may be developed in accordance with their designation and/or the uses permitted by the exempt sites. | 3. That the second last sentence of 1.1.4 (f) be deleted and replaced with:<br><br><u>The lands may be developed in accordance with their land use designation and/or the uses permitted by the individual exempt site.</u><br><br>Delete 1.1.4 nn and replace with Figure (See Appendix 4) |

The draft Mississauga Official Plan is referred to as "the Plan". The existing Official Plan is referred to as "Mississauga Plan"

| RESPONDENT  | SECTION                  | ISSUE   | COMMENTS   | RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN |                     |
|---|--------------------------|---|--|--|---------------------|
| Paul Lowes, Sorensen, Gravely, Lowes on behalf of CCIL Ltd. and LCIL Ltd. | Appendix A: Exempt Sites | The identification of Highland Farms as an exempt site does not permit all the uses currently permitted by the Special Site Policies in Mississauga Plan. | This is dealt with by recommendation 3.  | 133.   | No action required. |
| Zdana Fedchun Areta Lloyd, Roma Clasper, O.Komarnicky                     | Appendix A: Exempt Sites | The description of exempt sites as "not representative of the vision, direction and planning policies of the Plan" is too negative.                       | The description is a valid basis for the identification of exempt sites which are not within the vision of the Plan.   | 134.   | No action required. |
| Zdana Fedchun Areta Lloyd, Roma Clasper, O.Komarnicky                     | Appendix A: Exempt Sites | The Plan does not explain the review of exempt sites during the preparation of local area plans.  | Local area plans are comprehensive reviews of the planning policy for defined areas which could redesignate lands to recognize the exempt land use, delete the exempt site, confirm the use, or continue the exempt site, depending on the results of the study. | 135.   | No action required. |

## ATTACHMENT 3



# Sorensen Gravely Lowes Planning Associates Inc.

509 Davenport Road  
Toronto, Ontario M4V 1B8  
Telephone (416) 923-6630  
Facsimile (416) 923-6916

Principals: Warren Sorensen, P.Eng, MCIP, RPP  
Catherine Gravely, MES, MCIP, RPP  
Paul Lowes, MES, MCIP, RPP  
Senior Associate: Carol-Anne Munroe, MCIP, RPP

*June 28, 2010*

*Project: HF.MS*

**Planning and Development Committee  
Policy & Planning Division  
300 City Centre Drive  
Mississauga, ON L5B 3C1**

Dear Chair and Members of the Planning and Development Committee:

**Re: Report on Comments – Draft Mississauga Official Plan  
Highland Farms Property**

Thank you for your response to our letter dated April 30, 2010, where we expressed concern with the Draft Mississauga Official Plan and the proposed permitted uses on Exempt Site 1 in Gateway Corporate Centre, the Highland Farms property.

In the “Report on Comments – Draft Mississauga Official Plan” report dated June 8, 2010, Appendix 3 summarizes all comments received on the Draft OP and associated recommendations to each comment. Recommendation # 133 addresses our letter, stating that “No action [is] required” as our concern is dealt with by recommendation #3. While we support the changes in this recommendation, the changes do not address the concerns we raised relating to the existing permission of retail uses on the Highland Farms property.

It was our understanding that staff would carry forward all existing permitted uses in the Mississauga Plan for “Special Site 1”, which permit “all forms of retail commercial uses, including free-standing restaurants and financial institutions, except motor vehicle commercial uses and drive-throughs”.

We request that the permitted uses for “Exempt Site 1” in the Gateway Corporate Centre District, the Highland Farms property, reflect the existing permissions.

Yours very truly,

**SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.**

Paul Lowes, M.E.S., MCIP, RPP  
Principal



*Copy Mr. Charles Coppa, Highland Farms Inc.  
Mr. John Calvert, Director, City of Mississauga Planning and Building Department  
Ms. Marianne Cassin, City of Mississauga Planning and Building Department  
Mr. Ron Miller, City of Mississauga Planning and Building Department  
Ms. Angela Dietrich, City of Mississauga Planning and Building Department  
Mr. Ed Sajecki, Commissioner, City of Mississauga Planning and Building Department*

*"Mississauga requests the Ministry of Environment to take into account existing regulatory standards, the cumulative effects of emissions, and background pollutant concentrations prior to approving applications for Certificates of Approval."*

Staff have reviewed the Report of the Air Quality Task Force on the Oakville Clarkson Airshed, dated June 24, 2010, and concluded that it contains no further recommendations appropriate for the draft Plan. However, the above-noted recommendation should be revised to encourage the Ministry of Environment to establish higher regulatory standards than currently used by the Ministry.

#### Retroactive Application of Official Plan Policies

*Issue:* Andrew Gassman, on behalf of MIRANET, suggested, with reference to the Cliffway Plaza Site, that the draft Plan be applied to current development applications.

*Response:* Ontario Municipal Board decisions have established the principle that the Official Plan which is in force and effect at the time a development application is the plan which forms the basis for evaluating the application.

#### Port Credit Local Area Plan

Dr. Geoff Edwards raised some concerns regarding the policies in the Port Credit Local Area Plan as they apply to the development capacity of his site. The Port Credit Local Area Plan contains the existing policies of the Port Credit District Policies in Mississauga Plan. As these policies are under review, it is inappropriate to amend them through this process. Dr. Edwards' concerns have been referred to staff responsible for the review of the Port Credit Local Area Plan.

#### **Written Submissions at June 28, 2010 Planning and Development Committee Meeting**

#### Matters Dealt with by the Report on Comments

The following letters are dealt with in the report titled "Report on Comments – Draft Mississauga Official Plan", dated June 8, 2010:

- letter dated June 24, 2010 from Glenn Broll, Glen Schnarr and Associates Inc., on behalf of Chartwell, RioCan and Rockport; and
- letter dated June 28, 2010 from Paul Lowes , Sorensen, Gravely, Lowes Planning Associates Inc. on behalf of Highland Farms.

These matters are dealt with by recommendations 1 and 132, respectively, in Appendix 3 of the June 8, 2010 report and no further action is required. Recommendation 1 states that the Plan be revised to incorporate all amendments adopted by City Council, which will include the Chartwell, RioCan and Rockport amendment.

Recommendation 132 states that the policies of Exempt Sites (e.g. Highland Farms) be revised to permit all development rights currently permitted by Mississauga Plan.

#### Matters to be Dealt with by Development Applications

The following comments seek to amend the draft Plan or the Port Credit Local Area Plan to facilitate development applications by seeking land use redesignations, the adjustment of character area boundaries, and/or site specific policies. Consequently, they should be dealt with through the development approval process. In the case of the letter from Robert Jarvis requesting a site specific deferral of the Plan pending a hearing by the Ontario Municipal Board, the draft Plan will be revised, if required, in accordance with the decision by the Ontario Municipal Board.

- letter dated June 28, 2010, from Glenn Wellings, Wellings Planning Consultants Inc.;
- letter dated June 28, 2010 from Michael Gagnon, Gagnon and Law, on behalf of White Elm Investments Ltd.;
- letter dated June 28, 2010 from Michael Gagnon, Gagnon and Law, on behalf of Latiq Qureshi;
- letter dated June 28, 2010 from Michael Gagnon, Gagnon and Law, on behalf of Azuria Group; and
- letter dated June 28, 2010 from Robert Jarvis.

| RESPONDENT                       | SECTION   | ISSUE   | COMMENTS   | RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN   |
|----------------------------------|---|---|--|--|
| Credit Valley Conservation       | Schedules 3: Natural System, 10: Land Use Designations and all Local Area Plans | A note should be added to Schedules 3, 10 and all Local Area Plans Land Use Maps indicating that the limits of the natural hazards are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location. | Agreed.  | 131. That Schedules 3, 10 and all Local Area Plans be revised by adding the following Note:<br><br><i><u>The limits of the natural hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.</u></i> |
| <b>Appendices</b>                |   |   |  |  |
| Planning and Building Department | Appendix A: Exempt Sites  | Appendix A identifies the existing use of lands on Exempt Sites permitted by the Plan, but is not part of the Plan. Further, the uses permitted on individual sites needs to be clarified.  | Because Appendix A establishes use rights, it should be part of the Plan.<br><br>Further, the policies of each individual Exempt Site should be amended to permit the continuation of uses permitted by the exempt sites, as well as the development rights currently permitted by Mississauga Plan. | 132. That Appendix A be incorporated into the Plan.<br><br>That the policies of each individual Exempt Site in Appendix A of the Plan be amended to permit the continuation of existing uses, as well as all the development rights currently permitted by Mississauga Plan.                                 |





montreal • ottawa • toronto • hamilton • waterloo region • calgary • vancouver • beijing • moscow • london

October 31, 2012

VIA EMAIL

City of Mississauga  
Planning and Development Committee  
300 City Centre Drive  
Mississauga, Ontario L5B 3C1

Brian T. Parker  
Direct 416-369-7248  
brian.parker@gowlings.com  
File No. K0548549

**Attention: Ms. Laura Wilson**

Dear Ms. Wilson:

**Re: Proposed Amendments to Mississauga Official Plan - Gateway Corporate Centre  
Character Area - 50 Admiral Road (the "Property")**

---

We are the solicitors on behalf of Norannmar Inc., the owner of the Property. The Property is the home of Flo Components Ltd ("Flo"). On behalf of both Norannmar Inc., and Flo, we addressed your Planning Committee in this matter at its regular meeting of October 15, 2012. Specifically, we expressed our client's concerns respecting the proposed Official Plan Amendment and the serious hardship that the Amendment would pose to Flo's business operations if it is approved in its current form.

Briefly, Flo is an automatic greasing systems specialist and the leading supplier of sophisticated lubrication solutions to major manufacturers in the mining and steel industries across Canada. Originally established in 1977, Flo has been conducting its business at the 50 Admiral location since the year 2000 when it purposely built its existing premises:

Flo's premises comprise approximately 10,000 sq. ft. consisting of approximately 3,000 sq.ft. of business office function (fronting Admiral Road) and approximately 7,000 sq. ft. of product development space located in the rear of the premises which is dedicated to its specialty design, fabricating and assembly operations. Flo currently employs approximately 40 persons.

Flo conducts its business in accordance with the approved zoning of the Property which is Business Employment (E2) zoning. Based upon current sales and its fiscal position in the market, Flo anticipates the need for a building expansion of 10,000+ sq. ft. in the next 3-5 years. This expansion would be an as-of-right expansion based on the current zoning permission.

This expansion would not be permitted if the proposed Gateway Corporate Amendments (the "Amendments") are approved in their current form. The Amendments contemplate a re-designation of the Property from Business Employment to a pure Office designation which would eliminate the right for fabricating, processing and assembly type uses, thereby rendering the property legally non-conforming.

I-3(a)  
gowlings

The Amendments would force Flo into having to seek its approval to expand through the Committee of Adjustment, with no certainty of success. In short, from Flo's perspective, the proposed Amendments constitute an invitation to seek an alternative location.

We question the intent of the Amendment in proposing an Office designation for the Property when clearly the Property does not directly front on the corridor where value uplift with the introduction of light rail is targeted. Of equal concern is the proposed location of the intended collector road which will be routed immediately abutting Flo's easterly lot line further diminishing any prospects of future building expansion. Both issues would likely have a significant negative impact on the Flo property and business but which can be reduced by the proposal noted below.

The Planning Committee invited Flo to meet further with the planning staff to discuss whether a resolution may be possible. We recently met on site with your planning staff and from that meeting we believe that a compromise may be possible. Based on the existing land use pattern in the immediate vicinity of the Property, a case can be made for shifting the location of the collector road from the east, to the west side of the Property.


An alternative routing aligned along the westerly, rather than the easterly property line, would not conflict to the same extent with the existing built form. An alternative routing would allow the Property to remain under a Business Employment designation while still providing the finer grain urban block design for office development that the Amendments seek to achieve, in support of the integration and intensification of the LRT system along the Hurontario corridor.

In summary, it remains Flo's intention to expand its business in conformity with the approved planning instruments that currently govern the Property. In our view the endorsement of a relocation of the collector road to the west side of the Property would not undermine the objective of a finer grained urban block structure, and it would facilitate Flo's near-term expansion plans by allowing the existing Business Employment designation to remain on the Property.

We would ask that Committee consider our client's position and ultimately, to direct a modification to the proposed Amendment by shifting the collector road westerly, and maintaining the Business Employment designation of the Property.

Sincerely,

GOWLING LAFLEUR HENDERSON LLP

  
Brian T. Parker MCIP

cc. Flo Components Ltd. (Chris Deckert) (via email)  
Karen Crouse (via email)

TOR\_LAW\8025057\1

Project No. 1025

October 12, 2012

**Mississauga City Council c/o Diana Haas**  
**Office of the City Clerk**  
300 City Centre Drive  
Mississauga ON  
L5B 3C1

Dear Mayor and Members of Council,

***Re: Gateway Corporate Centre Character Area – File OZ 11/018 W5***  
***North-West corner of Derry Road West and Hurontario Street***

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We are the planning consultants for Antorisa Investments Inc. owners of a site located on the north-west corner of Derry Road West and Hurontario Street, legally known as Part of Lot 11, Concession 1 ("the Site"). In December 6, 2011, we submitted applications for Official Plan Amendment and rezoning applications on behalf of our client to permit a motor vehicle repair facility.

At the time of our application, the proposed use was a permitted use and the purpose of the application was to permit the building to be two (2) storeys while having the appearance of a three (3) storey building to recognize the importance of the corner.

We have reviewed to proposed amendments to the Official Plan with respect to the Site. The proposed amendment would redesignate the Site from "Business Employment" to "Office". Given that the Site is extremely limited in size by the requirements of the Region for the future transit, it is not feasible to develop it for Office uses.

We understand that the proposed designations, policies and uses are in anticipation of future rapid transit. Given that this is a long-term scenario, we would respectfully request that our proposed amendment to permit a two (2) storey motor vehicle repair facility (with the appearance of three (3) storeys) be provided for in the Plan.

Thank you for your consideration. If you require any further information, please do not hesitate to contact the undersigned. Please include our firm on all notifications pertaining to the Study and any Council decisions on this matter.

Yours very truly,

**Bousfields Inc.**



Laurie J. McPherson, B.E.S., MCIP, RPP

LMP/nh

cc: Ralph Chiodo, Antorisa Investments Ltd.  
Denise Baker, Townsend and Associates



**Labreche Patterson & Associates Inc.**

Professional Planners, Development Consultants, Project Managers

VIA MAIL AND E-MAIL (karen.crouse@mississauga.ca)

Our File: P-375-09 Q

October 11, 2012

Ms. Karen Crouse  
Policy Planner  
City of Mississauga  
300 City Centre Drive  
Mississauga, Ontario  
L5B 3C1

Dear Ms. Crouse:

**Re: Proposed Amendments to Mississauga Official Plan (2011) for the Gateway  
Corporate Centre Character Area  
City of Mississauga**

---

We represent A & W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp. (operators and licensors of Tim Hortons Restaurants), and Wendy's Restaurants of Canada Inc. as well as their industry association, the Ontario Restaurant Hotel and Motel Association (ORHMA). We are providing this written submission to you on behalf of our clients after having reviewed the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area to determine if the proposed amendments would apply to our clients' current and future operating interests. Please accept this as our written submission on the subject matter

ORHMA is Canada's largest provincial hospitality industry association. Representing over 11,000 business establishments throughout Ontario, its members cover the full spectrum of food service and accommodation establishments and they work closely with its members in the quick service restaurant industry on matters related to drive-through review, regulations, and guidelines.

Our clients have requested that we review the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area to determine if any policies would apply to their current and future operating interests. This letter is consistent with our previous submissions on the Mississauga Official Plan adopted by Council that is currently under appeal. Please accept this as our written submission on the subject matter.

Based on our review of the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area and more specifically Sections 15.3.2.1 and 15.3.2.2, the existing designation of "Business Employment" is to be replaced with the "Office" designation. Section 15.3.2.1 is to be deleted in its entirety as the existing permitted uses under the "Business Employment" designation will no longer be permitted as per the "Office"

designation, we object to this change. It is imperative to note that designating the majority of the "Business Employment" lands to "Office", as per the rationale for the amendment to Section 15.3.2.1, the permitted uses available to locate along the Corridor are severely limited, and as such there is great potential for development to be restricted or hindered in this area due to the lack of variety of permitted uses.

Further, Section 15.3.2.2 is to be amended to no longer allow uses to remain if said uses do not conform to the built form policies for the Corridor and encourage uses be redeveloped in accordance with the "vision" of the Corridor. We do not necessarily agree with the overall vision in this portion of the Hurontario Street Corridor, therefore we object to this policy as currently drafted.

For your reference, the member brand locations in this subject area are as follows:

- 25 Aventura Boulevard (Wendy's)
- 39 Aventura Boulevard (Tim Hortons)
- 44 Britannia Road East (Tim Hortons and Wendy's)
- 30 Courtneypark Road (McDonald's)

It is our understanding that none of these locations would then comply with the "vision" of the Corridor.

We have reviewed the material available regarding the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area and there are no related studies or even detailed planning justification as to why this specific prohibition of DTF within this Gateway Corporate Centre Character Area are justified.

It should be noted that we have filed appeals on behalf of the above noted clients on the City of Mississauga's New Official Plan. Included in that appeal, we identified concerns regarding multiple sections contained within the Gateway Corporate Centre Character Area as part of the New Official Plan:

- s. 15.3.2.1
- s. 15.3.2.2
- s. 15.3.4.1.2

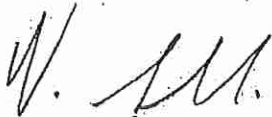
All of the above noted sections pertain to drive-through regulations within the Gateway Corporate Centre Character Area. We recognize that through the Gateway Corporate Centre Character Area as part of the New Official Plan for the City of Mississauga, DTF-specific regulations are applicable along the Corridor, however, the proposed amendments to the Mississauga Official Plan for the Gateway Corporate Centre Character Area no longer recognize free-standing restaurants or DTF as permitted uses. Therefore, the drive-through regulations are significantly worse with the draft amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area when compared to the Gateway Corporate Centre Character Area as part of the New Official Plan. We also note that fundamentally, we object to the proposed amendments to the Gateway Corporate Centre going forward ahead of the final consideration of the overall Mississauga Official Plan until it is completely dealt with by the OMB.

Based on the foregoing, we request an opportunity to meet with you to discuss our concerns with the proposed amendments to the Mississauga Official Plan (2011) for the Gateway

Corporate Centre Character Area as detailed above and provide you with copies of the noted material above upon request. Thank you for your consideration of our comments herein and we look forward to working with you to mutually resolve our concerns.

Please also consider this letter our formal request to be provided with copies of all future notices, reports, and resolutions relating to the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area.

Yours truly,  
**Labreche Patterson & Associates Inc.**



**Victor Labreche, MCIP, RPP**  
**Senior Principal**

Copy: *Crystal Greer, Director of Legislative Services and City Clerk, City of Mississauga*  
(via e-mail: [crystal.greer@mississauga.ca](mailto:crystal.greer@mississauga.ca))

*John Calvert, Director, Policy Planning Division, City of Mississauga*  
(via e-mail: [john.calvert@mississauga.ca](mailto:john.calvert@mississauga.ca))

*Susan Tahabé, Manager, Community Planning, City of Mississauga*  
(via e-mail: [susan.tahabe@mississauga.ca](mailto:susan.tahabe@mississauga.ca))

*Marco Monaco, ORHMA*  
(via e-mail: [mmonaco@orhma.com](mailto:mmonaco@orhma.com))

*Leo Palozzi, The TDL Group Corp.*  
(via e-mail: [palozzi\\_leo@timhortons.com](mailto:palozzi_leo@timhortons.com))

*Leslie Smejkal, The TDL Group Corp*  
(via e-mail: [smejkal\\_leslie@timhortons.com](mailto:smejkal_leslie@timhortons.com))

*Paul Hewer, McDonald's Restaurants of Canada Limited*  
(via e-mail: [paul.hewer@ca.mcd.com](mailto:paul.hewer@ca.mcd.com))

*Susan Towle, Wendy's Restaurants of Canada, Inc.*  
(via e-mail: [susan.towle@wendys.com](mailto:susan.towle@wendys.com))

*Darren Sim, A&W Food Services of Canada Inc.*  
(via e-mail: [dslm@aw.com](mailto:dslm@aw.com))

*Michael Polowin, Gowing Lafleur Henderson LLP*  
(via e-mail: [michael.polowin@gowlings.com](mailto:michael.polowin@gowlings.com))

**Karen Crouse**

---

**From:** Rico Grella <richillconstruction@bellnet.ca>  
**Sent:** 2012/10/15 10:44 AM  
**To:** Diana Haas  
**Cc:** Karen Crouse  
**Subject:** Meeting October 15/12 - Gateway Corporate Centre

I am unable to attend the meeting this evening, however I would like to forward my views. My company has purchased lands on the Hurontario Corridor in 1997 with the intention of building industrial/retail units but have not been able to. Had the lands been zoned for office use only, we would not have purchased them. Based on our experience the demand for office space in the City of Mississauga is in low demand. We would like the lands to remain as "Business Employment".

Regards,

Richill Construction Limited  
Rico Grella  
10-5035 Timberlea Blvd.  
Mississauga, ON  
L4W 2W9





MUNICIPAL, PLANNING & DEVELOPMENT LAW

---

12 October 2012

*Sent via E-mail (diana.hass@mississauga.ca)*

Planning and Development Committee  
c/o Office of the City Clerk  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

City Council  
c/o Office of the City Clerk  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Ms. Diana Haas  
Office of the City Clerk  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Dear Sirs and Mesdames:

**Re: Proposed Amendments to the Mississauga Plan  
Gateway Corporate Centre Character Area Policies  
Derry-Ten Limited - North Parcel (north of Longside Drive)**

We are the solicitors for Derry-Ten Limited ("Derry-Ten"), the registered owner of three parcels of land located in the southwest quadrant of Derry Road West and Hurontario Street, within the proposed Gateway Corporate Centre Character Area.

Derry-Ten is concerned with the Proposed Amendments to the Mississauga Official Plan relating to the proposed Gateway Corporate Centre Character Area (the "Draft Gateway Corporate Centre OPA") as it relates to its north parcel of approximately 26.9 acres, bounded by Hurontario Street, Derry Road West, Maritz Drive and Longside Drive (the "North Parcel"). A corresponding submission is being provided to the City under separate cover relating to Derry-Ten's two southerly parcels of land.

**Background**

Derry-Ten has outstanding site-specific appeals before the Ontario Municipal Board with respect to the 2003 Mississauga Plan and the 2011 Mississauga Official Plan. Derry-Ten also has outstanding site-specific appeals before the Ontario Municipal Board with respect to Official Plan Amendment No. 40 to the Mississauga Plan and Zoning By-law 191-2009, the City initiated amendments to the Upper Hurontario Street corridor area. The site-specific appeals before the Ontario Municipal Board relate to the North Parcel.

12 October 2012



The North Parcel is also the subject of development applications, which were originally submitted in 2003 and modified in December 2006. A modified development concept for the North Parcel was provided to the City in January 2011, further to discussions with the City.

**Concerns Relating to the Draft Gateway Corporate Centre OPA**

Derry-Ten's concerns with the Draft Gateway Corporate Centre OPA, as it relates to the North Parcel, include the following:

1. Any reduction in the number, scope and/or location of permitted uses in the Draft Gateway Corporate Centre OPA.
2. The location of any public transit or other infrastructure on or in the vicinity of the North Parcel.
3. The location of any proposed roads that traverse the North Parcel.

Derry-Ten requests the opportunity to meet with City staff to discuss its concerns regarding the Draft Gateway Corporate Centre OPA.

In the meantime, in light of Derry-Ten's concerns relating to the Draft Gateway Corporate Centre OPA, its current appeals before the Ontario Municipal Board, and the development application for the North Parcel, Derry-Ten requests that the City not approve any amendments in the Draft Gateway Corporate Centre OPA relating to the North Parcel. As indicated above, a corresponding submission is being provided to the City under separate cover relating to Derry-Ten's two southerly parcels of land.

**Request for Notice**

We kindly request notification of any further Committee and Council meetings; materials and decisions regarding the Draft Gateway Corporate Centre OPA.

Yours very truly,

**Wood Bull LLP**

A handwritten signature in black ink, appearing to read "S. Mahadevan".

Sharmini Mahadevan

- c. Ms. Karen Crouse, Policy Planner, City of Mississauga  
Client



MUNICIPAL, PLANNING & DEVELOPMENT LAW

12 October 2012

*Sent via E-mail (diana.hass@mississauga.ca)*

Planning and Development Committee  
c/o Office of the City Clerk  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

City Council  
c/o Office of the City Clerk  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Ms. Diana Haas  
Office of the City Clerk  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Dear Sirs and Mesdames:

**Re: Proposed Amendments to the Mississauga Plan  
Gateway Corporate Centre Character Area Policies  
Derry-Ten Limited - Two Southerly Parcels (south of Longside Drive)**

We are the solicitors for Derry-Ten Limited ("Derry-Ten"), the registered owner of three parcels of land located in the southwest quadrant of Derry Road West and Hurontario Street, within the proposed Gateway Corporate Centre Character Area.

Derry-Ten is concerned with the Proposed Amendments to the Mississauga Official Plan relating to the proposed Gateway Corporate Centre Character Area (the "Draft Gateway Corporate Centre OPA") as it relates to its southern two parcels of approximately 40.5 acres, bounded by Hurontario Street, Longside Drive, Maritz Drive and the westerly extension of Ambassador Drive (the "South Parcels"). A corresponding submission is being provided to the City under separate cover relating to Derry-Ten's northerly parcel of land.

**Background**

Derry-Ten's lands have been the subject of development applications since 2003 and subsequent appeals of applicable planning documents to the Ontario Municipal Board. In January 2011, a modified development concept for mixed use retail-office development was submitted for the northern parcel, which is located north of Longside Drive. Derry-Ten's appeals to the Ontario Municipal Board have also been scoped to relate only to the northern parcel.

12 October 2012



With respect to the South Parcels, Derry-Ten is in the process of preparing a rezoning application for submission to the City in order to implement the designation and policies of the Mississauga Plan in an appropriate zone for the South Parcels. Derry-Ten has had several discussions with the City and also met with the Development Application Review Committee on 22 August 2012 regarding this rezoning application.

**Concerns Relating to the Draft Gateway Corporate Centre OPA**

Our client's concerns with the Draft Gateway Corporate Centre OPA, as it relates to the South Parcels, include the following:

1. Any reduction in the number, scope and/or location of permitted uses in the Draft Gateway Corporate Centre OPA.
2. The location of any public transit or other infrastructure on or in the vicinity of the South Parcels.
3. The location of any proposed roads that traverse the South Parcels.

Derry-Ten requests the opportunity to meet with City staff to discuss its concerns regarding the Draft Gateway Corporate Centre OPA.

In the meantime, in light of Derry-Ten's pending rezoning application for the South Parcels and its concerns relating to the Draft Gateway Corporate Centre OPA, Derry-Ten requests that the City not approve any amendments in the Draft Gateway Corporate Centre OPA relating to the South Parcels. As indicated above, a corresponding submission is being provided to the City under separate cover relating to Derry-Ten's northerly parcel of land.

**Request for Notice**

We kindly request notification of any further Committee and Council meetings, materials and decisions regarding the Draft Gateway Corporate Centre OPA.

Yours very truly,

**Wood Bull LLP**

A handwritten signature in black ink, appearing to read "S. Mahadevan".

Sharmini Mahadevan



12 October 2012

- c. Ms. Karen Crouse, Policy Planner, City of Mississauga  
Client.

November 21, 2012

Mr. John Calvert  
Director of Policy, Planning and Building  
City of Mississauga  
300 City Centre Drive  
Mississauga ON L5B 3C1

YOUR FILE NO: CD.03.GAT

VIA EMAIL: [john.calvert@mississauga.ca](mailto:john.calvert@mississauga.ca)

Dear Mr. Calvert:

**RE: DRAFT GATEWAY CORPORATE CENTRE CHARACTER AREA POLICIES –  
LETTER OF OBJECTION**

ErinoakKids Centre for Treatment and Development (ErinoakKids) would like to take this opportunity to provide our comments with respect to the above noted matter.

ErinoakKids is a transfer payment agency of the Ministry of Children and Youth Services (MCYS) and provides a broad range of therapy, assessment and support services to children from 0-19 with physical and developmental disabilities, autism, communication disorders, and children who are deaf or blind. The provincial government announced approval in 2011 for the construction of three (3) new consolidated ErinoakKids facilities, one of which is planned for Mississauga. We are working closely with Infrastructure Ontario (IO) on the project, which will be developed and constructed under the provincial Alternative Finance and Procurement (AFP) model.

After an extensive realty search and site selection process in conjunction with IO Realty Services and CBRE, ErinoakKids was pleased to have recently entered into a conditional purchase and sale agreement with SmartCentres (Derry-Ten Limited) to acquire an approximate 6 acre parcel of land on the northwest corner of Hurontario Street and the future extension of Ambassador Drive (see Figure 1 - Context Map), for the planned new Mississauga facility.

During our due diligence and planning process, we were made aware of the new Draft Gateway Corporate Centre Character Area, which depicts a new road running north-south parallel to Hurontario Street and through the lands we are in the process of acquiring. We are strongly opposed to this new north-south minor collector road as it would cut through our acquisition parcel and significantly compromise our ability to develop the property to address our complex facility and program needs. The current configuration of the acquisition parcel was a result of extensive negotiations with SmartCentres and accounted for other development constraints, and is based on our projected long-term program needs. Therefore reconfiguring the acquisition parcel is problematic.

We therefore respectfully but strongly urge the City to reconsider the need and proposed location for the subject new north-south minor collector road.

Centralized Telephone Line  
905-855-2690

Intake and  
Scheduling Services  
1-877-374-6625

North Sheridan Site  
Executive Office  
2695 North Sheridan Way  
Suite 120  
Mississauga, ON L5K 2N6  
FAX: 905-855-9404

Brampton Site  
8177 Torbram Road  
Brampton, ON L6T 5C5  
FAX: 905-790-9589

Bristol Circle Site  
2381 Bristol Circle, Suite 100  
Oakville, ON L6H 5S9  
FAX: 905-829-5064

Burloak Site  
1122 International Bldg  
5th Floor  
Burlington, ON L7L 6Z8  
FAX: 905-332-3224

Guelph Site  
340 Woodland Rd. West  
Guelph, ON N1H 7A6  
FAX: 905-823-5454

Milton Site  
410 Bronte Street South  
Milton, ON L9T 0H9  
FAX: 905-876-1273

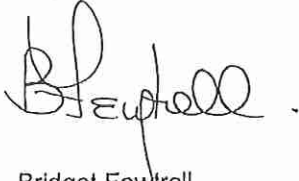
Orangeville Site  
60 Century Drive  
Orangeville, ON L9W 3K4  
FAX: 519-307-5008

South Millway Site  
2277 South Millway  
Mississauga, ON L5L 2M5  
FAX: 905-820-1333

We look forward to working the City on the ErinoakKids project, and would be pleased to discuss our concerns further with City Staff at the earliest opportunity.

We would request to be circulated on all future meeting or approval notices with respect to this matter.

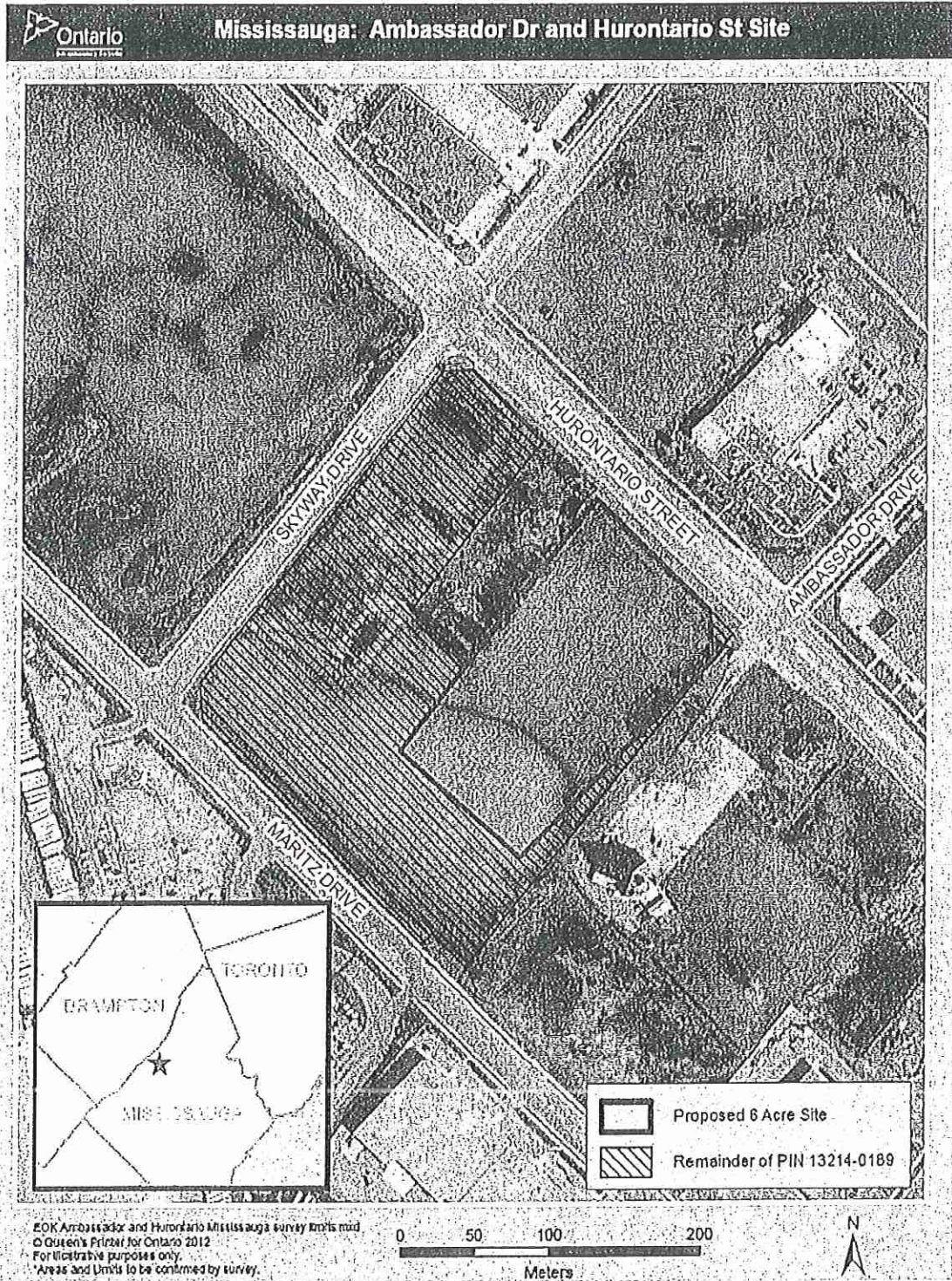
Regards,



Bridget Fewtrell  
President & CEO  
ErinoakKids Centre for Treatment and Development  
Serving Peel, Halton and Dufferin County

cc: E. Sajecki, Commissioner of Planning and Building ([ed.sajecki@mississauga.ca](mailto:ed.sajecki@mississauga.ca))  
D. Haas, Office of the City Clerk ([diana.haas@mississauga.ca](mailto:diana.haas@mississauga.ca))  
M. Ball, Director, Development and Design, Planning and Building  
([marilyn.ball@mississauga.ca](mailto:marilyn.ball@mississauga.ca))  
W. Alexander, Director of Infrastructure Planning, Transportation and Works  
([wendy.alexander@mississauga.ca](mailto:wendy.alexander@mississauga.ca))  
G. Woods, IO ([geoff.woods@infrastructureontario.ca](mailto:geoff.woods@infrastructureontario.ca))  
D. Macey, IO ([david.macey@infrastructureontario.ca](mailto:david.macey@infrastructureontario.ca))  
G. Broll, GSAI ([glenb@gsai.ca](mailto:glenb@gsai.ca))  
O. Richichi, SmartCentres ([orichichi@smartcentres.com](mailto:orichichi@smartcentres.com))

FIGURE 1 – CONTEXT MAP







# Corporate Report

Clerk's Files

Originator's  
Files

CD.03.GAT

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**DATE:** August 19, 2014

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: September 8, 2014

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

**SUBJECT:** **Proposed Amendments to Mississauga Official Plan for the  
Gateway Corporate Centre Character Area – Supplementary  
Report on Comments**

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**RECOMMENDATION:** That the amendments to Mississauga Official Plan proposed in the report titled “Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area – Supplementary Report on Comments”, dated August 19, 2014, from the Commissioner of Planning and Building, be approved.

**BACKGROUND:** On September 17, 2012, Planning and Development Committee considered the report titled “Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area” dated August 28, 2012 from the Commissioner of Planning and Building and directed a public meeting be held to consider proposed official plan amendments as recommended in the report.

A public meeting was held by the Planning and Development Committee on October 15, 2012. At that time, a report titled “Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area - Public Meeting” dated September 25, 2012 from the Commissioner of Planning and Building, was considered.

On June 23, 2014, Planning and Development Committee considered the report titled “Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area – Report on Comments” dated June 3, 2014 from the Commissioner of Planning and Building (see Appendix 1). The report dealt with proposed land use changes, high level urban design policies, identification of light rail transit stations and additional roads to be added to the road network and recommended changes where warranted.

Representatives for three property owners in the Gateway Corporate Centre Character Area asked that their lands be removed from the approval of the amendments, as proposed in the staff report. Planning and Development Committee agreed to defer a decision on these properties subject to staff meeting with them to discuss their concerns. Representatives of the Orlando Corporation also made a written request to have their lands deferred from the approval.

The recommendation of Planning and Development Committee (PDC-0050-2014) stated:

“That the amendments to Mississauga Official Plan proposed in the report titled “Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area – Report on Comments”, dated June 3, 2014, from the Commissioner of Planning and Building, be approved; with the deferral of Destination at Mississauga Inc., Derry Ten Ltd., and Highland Farms pending further discussion with staff.”

Meetings were held with representatives of the four property owners that expressed concerns. While the majority of issues have been resolved, the remaining issue for all four property owners is the proposed requirement for additional roads into the Gateway Corporate Centre Character Area.

It is anticipated as the City matures and Corporate Centres start to intensify, options to move people and goods efficiently are needed. The proposed finer grain road network would assist with this. However, land owners continue to be concerned how any proposed network would impact their lands and the ability to accommodate additional development. Therefore, it is recommended that the proposed policies regarding new roads be deferred and staff report

back on this matter at a future meeting of the Planning and Development Committee.

**COMMENTS:**

Amendments to Mississauga Official Plan are proposed to reflect the findings of the Hurontario/Main Street Corridor Master Plan that was approved by City Council in July 2010. The proposed amendments are as follows:

- identify the Hurontario Street Intensification Corridor;
- identify transit station locations;
- redesignate lands from Business Employment to Office along the frontage of the Hurontario Street Corridor and particularly, at major transit station locations; and
- prohibit land extensive, auto dependent uses from fronting onto the Hurontario Street Corridor.


The details of these proposed amendments are contained in the report titled "Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area" dated August 28, 2012 as further amended by the reports titled "Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area – Public Meeting" dated September 25, 2012; and "Proposed Amendments to Mississauga Official Pan for the Gateway Corporate Centre Character Area – Report on Comments" dated June 3, 2014 with the exception of proposed policies and mapping regarding the additional road network which are to be deferred.

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:**

Establishment of a new land use framework for the Gateway Corporate Centre Character Area, in support of the introduction of light rail transit to the Hurontario Street Corridor, is a significant city building initiative. The vision for this Corridor of a high density, prestigious office destination is supported by higher order transit along Hurontario Street. The proposed land use framework initiative supports the Province's Growth Plan, Metrolinx's Regional Transportation Plan (the Big Move) and Mississauga's Strategic Plan.

**ATTACHMENTS:** Appendix 1: Report titled "Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area – Report on Comments" dated June 3, 2014 from the Commissioner of Planning and Building

  
\_\_\_\_\_  
Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Karen Crouse, Policy Planner*



# Corporate Report

Clerk's Files

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Files

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**PDC** JUN 23 2014

**DATE:** June 3, 2014

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

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

**SUBJECT:** Proposed Amendments to Mississauga Official Plan for the  
Gateway Corporate Centre Character Area - Report on  
Comments  
Ward 5

**RECOMMENDATION:** That the amendments to Mississauga Official Plan proposed in the report titled "Proposed Amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area – Report on Comments", dated June 3, 2014, from the Commissioner of Planning and Building, be approved.

**REPORT  
HIGHLIGHTS:**

- The preliminary engineering design for the Hurontario Light Rail Transit project is complete and the Transit Project Assessment Process (TPAP) is scheduled to be completed by August 2014;
- Responses are provided to comments received on the proposed land use designations and policy changes that will establish a land use framework to support light rail transit on the Hurontario Corridor; and
- The following key issues identified through the public consultation process are addressed:

- the vision for the Hurontario Corridor;
- the need for additional road network;
- office development and absorption rates;
- the urban design vision;
- parking standards;
- existing uses; and
- delineation between Office and Business Employment lands.

**BACKGROUND:**

On October 15, 2012, a public meeting of the Planning and Development Committee was held to consider proposed amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area to implement the findings of the *Hurontario/Main Street Corridor Master Plan*. The following link can be used to view the report titled "Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area" dated September 25, 2012:  
[http://www5.mississauga.ca/agendas/planning/2012/10\\_15\\_12/Item2Gateway.pdf](http://www5.mississauga.ca/agendas/planning/2012/10_15_12/Item2Gateway.pdf)

Several landowners attended the meeting and/or submitted correspondence expressing concern with the proposed official plan amendments as presented. Appendix 1 is a Response to Comments Table outlining the concerns noted by landowners and the staff response to each concern. Appendix 2 is a compilation of the proposed changes to the policies of Mississauga Official Plan. It includes the recommendations proposed in the report presented to the public on October 15, 2012, as further amended by the recommendations contained in this report. The Gateway Character Policies have been amended since the October 15, 2012 public meeting. Appendix 2 reflects these amendments and minor wording and numbering changes that do not alter the intent of the policies. Appendix 3 is an excerpt from the minutes of the October 15, 2012 Planning and Development Committee meeting. Appendix 4 contains all written correspondence received regarding the proposed amendments.

Subsequent to the October 15, 2012 public meeting, staff met with various landowners to get a better understanding of their concerns. This report provides responses to the comments received and recommends approval of a new land use framework for the Gateway Corporate Centre Character Area.

The Transit Project Assessment Process (TPAP) for the Hurontario Light Rail Transit Project was initiated on February 19, 2014. This is the culmination of the preliminary engineering design work for light rail transit from Port Credit to Downtown Brampton that commenced in 2011. This work has identified the proposed station locations and the location for the maintenance facility. Approval from the Minister of the Environment is anticipated in late summer 2014.

A report recommending amendments to Mississauga Official Plan to identify the transit station locations on the Hurontario Corridor was presented to Planning and Development Committee on April 14, 2014 and the statutory public meeting was held on June 2, 2014. Identification of the transit station locations along with the land use framework for the Gateway Corporate Centre Character Area proposed by this report will ensure that the City is positioned to move forward on the Hurontario Light Rail Transit project.

**COMMENTS:**

The proposed amendments to Mississauga Official Plan presented in October 2012 were as follows:

- identify the Hurontario Street Intensification Corridor;
- establish a new land use framework for the Gateway Corporate Centre Character Area;
- identify additional road network requirements in the Gateway Corporate Centre;
- identify transit station locations;
- redesignate lands from Business Employment to Office along the frontage of the Hurontario Corridor and at major transit station locations; and
- prohibit land extensive, automobile dependent uses from fronting onto the Hurontario Corridor.

Key issues identified through the public consultation process are discussed below.

**1. Vision for Hurontario Corridor**

The vision for the Hurontario Corridor is to create:

- a comfortable and convenient rapid transit service;
- a beautiful street with attractive places and vibrant economic activity; and
- new development customized to the varying and distinct nature of each existing community and sensitive to adjacent stable residential neighbourhoods.

Orlando Corporation questioned Hurontario Street being referred to as Mississauga's University Avenue in the rationale supporting the proposed Official Plan Amendments. They assert that this analogy overstates the street's potential for the following reasons:

- the two streets are vastly different in length;
- densities and the intensity of uses are starkly different; and,
- there can never be a true mix of uses on Hurontario Street given the land use restrictions dictated by the Airport Operating Area.

The reference to Hurontario Street being Mississauga's University Avenue has been used over the years as an example of what Hurontario Street can become. This reference is not in Mississauga Official Plan. The comparison has been made to convey the concept of a grand boulevard as an entrance to the City and link to the Downtown. This concept is a longstanding goal and the addition of light rail transit enhances the importance of Hurontario Street. While Hurontario will never compare directly with University Avenue in terms of length, densities and mix of uses, it is intended to serve a similar role and as such, it is important that the land uses and the design of the Hurontario Corridor reflects its role.

It is intended that the Gateway Corporate Centre portion of Hurontario Street become a prestigious office location within Mississauga and the GTA with office concentrations along the Corridor, particularly at major transit stations.

A complete mix of uses (commercial, residential, employment) on Hurontario Street within the Gateway Corporate Centre is not possible due to its location within the Airport Operating Area. Sensitive land uses such as residential, schools and nursing homes are prohibited from locating in the area because of airport noise.



However, the Hurontario Corridor as a whole, from Port Credit to Highway 407, will achieve a complete mix of uses.

## **2. Additional Road Network**

Some stakeholders questioned the City's rationale for introducing additional roads in the Gateway Corporate Centre Character Area. One of the key principles of Mississauga Official Plan is to create a fine-grained system of streets throughout the City to improve overall connectivity. It is particularly important adjacent to the Hurontario Street Corridor to support light rail transit and in this context, in Gateway Corporate Centre. Additional roads will:

- create multiple routing and turning options that will distribute vehicles and goods and services traffic through the parallel road network;
- provide additional access points for properties on the Hurontario Corridor as there will be limited direct access onto Hurontario Street;
- provide pedestrians and cyclists a greater variety of routes providing improved connection and accessibility within the area and the surrounding areas as well as to the proposed light rail transit network; and
- support the urban form vision along the Hurontario Corridor.

As the official plan policies for other sections of the Hurontario Corridor are reviewed in the context of supporting light rail transit, additional road network will be considered and recommended as appropriate.

## **3. Office Development and Historic Office Absorption Rates**

Orlando Corporation states that the amount of office space being designated in the Gateway Corporate Centre is not attainable or sustainable. It is asserted that the amount of land proposed to be designated for office does not reflect the City's historic office absorption rates nor does it adequately account for planned and forecasted office growth, and will result in supply exceeding demand in the context of the overall GTA office market.

The office designations proposed for the Gateway Corporate Centre represent long-term capacity for office development and recognize that sites may develop in a variety of built forms and evolve over time. Some sites may be built at the minimum height of three storeys, while others may develop at greater heights. At first, on-site parking may be provided at grade, but as landowners contemplate redevelopment or intensification of their sites, structured parking may be provided. It is expected that initially, office densities will be relatively low but will increase when light rail transit is built and land values increase.

The Province's Growth Plan has been updated through Amendment 2 to include population and employment forecasts to 2041. The Provincial Policy Statement (2005 and 2014) allows planning for infrastructure, including transit, beyond a 20 year timeframe. To appropriately plan for light rail transit, it is imperative that the land uses support the infrastructure investments that are being made.

#### **4. Urban Design Vision**

A number of stakeholders questioned the urban design vision for the Gateway Corporate Centre and the proposed block structure shown on the preliminary public realm plan. The vision for the Gateway Corporate Centre is for the area to transform into a series of vibrant, new office employment nodes integrated with the light rail transit stations. These nodes will connect adjacent areas to the transit stations. Urban public spaces will define each node and will be a place where employees and visitors to the area can access various amenities. The public realm plan sets out the principles for pedestrian-friendly places including how buildings interface with the street.

Further refinements to both the public realm plan and the built form standards are being made to reflect the preliminary engineering work that has been prepared for light rail transit and other ongoing initiatives. This work will be presented at a later date to provide further direction on the implementation of the Gateway Corporate Centre Character Area policies of Mississauga Official Plan.

## 5. On-Site Parking and Reduced Parking Standards

A comment was received that all parking should be provided below grade and that the City should be working towards reduced parking standards.

At the present time, most office buildings in the Gateway Corporate Centre have at-grade parking. The current economics of development does not support underground parking. However, as land values increase and a finer-grained network of streets and blocks is introduced, it is anticipated that parking will have to be accommodated either underground or in above-grade structures based on reduced block sizes.

Once light rail transit is built, greater opportunities to reduce parking standards will exist. People will have more choice in how they get to and from work. Currently, many office developers are providing parking at a higher rate than required by the Mississauga's Zoning By-law. A city-wide review of parking standards with a focus on areas identified for intensification is scheduled to commence in 2015.

## 6. Existing Uses

The proposed amendments to Mississauga Official Plan will result in a number of uses that will no longer conform to the vision for the area and become legal non-conforming. Several landowners expressed concern that this would be a hardship for uses that are currently operating in the Hurontario Corridor.

The realization of the vision for the Gateway Corporate Centre Character Area will take a considerable amount of time. While existing uses that do not meet this vision should eventually redevelop in accordance with the vision, allowing uses to continue as they exist on the day that the proposed amendments come into effect is a reasonable transition strategy.

It is also reasonable to allow limited expansions to existing uses on a site specific basis depending on the proposed use, its location

along the Hurontario Corridor and proximity to a major transit station.

It is recommended that a new policy be added that recognizes uses that legally exist on the date the proposed amendment comes into effect. These uses would become legal conforming. It is anticipated that over time, these uses will be redeveloped in keeping with the vision for the Gateway Corporate Centre Character Area.

One such existing use is Highland Farms, a 5.6 hectare (13.8 acre) retail commercial property located at the northeast corner of Matheson Boulevard East and Hurontario Street. The use is legally permitted on lands designated Business Employment through an exempt site policy which allows commercial uses.

It was proposed that the lands be redesignated to Office and that the exempt site policy be removed, resulting in the existing Highland Farms use becoming legal non-conforming. While staff continue to recommend that the site be redesignated to Office, retention of the exempt site policy with some modifications is now proposed that will:

- allow existing as well as new commercial uses;
- allow for the limited expansion of the existing use; and,
- recognize the proposed road network when the site redevelops.

This would make the existing use legal conforming and allow for additional development. However, sensitive land uses including residential are not permitted to be developed as the site is within the Airport Operating Area. When the site redevelops, the proposed policies will require development to be in accordance with the vision for the Hurontario Corridor.

## **7. Delineation Between Office and Business Employment**

The property owner at 50 Admiral Boulevard (Flo Components Ltd.) expressed concern with the proposal to redesignate his lands from Business Employment to Office. The property is located on the south side of Admiral Boulevard, east of Hurontario Street. The intent of the proposed policies is to redesignate the frontage lands

along Hurontario Street and lands surrounding the proposed transit station at Derry Road to Office. It is recommended that lands further east along Admiral Boulevard, including the Flo Components Ltd. lands, remain designated Business Employment.

It is also recommended that the proposed road that is intended to bisect this block (north/south) be moved to the western property line of Flo Components in order to be aligned with the rear property line of the lot fronting Hurontario Street.

**STRATEGIC PLAN:** The proposed amendments to Mississauga Official Plan for the Gateway Corporate Centre Character Area support the following Strategic Pillars, goals and actions contained in the City's Strategic Plan:

**MOVE: Developing a Transit Oriented City**

- Connect our City
  - Action 5: Promote alternatives to the automobile along major corridors
  - Action 9: Improve the transportation network for pedestrians, cyclists and automobiles
  - Action 10: Encourage walking by establishing maximum block sizes
- Build a Reliable and Convenient System
  - Action 13: Establish transit stops within a 10-minute walk
- Direct Growth
  - Action 18: Require development standards for mixed-use development to support transit
  - Action 19: Accelerate the creation of higher-order transit Infrastructure

**PROSPER: Cultivating Creative and Innovative Businesses**

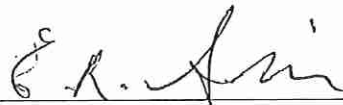
- Attract Innovative Business
  - Action 4: Develop knowledge-based industries
- Meet Employment Needs
  - Action 6: Cultivate and nurture the business environment

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** Establishment of a new land use framework for the Gateway Corporate Centre Character Area in support of the introduction of light rail transit to the Hurontario Corridor, is a significant city building initiative. Rapid transit with the proposed land use designations and policies aligns with the Province's Growth Plan, Metrolinx's Regional Transportation Plan (The Big Move), and Mississauga's Strategic Plan.

**ATTACHMENTS:**

- Appendix 1: Response to Comments Table
- Appendix 2: Compilation of Proposed Amendments to Mississauga Official Plan (Sections 5.4 Corridors and 15.3 Gateway Corporate)
- Appendix 3: Record of Oral Submissions: Excerpt of Minutes of Planning and Development Committee Meeting, October 15, 2012
- Appendix 4: Record of Written Correspondence



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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Karen Crouse, Policy Planner*



Response to Comments Table\*

| Respondent                                 | Section         | Issue  | Response  | Recommendation      |
|--|-----------------|--|---|---------------------|
| Leo Longo on behalf of Orlando Corporation | General comment | Planning horizon of document – staff report speaks to the vision for 50-100 years in line with the transit technology which is beyond the planning horizon in the Official Plan, Growth Plan, PPS and Regional Official Plan | Mississauga Official Plan does provide for development capacity, including capacity for Business Employment lands, beyond the 20 year time frame of the Plan. This was the same case for previous official plans. The Growth Plan and PPS allow for planning beyond the 20 year timeframe for infrastructure. Planning for infrastructure, particularly transit infrastructure, requires a holistic approach to planning that includes consideration for appropriate land uses. Offices will evolve over time and may initially start with three storeys and surface parking. These sites will intensify as light rail transit is built and land values increase. | No action required. |
| Leo Longo on behalf of Orlando Corporation | General comment | Vision for Hurontario as a University Avenue   | Mississauga has always used the example of University Avenue to stress the importance of Hurontario Street and its preeminence. This comparison is to convey the role of Hurontario Street rather than a strict interpretation of its physical attributes.  | No action required. |
| Leo Longo on behalf of Orlando Corporation | General comment | Schedule 10: Land Use Designations<br>Amount of office space being designated is overly optimistic and does not represent historic absorption  | The redesignation of the majority of lands in the Gateway Corporate Centre Character Area from Business Employment to Office will fulfill the vision for the Hurontario Corridor as a prime area of high density office in the City. With the introduction of light rail transit to the Corridor, it is important to create an urban environment supportive of the transit infrastructure. High   | No action required. |

\*Amendment Key: Deletions are shown as ~~strikeout~~; additions shown in **highlight**

| Respondent                                 | Section  | Issue  | Response   | Recommendation      |
|--|--|--|--|---------------------|
| Leo Longo on behalf of Orlando Corporation | Transit<br>Connections to Gateway Corporate Centre               | rates, forecasted office employment growth or other planned office areas in GTA<br><br>Light rail transit along the Hurontario Corridor within the Gateway Corporate Centre would only be serving employees that live north or south of the area | density office uses, particularly around the major transit stations will capitalize on a broader range of amenities in these locations. A vibrant urban office environment is the goal.<br><br>The proposed light rail transit will connect with service to three GO Stations (Port Credit, Cooksville and Downtown Brampton), the Mississauga Transitway along the Highway 403 corridor, a future 407 Transitway and a number of BRT services in Brampton. In addition, there are a number of bus routes that connect to the Hurontario Corridor. As such, the light rail transit on the Hurontario Corridor will provide service to a broad geographic area. | No action required. |
| Leo Longo on behalf of Orlando Corporation | Map 15.3-1: Gateway Corporate Centre Character Area Road Network | Additional road network fundamentally overstates what is needed and what is practical and will constrain site planning and structured parking options that can utilize larger development blocks.  | There are a number of existing policies in Mississauga Official Plan that speak to the importance of additional road network. These include:<br>"8.2.2.3 Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city.<br>8.2.2.4 The creation of a finer grain road pattern will be a priority in Intensification Areas.<br>8.2.2.5 Additional roads may be identified during the review of development applications and the preparation of local area plans. The City may require the completion of road  | No action required. |



| Respondent                                 | Section         | Issue  | Response  | Recommendation      |
|--|-----------------|--|---|---------------------|
| Leo Longo on behalf of Orlando Corporation | 15.3.3.3 Site 3 | Removal of certain business employment uses is contrary to some pre-existing land use approvals (Mississauga Plan Amendment 40) on lands at the northwest corner of Highway 401 and Hurontario Street. | <p>connections and where appropriate, the creation of a denser road pattern through the construction of new roads.”</p> <p>Additional road network in Gateway Corporate Centre is needed to:</p> <ul style="list-style-type: none"> <li>• Provide a variety of routes for pedestrians and cyclists to improve connection and accessibility;</li> <li>• Create multiple routing and turning options to distribute vehicles</li> <li>• Provide additional access points for properties as limited access will be provided to Hurontario Street</li> <li>• Support the longer term urban vision for the corridor.</li> </ul> <p>Other sections of the Hurontario Corridor will have additional road network identified through individual reviews and studies.</p> | No action required. |

| Respondent                                 | Section                 | Issue  | Response  | Recommendation      |
|--|-------------------------|--|---|---------------------|
| Leo Longo on behalf of Orlando Corporation | Urban Design Guidelines | Concerned with introducing transformative urban design guidelines. | <p>current planning realities. Similarly, developers will ask that settlements be reconsidered as circumstances and economic realities change.</p> <p>The Special Site 1 policies (parcels B&amp;C) reflect the OMB settlement. However, that settlement focused on the urban design of the site and did not address land use.</p> <p>Orlando Corporation has requested an additional transit station on the Hurontario Corridor at World Drive which is immediately adjacent this site. These comments have been submitted as part of the Environmental Assessment for the Hurontario Light Rail Transit project. Retaining a land use designation that would allow for low density employment uses adjacent to a potential higher order transit station is not appropriate.</p> | No action required. |

| Respondent   | Section                           | Issue  | Response   | Recommendation  |
|--|-----------------------------------|--|--|---|
| <p>Paul Lowes on behalf of Highland Farms;<br/>           Brian Parker on behalf of Flo Components Ltd.<br/>           – 50 Admiral Boulevard;<br/>           Laurie McPherson of Bousefields Inc. on behalf of Antorisa Investments Inc. – northwest corner of Derry Road and Hurontario Street; and<br/>           Victor Labreche</p> | <p>15.3.2 and 15.3.4.1 Site 1</p> | <p>Concerned that legally existing uses will become legal non-conforming and that the Exempt Site 1 policies are proposed to be removed.</p> | <p>As noted in the corporate report, staff are proposing to recognize legally existing uses. Further, for the Highland Farms site it is proposed that the Exempt Site policy be retained with some modifications. The proposed policy would make the site legal conforming, recognize the redesignation to Office, allow for limited expansions to the existing use and allow new commercial uses with some exceptions. New commercial uses would be subject to the urban design and other policies of the plan. Also, new uses and redevelopment of the site should recognize future road requirements.</p> | <p>1</p> <p>That the following policy be added to Section 15.3.2:<br/> <u>Existing uses will be permitted as they existed on the day these policies come into effect. Limited expansions may be permitted on a site specific basis subject to consideration of matters such as urban design and proximity to a major transit station.</u></p> |

| Respondent  | Section | Issue | Response | Recommendation  |
|---|---------|-------|----------|---|
| <p>of Labreche<br/>Patterson &amp;<br/>Associates Inc. on<br/>behalf of A&amp;W<br/>Food Services of<br/>Canada Inc.,<br/>McDonald's<br/>Restaurants of<br/>Canada Ltd., the<br/>TDL Group Corp.,<br/>Wendy's<br/>Restaurants of<br/>Canada Inc. and<br/>the Ontario<br/>Restaurant Hotel<br/>and Motel<br/>Association<br/>(ORHMA)</p> |         |       | <p>2</p> | <p>That Exempt Site 1 be revised as follows:<br/>15.3.4.1 Site 1<br/>15.3.4.1.1 The lands identified as Exempt Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road.<br/>15.3.4.1.2 Notwithstanding the policies of this Plan provisions of the Business Employment designation, commercial uses will also be permitted.<br/>15.3.4.1.3 Limited expansion of the existing commercial use will be permitted.<br/>15.3.4.1.4 New development will provide for a public road connecting Watline Avenue and Matheson Boulevard East.</p> |

| Respondent  | Section                             | Issue   | Response   | Recommendation   |
|---|-------------------------------------|---|--|--|
| Jason Cannuel on behalf of Fairfield Inn and Suites, northwest corner of Courteneypark and Hurontario | 15.3.2.3 as revised                 | Looking to build another hotel west of the existing hotel   | The Office designation as proposed will allow overnight accommodation and conference centres as additional permitted uses.   | No change required.  |
| Brian Parker on behalf of Flo Components Ltd. – 50 Admiral Boulevard                                  | Schedule 10 – Land Use Designations | Want to continue industrial use at this address even though an Office designation is being proposed. Requesting to continue Business Employment as the business is light industrial and looking to expand. Also requesting that the proposed road be moved westerly to the east of the existing hotel on Hurontario Street. | <p>The line between the proposed Office designation and Business Employment falls on the east side of the property. The intent was to capture the frontage lands along Hurontario Street under the Office designation as opposed to lands on the south side of Admiral Boulevard to the east that are light industrial uses. The property does not front onto Hurontario Street and does not surrounding the proposed transit station at Derry Road.</p> <p>It is acceptable that interior lands remain Business Employment and to shift the proposed road to west of the property to align with the rear property of the hotel on Hurontario Street. Shifting the road westerly will still provide the additional road network required and divide lands designated Office from those designated Business Employment.</p> | <p>3 Retain the Business Employment designation for lands known municipally as 50 Admiral Boulevard.</p> <p>4 Show the proposed road as dividing the lands to be designated Office from lands to remain Business Employment.</p> |
| Laurie McPherson of Bousefields Inc. on behalf of Antorisa Investments Inc.                           | 15.3.3.1 Site 1                     | Development application for a motor vehicle commercial facility.  | The development application has now been dealt with by the Ontario Municipal Board. The decision will permit the motor vehicle commercial use at this location. The implementing documents will be submitted to the OMB for final approval.  | No action required.  |

| Respondent  | Section  | Issue   | Response  | Recommendation             |
|---|--|---|---|----------------------------|
| <p>– northwest corner of Derry Road and Hurontario Street</p> <p>Victor Labreche of Labreche &amp; Patterson &amp; Associates Inc. on behalf of A&amp;W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp., Wendy's Restaurants of Canada Inc. and the Ontario Restaurant Hotel and Motel Association (ORHMA)</p> | 15.3.2.1   | <p>Object to the removal of drive-throughs as a permitted use and the redesignation of lands from Business Employment to Office.</p>              | <p>The drive-through issue for lands within the Gateway Corporate Centre Character Area has been resolved as part of the appeals to Mississauga Official Plan.</p>  | <p>No action required.</p> |
| <p>Rico Grella of Richill Construction Limited</p>  | <p>Lands at the northeast corner of Admiral Boulevard and Hurontario Street.</p> | <p>Bought lands in 1997 with intent to develop as light industrial/retail units. Would not have purchased if they had been designated Office.</p> | <p>The lands are within the block immediately adjacent the proposed transit station at Derry Road and Hurontario Street. It is critical that lands in the immediate vicinity of the transit station be developed for higher density office uses with a minimum of three storeys. These locations provide the greatest opportunity to provide a mix of uses in a pedestrian-friendly</p> | <p>No action required.</p> |

| Respondent   | Section  | Issue   | Response  | Recommendation      |
|--|--|---|---|---------------------|
| Sharmini Mahadevan of Wood Bull on behalf of Derry-Ten Limited | Three parcels at the southwest corner of Derry Road and Hurontario Street. | <p>Want lands to remain Business Employment.</p> <p>Concerned that a number of permitted uses are being taken away, with the location of any proposed transit infrastructure and disagree with proposed additional road network.</p> <p>Would like approvals withheld on all three parcels.</p> | <p>environment.</p> <p>These lands are subject to outstanding appeals on City Plan (1997), Mississauga Plan (2003), Mississauga Official Plan (2011) and OPA 40 (Upper Hurontario Corridor).</p> <p>The north parcel is in the block immediately adjacent the proposed transit station at Derry Road and Hurontario Street. It is critical that lands in the immediate vicinity of the transit station be developed for higher density office uses with a minimum of three storeys. These locations provide the greatest opportunity to provide a mix of uses in a pedestrian-friendly environment.</p> <p>The two southern blocks although more removed from the transit station, will be critical in achieving the overall character of Hurontario Street particularly along the frontage lands. These two southern parcels are proposed to be sold off and are currently subject to a development application that seeks to rezone the lands with no end user known at this time.</p> <p>The proposed new road network will provide improved connectivity and access to develop parcels and create multiple routing and turning options that will aid in traffic in the area. The new network of roads will support the proposed land uses and urban form.</p> | No action required. |

| Respondent   | Section  | Issue   | Response  | Recommendation      |
|--------------|--|---|---|---------------------|
| Erinoak Kids | Lands at the northwest corner of Ambassador Drive and Hurontario Street. | Concerned with proposed new road network that would cut through the parcel. | Erinoak Kids had considered developing on lands owned by Derry-Ten Limited (see response above). This application has now been withdrawn and the applicant is locating elsewhere in the city. | No action required. |

K:\PLAN\POLICY\GROUP\2014 Hurontario LRT\Gateway\Appendix1-Response To Comments Table.docx



## Compilation of Proposed Amendments to Mississauga Official Plan

### (Section 5.4 Corridors and 15.3 Gateway Corporate)

New Text – Shaded

Deleted Text – Strike through

## 5.4 Corridors

Mississauga was planned with a grid of arterials, which have historically served as the chief conduits for moving cars and freight. This grid now forms the basis of a system of *Corridors*.

*Corridors* connect various elements of the city to each other. Over time, many of these *Corridors* will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses. *Corridors* are

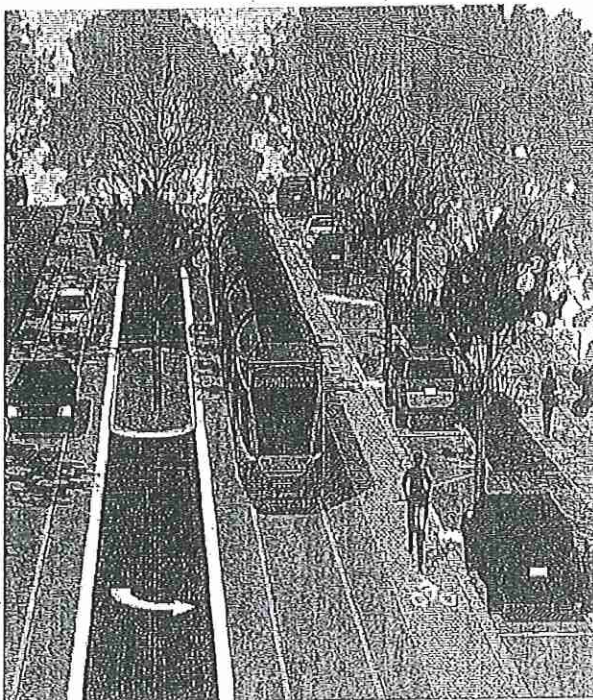


Figure 5-15: *Corridors* connect the city and link communities. They are where people experience the city on a day-to-day basis and over time will accommodate multi-modal transportation facilities. Dundas Street and Hurontario Street have been identified as areas where growth will be directed.

important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis.

Some *Corridors* have been identified as appropriate locations for intensification. Additional policies have been developed for *Intensification Corridors* to recognize their development potential.

5.4.1 A *Corridor* is generally comprised of the road right-of-way as well as the lands on either side of the road. The *Corridors* are shown conceptually on Schedule 1c: Urban System - Corridors.

5.4.2 Where *Corridors* run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence.

5.4.3 *Corridors* that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the *Corridor*.

5.4.4 Development on *Corridors* should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.

5.4.5 Where higher density uses within Neighbourhoods are directed to *Corridors*, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.

5.4.6 Local area plans will review land use and design policies for *Corridors* and may delineate the boundaries of *Corridors*.

5.4.7 Land uses and building entrances will be oriented to the *Corridor* where possible and surrounding land use development patterns permit.

5.4.8 *Corridors* will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along *Intensification Corridors* and within *Major Transit Station Areas*, the minimum building height requirement will not apply to Employment Areas.

5.4.9 Transit services infrastructure will utilize *Corridors* to connect Intensification Areas.

5.4.10 Local area plans will consider the appropriateness of transit supportive uses at the intersection of two *Corridors*. Local area plans may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.

5.4.11 Hurontario Street and Dundas Street have been identified as *Intensification Corridors*. These are Intensification Areas. Additional *Intensification Corridors* may be identified in the future.

5.4.12 Not all segments of *Intensification Corridors* are appropriate for intensification. Planning studies for *Intensification Corridors* will identify appropriate locations for intensification and the appropriate densities, land uses and building heights.

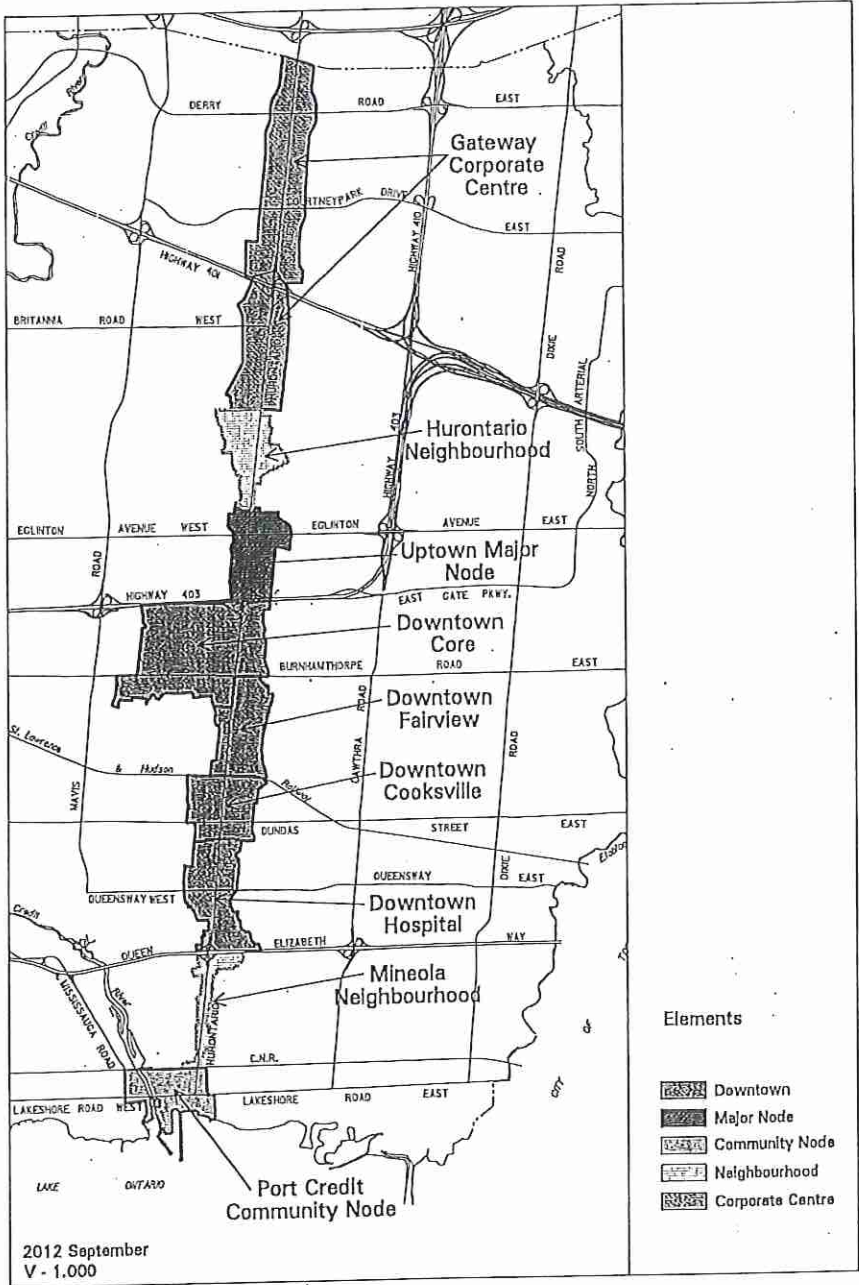
5.4.13 Low density residential development will be discouraged from locating within *Intensification Corridors*.

5.4.14 The Hurontario Street Intensification Corridor is comprised of the lands along Hurontario Street from Lake Ontario in Port Credit to the city's northern boundary as shown on Map 5-1: Hurontario Street Intensification Corridor.

5.4.15 A number of *Major Transit Station Areas* will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system. These *Major Transit Station Areas* are identified on Schedule 2: Intensification Areas and Schedule 6: Long Term Transit Network.

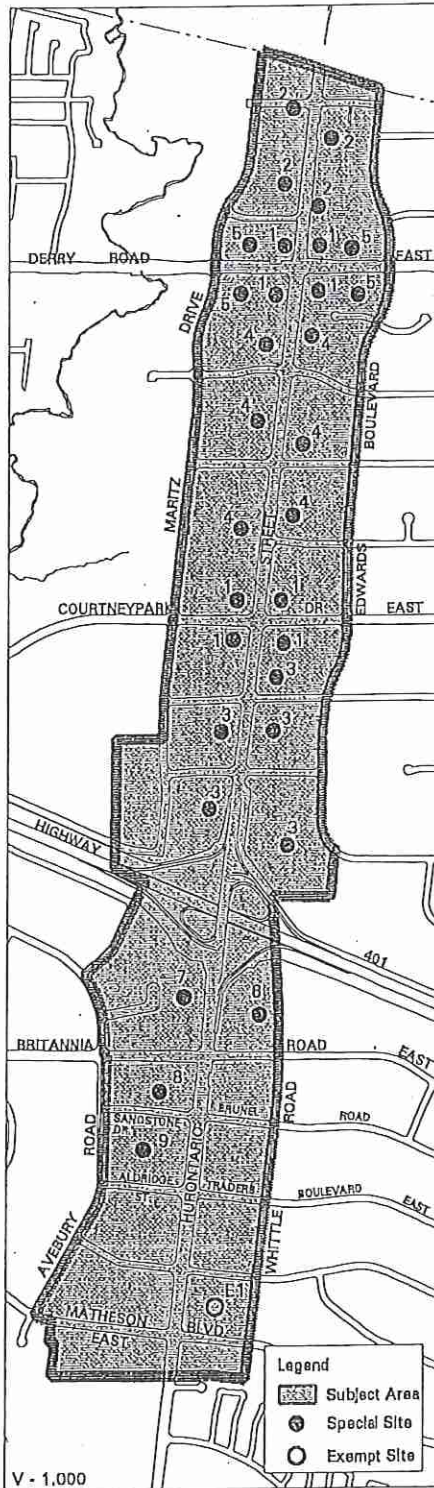
5.4.16 A network of new roads and *Active Transportation* routes within the Hurontario Street Corridor will be identified through local area reviews. This finer grained grid network will support the Urban Form Vision along the *Corridor* and will provide pedestrians and cyclists a greater variety of routes including improved connection and accessibility within the area and the surrounding communities as well as to the proposed light rail transit system. The finer grained grid network will also create the multiple routing and turning options to distribute vehicles, servicing, and goods movement traffic through the parallel road network. The location of these roads is intended to be conceptual and may be refined through the review of development applications and development master plans.

New Map 5-1



Map 5-1 Hurontario Street Intensification Corridor

## 15.3 Gateway Corporate



Map 15-3: Gateway Corporate Centre Character Area

### 15.3.1 Urban Design Policies

15.3.1.1 The focus of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main north-south *Corridor* through the city.

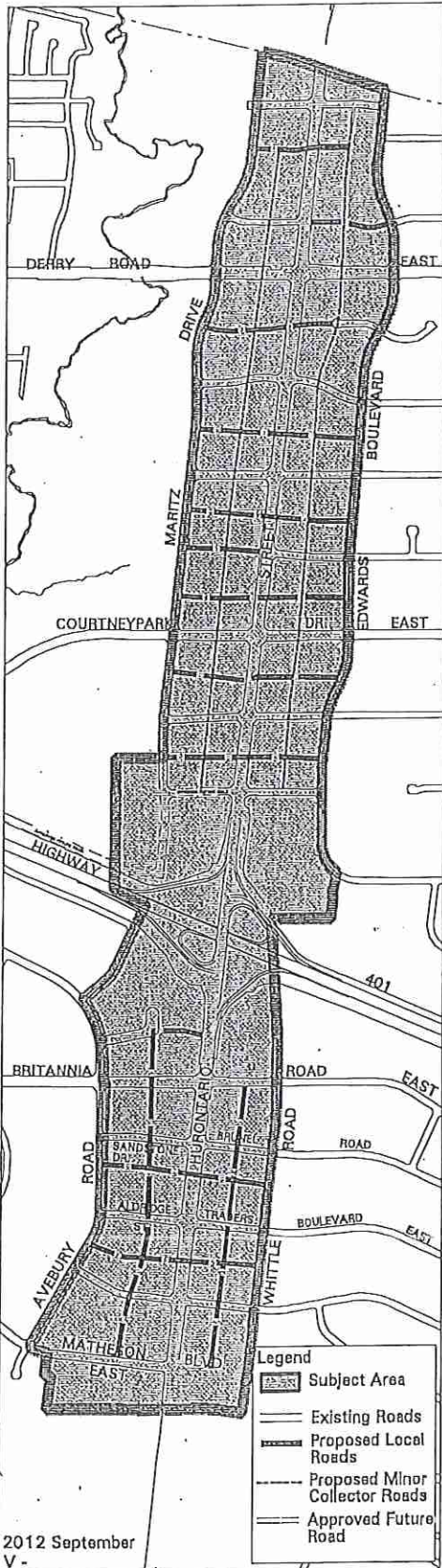
#### Hurontario Street Corridor Development Policies

15.3.1.2 The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:

- encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal city thoroughfare and higher order transit corridor;
- encourage a high standard of public and private realm *streetscape* design that is coordinated and comprehensive, particularly at Major Transit Station Areas which includes street furniture, public art, building forecourts, open space, transit bus shelters, bicycle parking, tree planting, and the sensitive location of utilities;
- ensure buildings will be street related with main building pedestrian entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk. Active building features should be oriented to major street frontages and the light rail transit system;
- encourage the development of a unique Hurontario Street character, and enhance its image through the creation of *streetscape* design, prominent intersections, built form features, an integrated public and private realm and gateway features;
- orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the *streetscape*;

- f. locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street. ~~Increasingly, parking should be structured and preferably underground. Transportation demand management measures will be encouraged.~~
- g. design buildings with sufficient height, mass and width of street frontage to define and frame the street;
- h. complete the road system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels;
- i. integrate the principal and the accessory uses, within individual buildings;
- j. encourage the continued development of varied and innovative prestige buildings;
- k. encourage development that provides a safe and convenient pedestrian environment that ~~reinforces~~ promotes the use of Hurontario Street as a major transit corridor;
- l. minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk;
- m. encourage the appropriate transition of built form between buildings;
- n. provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s);
- o. discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels;
- p. priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles;
- q. encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street;
- r. create a sense of prominence at the intersections of Hurontario Street, ~~and Major Transit Station Areas~~ in addition to those subject to Special Site Policies, by integrating features such as, tall, more distinctive buildings located close to the street, unique landscape and **streetscape** treatment, ~~transit amenities~~ elevated and distinguishing rooflines;
- s. internalize, screen and minimize visual impacts of the service and loading facilities from the **streetscape**, public view, pedestrian walkways, and abutting uses;
- t. the submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented; ~~and~~
- u. development applications will also have regard for the urban design guidelines in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence; ~~and~~
- v. ~~development should provide the ease of movement between the built form and transit facilities and active transportation. The design of buildings will improve connections and accessibility for transit users and active transportation and reinforce Hurontario Street as a major transit corridor.~~

New Map 15.3-1



Map 15.3-1: Gateway Corporate Centre Character Area Road Network

### 15.3.2 Land Use

15.3.2.1 Notwithstanding the Business Employment Policies of this Plan, single storey financial institutions and freestanding restaurants of all types which are not substantially screened from Hurontario Street by a building in place at the time of development will not be permitted on land adjacent to Hurontario Street.

15.3.2.2 Existing uses will be permitted as they existed on the day these policies come into effect. Limited expansions may be permitted on a site specific basis subject to consideration of matters such as urban design and proximity to a major transit station.

15.3.2.2.3 Notwithstanding the above policy, existing buildings that do not meet the built form policies including single storey financial institutions, and freestanding restaurants, which are not substantially screened from Hurontario Street by a building, will be permitted as they exist on the day these policies come into effect provided, however, that the reconstruction or alteration of these uses may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway Corporate Centre Character Area Policies. Will be encouraged to redevelop in keeping with the vision for the Hurontario Corridor.

15.3.2.3 Lands designated Motor Vehicle Commercial may be developed for the permitted uses of the abutting Business Employment designations without further amendment to this Plan.

15.3.2.4 Notwithstanding the Office designation, the following additional policies will apply:

- a. overnight accommodation and conference centres may be permitted;
- b. at *Major Transit Stations Areas*, buildings will be a minimum of three storeys but will be encouraged to be higher;
- c. buildings will have a maximum building setback of 5 metres however greater setbacks may be required based on the final design of the light rail transit system;
- d. accessory retail commercial uses incorporating transparent windows will be encouraged at grade in *Major Transit Station Areas* for buildings directly fronting Hurontario Street and
- e. in order to achieve a continuous street wall, new development will have a minimum of 95 percent of any lot frontage along Hurontario Street within *Major Transit Stations Areas* and 70 percent in areas beyond occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections.

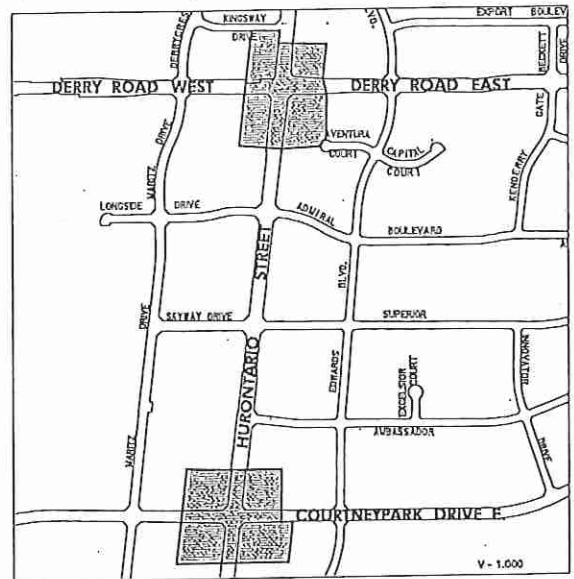
15.3.2.5 Notwithstanding the Business Employment designation, the following additional uses will not be permitted:

- a. motor vehicle body repair facilities;
- b. transportation facilities;
- c. trucking terminals;
- d. waste processing or transfer stations and composting facilities.

### 15.3.3 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

#### 15.3.3.1 Site 1



15.3.3.1.1 The lands identified as Special Site 1 are located at the four corners of Hurontario Street and Derry Road East/Derry Road West, and Hurontario Street and Courtneypark Drive East/Courtneypark Drive West.

15.3.3.1.2 Notwithstanding the ~~olicies of this Plan~~ Business Employment designation and the Urban Design Policies in Section 15.3.1.2 for these lands, the following additional policies will apply:

- a. existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street are recognized, but are encouraged to be redeveloped for other permitted uses;
- b. expansion of the existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street will be permitted. As part of the expansion of the

existing gas bar at the southeast corner of Derry Road East and Hurontario Street, a car wash will also be permitted.

The reconstruction or alteration of the existing car wash at the southeast corner of Hurontario Street and Derry Road East may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway District Policies;

- e. ~~15.3.1.2~~ accessory commercial uses will generally be limited to a maximum of 30% of the total Gross Floor Area. Freestanding accessory commercial uses will not be permitted. Accessory commercial uses must be contained within the same building as the principal use;
- d. ~~15.3.1.2~~ assembly of lands at the Hurontario Street/Derry Road intersection is encouraged
- e. ~~15.3.1.2~~ prior to development of the lands at the Hurontario Street/Derry Road intersection, an internal access concept will be prepared to the satisfaction of the Transportation and Works Department;
- f. ~~15.3.1.2~~ these lands represent the principal intersections along the Hurontario Corridors north of Provincial Highway 401 (Derry Road East/Derry Road West and Courtneypark Drive East/Courtneypark Drive West). Development abutting the intersections should highlight these locations as focal points within the *streetscape*, given their high profile and visibility.

In addition to the Urban Design Policies in Section 15.3.1.2, these lands will be subject to the following:

- built form at the corners of the intersections should have prominence, ~~and~~ occupy a majority of the streetline, and be a minimum of three storeys. The reconstruction of the service

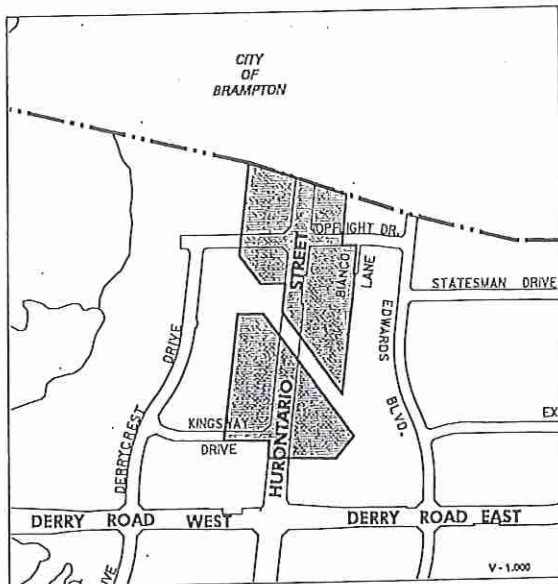
~~stations at the southeast and southwest corners of Hurontario Street and Derry Road East West for motor vehicle commercial purposes may be permitted if it results in an improvement of the site by meeting the spirit and intent of this Plan by providing, for example, the massing, height and built form of a two-storey mezzanine building; and~~

- buildings with minimal frontal setbacks with active street oriented elevations, main front doors and fenestration integrated with the *streetscape*; and
- g. ~~15.3.1.2~~ regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.



15.3.3.2

Site 2



15.3.3.2.1 The lands identified as Special Site 2, also known as the City Wide Gateway, are located on both sides of Hurontario Street, south of the northerly municipal boundary.

15.3.3.2.2 Notwithstanding the ~~olicies of the Par~~ Business Employment designation and the Urban Design Policies in Section 15.3.1.2 for these lands, the following additional policies will apply:

- a. ~~expansion of the existing gas bar site on the east side of Hurontario Street, north of the electric transmission lines will not be permitted;~~
- b. ~~a motor vehicle service centre will be permitted on the east side of Hurontario Street south of the electric transmission lines;~~
- e. ~~10.~~ prior to a development proposal, the applicant will provide a concept plan demonstrating internal traffic and pedestrian circulation to the satisfaction of the City;
- d. ~~10.~~ Special Site 2 should function as the primary "gateway" into Mississauga from Brampton and areas to the north. A "gateway" should promote distinctive built form, landscaping

and street furniture elements as visual landmarks to identify the City entre and reinforce a quality image.

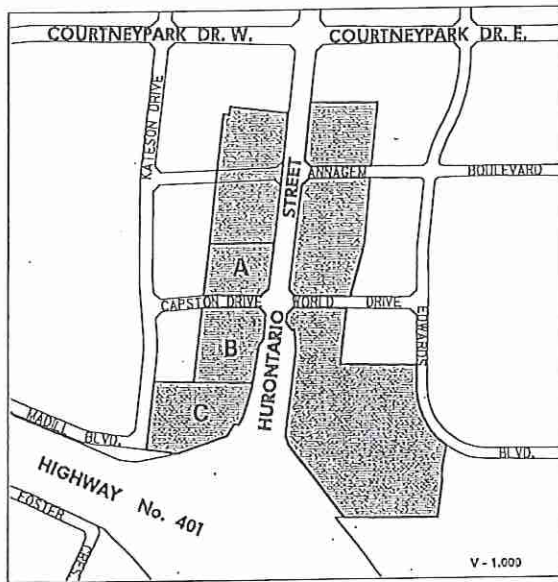
This location is the prime opportunity to initiate a "gateway" into a civic boulevard of this calibre over the longer term. The achievement of this goal will rely on distinctive elements in both the public boulevard (i.e. feature planting, signage and decorative elements) as well as abutting development.

Built form in this location should not be seen as "background" development but should create distinctive landmarks by creative use of building massing, architectural features, higher buildings and integrated built form as a "signature" for Mississauga. Further, a transition should be provided between the highway scale of Provincial Highway 407 and the more urban scale of the street corridor through graduated change in setback, character and attention to design detail; and

- e. ~~10.~~ regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.

15.3.3.3

Site 3



15.3.3.3.1 The lands identified as Special Site 3, also known as the District Gateway, are located on both sides of Hurontario Street, north of Provincial Highway 401.

15.3.3.3.2 Notwithstanding the ~~polices of this Plan~~ Business Employment designation on these lands, the following additional policies will apply:

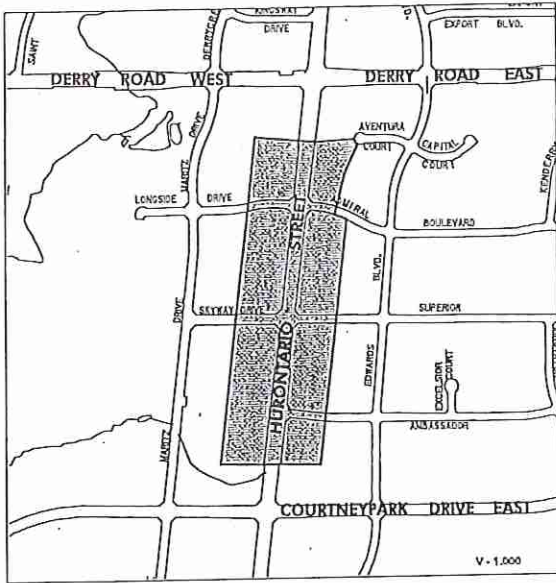
- a. the District Gateway should provide the principal entry feature into the abutting Business Employment areas from Provincial Highway 401 and areas to the south. Development in this area should promote a quality image for this business community and reinforce its upscale image as a corporate address and destination. Opportunities for secondary landmark buildings should be promoted in order to highlight the entry point and provide orientation points. Built form should provide for a transition in scale from the broad expanses of Provincial Highway 401 to the more contained urban corridor appropriate to Hurontario Street;
- b. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor – A design

mandate for excellence during the processing of development applications;

- c. for the lands identified as 3A, Section 15.3.1.2 (e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
  - o the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
  - o a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and
- d. for the lands identified as 3B and 3C, Sections 15.3.1.2 (e); (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following:
  - o an access aisle between the building(s) and Hurontario Street, will be permitted;
  - o a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas; and
  - o for lands identified as 3B:
    - o one row of parking between the building(s) and Hurontario Street for all permitted uses except office will be permitted;
    - o the building(s) be located close to the Hurontario Street frontage on lands identified as 3B;
    - o the building(s) be designed with a pedestrian street entrance facing Hurontario Street on lands identified as 3B; and
    - o a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to

encourage transit usage on lands identified as 3B.

15.3.3.4 Site 4



15.3.3.4.1 The lands identified as Special Site 4, also known as the urban corridor of Hurontario Street, are located on both sides of Hurontario Street, south of Derry Road East/Derry Road West.

15.3.3.4.2 Notwithstanding the ~~policies of this Plan~~ Employment designation on these lands, the following additional policies will apply:

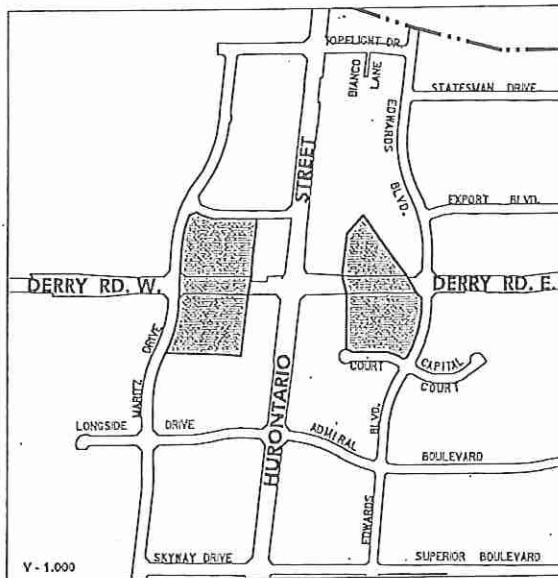
- a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

The urban corridor of Hurontario Street should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage. These same elements of consistency should also provide a defined scale for the street and a

visual frame for the street as a foundation for a quality image; and

- b. the following general principles should apply to the urban corridor of Hurontario Street:
  - o broader streetline setback range on development with substantial landscape area;
  - o substantial building coverage oriented to streetline;
  - o active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
  - o encourage consolidation of vehicular entrances;
  - o "background" architecture to create a unified street frame; and
  - o signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401); and
- c. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.

15.3.3.5 Site 5



15.3.3.5.1 The lands identified as Special Site 5, also known as the urban corridor of Derry Road East/Derry Road West, are located on both sides of Derry Road East/Derry Road West, east and west of Hurontario Street.

15.3.3.5.2 Notwithstanding the ~~guidelines of this Plan~~ Employment designation on these lands, the following additional policies will apply:

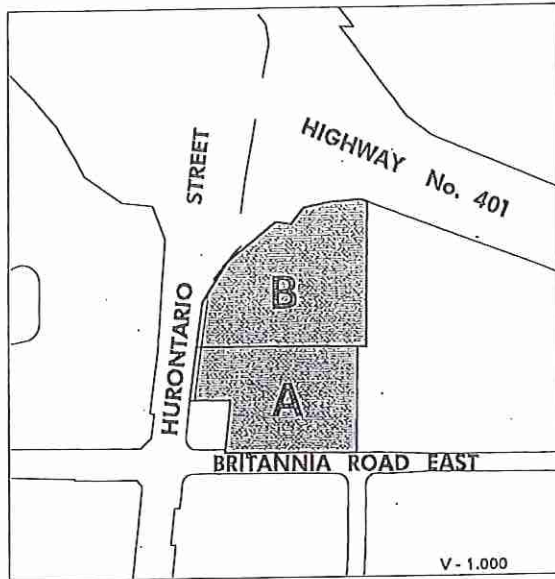
- a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

The urban corridor of Derry Road East/Derry Road West should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage;

- b. the following general principles should apply to the urban corridor of Derry Road East/Derry Road West:

- o broader streetline setback range on development with substantial landscape area;
  - o substantial building coverage oriented to streetline;
  - o active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
  - o encourage consolidation of vehicular entrances;
  - o "background" architecture to create a unified street frame; and
  - o signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401); and
- c. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during processing of the development applications.

15.3.3.6 Site 6

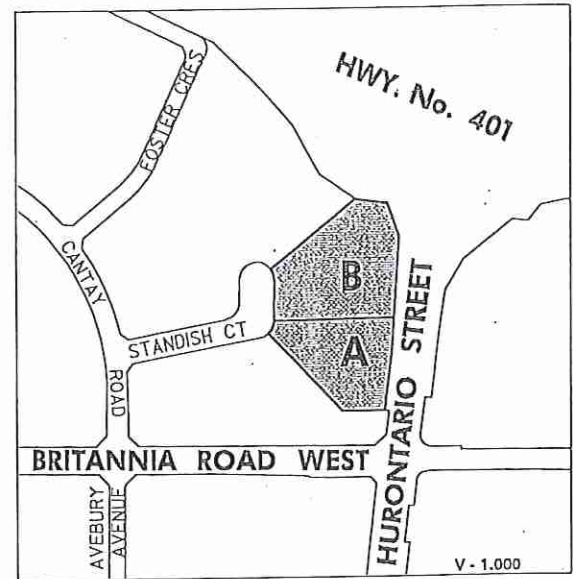


15.3.3.6.1 The lands identified as Special Site 6 are located on the east side of Hurontario Street, south of Provincial Highway 401.

- a. for the lands identified as 6A, Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
  - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
  - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and
- b. for the lands identified as 6B, Section 15.3.1.2(e), (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following:
  - two rows of parking between the buildings(s) and Hurontario Street, will be permitted;
  - an access aisle between the building(s) and Hurontario Street, will be permitted; and

- a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas.

15.3.3.7 Site 7

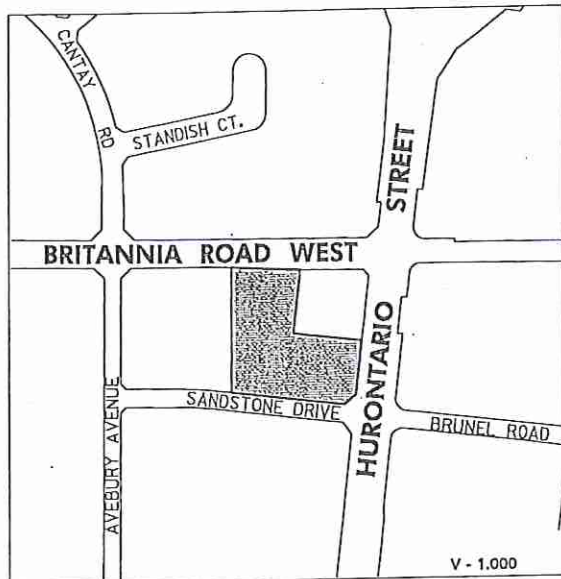


15.3.3.7.1 The lands identified as Special Site 7 are located on the west side of Hurontario Street, south of Provincial Highway 401.

- a. For the lands identified as 7A, Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
  - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
  - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and
- b. For the lands identified as 7B, Section 15.3.1.2(e), (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following:
  - an access aisle between the building(s) and Hurontario Street, will be permitted; and

- a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas.

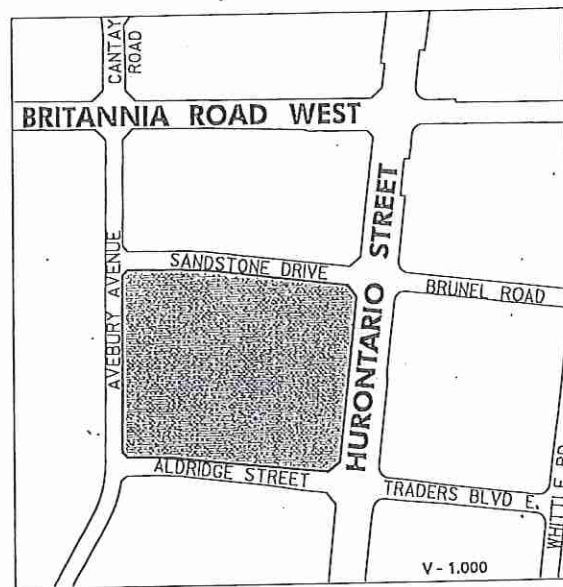
15.3.3.8 Site 8



15.3.3.8.1 The lands identified as Special Site 8 are located at the northwest corner of Sandstone Drive and Hurontario Street.

- Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
  - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
  - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage.

15.3.3.9 Site 9

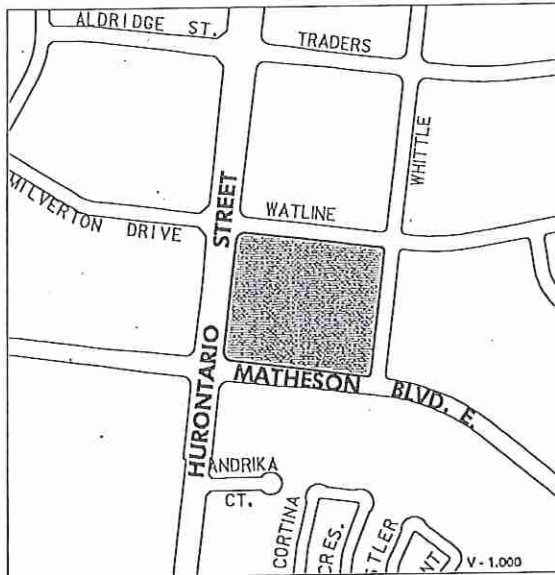


15.3.3.9.1 The lands identified as Special Site 9 are located at the southwest corner of Sandstone Drive and Hurontario Street.

- Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
  - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
  - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage; and
- Section 15.3.1.2(f) and (l), Hurontario Street Corridor Development Policies shall not apply if the existing building is expanded.

## 15.3.4 Exempt Sites

### 15.3.4.1 Site 1



15.3.4.1.1 The lands identified as Exempt Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road.

15.3.4.1.2 Notwithstanding the ~~provisions of this Plan~~ provisions of the Business Employment designation, commercial uses will also be permitted.

~~15.3.4.1.3 Limited expansion of the existing commercial use will be permitted.~~

~~15.3.4.1.4 New development will provide for a public road connecting Watline Avenue and Matheson Boulevard East.~~

These policies are under appeal:  
5.4.8  
15.3.1.2 (i)

Proposed Schedule Changes:  
Schedule 1: Urban System  
Schedule 1c: Urban System - Corridors  
Schedule 2: Intensification Areas  
Schedule 5: Long Term Road Network  
Schedule 6: Long Term Transit Network  
Schedule 10: Land Use Designations

APPENDIX 3

RECORD OF ORAL SUBMISSIONS  
EXCERPT OF MINUTES OF PLANNING AND  
DEVELOPMENT COMMITTEE MEETING  
OCTOBER 15, 2012



- ~~(i) A fourth (4<sup>th</sup>) ground sign fronting Courtney Park Drive East.~~
- ~~(c) Sign Variance Application 12-01933  
Ward 11  
DeWalt Factory Service  
6275 Millcreek Drive~~
- ~~To permit the following:~~
- ~~(i) One (1) fascia sign located on the north elevation of the building which does not face a street or where the main entrance to the building is located.~~

~~CARRIED – (J. Tovey)  
File: BL.03-SIG (2011)~~

## 2. PUBLIC MEETING

Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area (Ward 5)  
File: CD.03.GAT

Councillor Dale, Chair, called this public meeting to order at 7:05 p.m.

Karen Crouse, Development Planner addressed the committee with respect to the proposed amendments to the Mississauga Official Plan. She outlined the area context, the rationale behind the establishment of the policies, the proposed zoning changes, the amended land use designations and the proposed fine grain grid road network. She noted the office development trends in the City of Mississauga from 2007 – 2011 and spoke to the potential for office development. Ms. Crouse outlined the next steps for the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area noting that a report on comments would be brought back to the Planning and Development Committee.

The following persons were in the audience and spoke to the item:

Leo Longo, Arid and Berlis LLP  
Paul Lowes, Sorensen Gravely Lowes Planning Associates Inc.  
Jason Cannuel (sp)  
Abe Fisher  
Brian Parker, Gowlings

Leo Longo, representing the Orlando Corporation addressed the committee and outlined his client's concerns with the proposal. He noted that the planning horizon for the proposal did not conform with the Provincial Policy Statement 2005, the Peel Official Plan or the Mississauga Official Plan, and suggested that the office space gross floor area (GFA) specified in the plan would not be attainable or sustainable. Mr. Longo further suggested that due to intrinsic differences, the Gateway Corridor could not be compared to University Avenue. He also outlined the limitations of the proposed Light Rail Transit (LRT) because it would only service employees that live north or south of the area. Mr. Longo raised concerns with the fine grid road network that was intended to enhance pedestrian movement noting that mixed uses in the area would ensure that pedestrians would have destination areas to walk to. He suggested that the fine grain road network would prevent the intensification of office space and constrain development and raised a concern with respect to the proposed underground parking suggesting that structured parking be permitted. He also raised a concern with un-stated urban design guidelines and spoke against architectural constraints. Mr. Longo sought clarification as to whether or not the amendments would affect the Ontario Municipal Board settlements that had been made regarding Orlando Corporation land.

Councillor Mullin noted that the City of Mississauga had to establish a vision for the area and noted that the City's goal was for people to live and work within the City which was why office development was important. She addressed the issue of underground parking and stipulated that the goal was not to have parking in front of buildings and instead, the vision was to have buildings come up to the street to create a specific street scape. Councillor Mullin requested that staff respond to the affect the proposed Official Plan amendments would have on the settlements made regarding Orlando Corporation land. Ms. Crouse noted that the Orlando Corporation and the City had approached the Ontario Municipal Board with settlements regarding a number of blocks of land and that setbacks, parking areas and building placements had been negotiated.

Paul Lowes, representing Coppa Properties addressed the committee and noted that Coppa Properties owned 50 Matheson Boulevard and operated Hyland Farms on the property. He noted his client's concern with redesignating the lands from business employment to office. Mr. Lowes indicated that the property owners had a vision for a pedestrian friendly site which would not be possible if only office development was permitted. He requested that site specific permission be maintained to allow the Hyland Farms grocery store to remain.

Councillor Saito inquired as to whether or not Coppa Properties had looked at the feasibility of mixed uses along the front of their property. Mr. Lowes indicated that the property owner had looked at the possibility but there was an issue with maintaining an appropriate amount of parking. Councillor Saito suggested that with the amount of parking available on the site, office and retail development could likely be achieved and Mr. Lowes noted that single storey retail or office space may be possible. Madam Mayor noted that the store and warehouse was larger than most grocery stores and suggested that this space could be utilized further noting that due to the size of the building there was much potential. Councillor Iannicca made comments with respect to the history of the site.

Jason Cannuel (sp) representing the owners of the Fairfield Inn and Suites at 35 Courtney Park Drive West addressed the committee noting that the owners had planned to develop the land adjacent to their property with a new hotel and wanted to ensure that any re-designation of land would not negatively impact this development. Ms. Crouse noted hotels, banquet halls and convention centres would be permitted.

Abe Fisher (sp) responded to a comment made by Mr. Longo with respect to the limitations of the LRT. He noted that as Mississauga Transit services areas east and west of the Gateway Corporate Centre, the LRT could be utilized by all residents working in the Gateway Corporate Centre area. He noted his support for the use of underground parking and suggested that parking standards be reduced to avoid gridlock. He suggested that development should be a minimum of three (3) storeys and include mixed uses so that residents can live, work and play in the same area. He also suggested that buildings be brought to the street's edge and noted that he disagreed with reducing block sizes as larger blocks would benefit development. He also suggested that a design review panel be established and that more transit stops be installed in the Gateway Corporate Centre area.

Brian Parker, representing the owner of 50 Admiral Boulevard addressed the committee and noted that the property was two blocks east of Hurontario Street and housed Flow Components Inc. which was a light industrial operation. He further stipulated that the lands were to be re-designated as business office. He noted concern that Flow Components would not be able to expand under the proposed amendments and expressed concern that the company would be restricted to a legal non-conforming status. He noted his support for a higher density and the LRT. Ms. Crouse noted that the property was located in a transition area and indicated that staff would be willing to discuss where the dividing line between land designations should be. The committee suggested that Mr. Parker and his clients meet with staff to further discuss the issue.

Mayor McCallion moved the following motion which was voted on and carried:

PDC-0059-2012

1. That the report titled "*Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area*", dated September 25, 2012 from the Commissioner of Planning and Building, be received.
2. That the submissions made at the public meeting be received.
3. That staff report back to Planning and Development Committee on the submissions.
4. That the following correspondences be received:
  - (a) Email dated October 12, 2012 from David Riley, Planner, Sorensen Gravely Lowes Planning Associates Inc., including a letter and attachments dated October 11, 2012 from Paul Lowes, Principal, Sorensen Gravely Lowes Planning Associates.

- (b) Email dated October 12, 2012 from Yvonne Choi, Land Use Planner, Wood Bull LLP, Barristers and Solicitors and attached letter dated October 12, 2012 from Sharmini Mahadevan, Wood Bull LLP, Barristers and Solicitors.
- (c) Email and attached letter dated October 15, 2012 from Lori McPherson, Bousfields Inc.
- (d) Email dated October 15, 2012 from Rico Grella, Richill Construction Ltd.

File: CD.03.GAT  
APPROVED – (Mayor McCallion)

This public meeting closed at 7:59 p.m.

3. ~~Information Status Report – Removal of "H" Holding Symbol Application to permit Phase 2 of the Amacon Parkside Village Subdivision, Part of Lot 19, Concession 2, N.D.S, west side of Confederation Parkway, north of Burnhamthorpe Road West. Owner/ Applicant: Amacon Development (City Centre) Corp., Bill 51 (Ward 4) File: H-OZ 12/001 W4~~

~~Councillor Iannicca outlined the differences between item number three (3) on the agenda and item number four (4), which both dealt with Amacon Parkside Village.~~

~~Councillor Iannicca moved the following motion which was voted on and carried:~~

~~PDC-0060-2012~~

~~That the Report dated September 25, 2012, from the Commissioner of Planning and Building outlining the details of the proposed development concerning the application for removal of the "H" holding symbol in the downtown, to permit Phase 2 of the Amacon Parkside Village Subdivision under file H-OZ 12/001 W4, Amacon Development (City Centre) Corp., Part of Lot 19, Concession 2, N.D.S., be received for information.~~

~~CARRIED – (Councillor Iannicca)  
FILE: H-OZ 12/001 W4~~

## APPENDIX 4

### RECORD OF WRITTEN CORRESPONDENCE

1. Leo Longo on behalf of Orlando Corporation – presentation notes
2. Paul Lowes on behalf of Highland Farms
3. Brian Parker on behalf of Flo Components – 50 Admiral Boulevard
4. Laurie McPherson of Bousefields Inc. on behalf of Antorisa Investments Inc.
5. Victor Labreche on behalf of A&W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp., Wendy's Restaurants of Canada Inc. and the Ontario Restaurant Hotel and Motel Association (ORHMA)
6. Rico Grella of Richill Construction
7. Sharmini Mahadevan of Wood Bull on behalf of Derry-Ten Limited (two letters)
8. Erinoak Kids

Deputation Points – October 15 P&D Meeting

- Speaking on behalf of Orlando Corporation
- Purpose is to highlight some of client's concerns with the Staff Report and the proposed OPA
- Can advise we have already met with staff on 2 occasions to discuss these concerns. We expect to continue that dialogue in the hopes of finding common ground while this OPA works its way through the public process.
- In no particular order, Orlando's concerns include the following 6 matters:
  1. Staff have advised that the planning horizon contemplated by the Hurontario vision discussed in the Staff Report as being 50-100 years.

While we understand the need to look beyond the current planning horizon when considering long-term transit plans, we cannot ignore the fact that this 50-100 year timeframe greatly exceeds the permitted planning horizons of the PPS 2005, Growth Plan, Peel OP and Mississauga OP and is inconsistent with and fails to conform to these planning documents.

2. Staff have not yet been able to advise how much office space GFA would likely result from the introduction of this Hurontario vision and these proposed OP policies.

We believe the proposed OP designations and the office space GFA depicted on the conceptual "Public Realm Plan" does not take into consideration:

- the city's historic absorptions rates for office space;
- the planned and forecasted office employment growth for the City as expressed in the Growth Plan, Peel OP and Mississauga OP;
- that other municipalities also make provision for office development...and this supply exceeds demand;

As a result, the amount of office space is neither attainable nor sustainable.

3. City Council and staff have referred to the vision of Hurontario in the Gateway Corporate Area as being Mississauga's opportunity for a "University Avenue".

That analogy fundamentally overstates the true practical potential of Hurontario for a number of reasons.

Discuss graphic.

- Drastically different lengths.
- True mixed use [office, residential, institutional, commercial] vs. primarily the single proposed employment use of office.
- Density/intensity served by a regional transportation system [Union Station Hub, Go Trains; subway lines N/S and E/W] vs. much more limited proposed N/S rapid transitway along Hurontario.
- Hurontario development is affected by the inherent building height and land use restrictions within the Airport Operation Area and the current composite noise contours.

This makes Hurontario intrinsically different than University Avenue. As a result, realistic long-term goals should be sought.

4. Staff has advised that the proposed "finer grain" road pattern is not based on any traffic analysis but is meant to enhance pedestrian movement and certain urban design considerations.

This proposed road pattern again fundamentally overstates what is needed and what is practical:



- With the predominant proposed land use being solely that of office space employment...itself a destination use...there will not be any demand or reason why employees would be utilizing the proposed road pattern for pedestrian purposes...no other uses to walk to...no retail...no residential...
- The most important factor is that the road pattern will prevent the very intensification of office space that the Staff Report contemplates. The finer grade road pattern will constrain site planning and structured parking options that can utilize the larger development blocks that currently exist along the Hurontario corridor.
- Staff have advised us that they are not suggesting that all parking be underground but the development concept is only contemplating underground parking based upon the depicted built form. This is entirely unrealistic and unmarketable and needs further consideration.

5. The removal of certain business employment uses, especially on the Orlando lands north of Hwy 401, is not appropriate and is contrary to planning approvals for those lands which

have either been recently approved by City Council and/or settled before the OMB.

OPA 40 & its implementing zoning by-law – May 5, 2010 – settlement approved by OMB

Madill Rezoning – By-Law 0178-2012 – approved by Council on September 12, 2012

These approvals were secured:

- under the current planning regime which included the Hurontario Rapid Transitway; and
  - in good faith with the City and the belief that a settlement is a settlement.
6. Orlando has concerns respecting proposed OP language which speaks of establishing transformative urban design guidelines. The City ought to be very careful when considering such architectural controls on the private realm and finalize same after full consultation with the private sector.
- Orlando has developed office space south of Hwy 401 over the last 25 years and has sufficient land south of the 401 for such exclusive office usage for the next 25-40 years as intensification occurs.

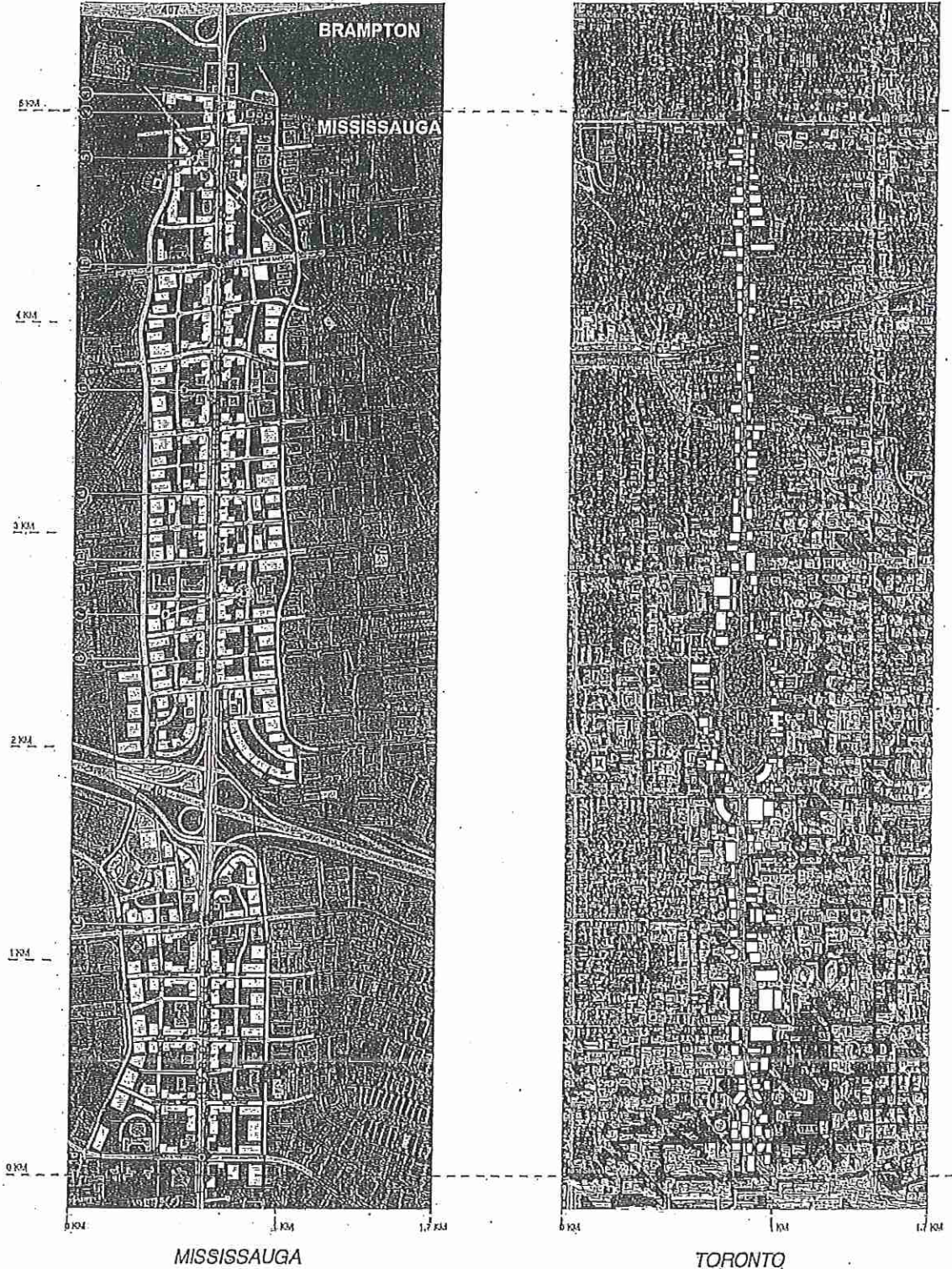
- To be clear ... we support the LRT plan and support the intensification over time of Hurontario Street south of the 401.
- We remain willing to explore and discuss with council and staff alternative approaches and policies that reflect market considerations while still achieving many of the concepts contained in the Staff Report respecting the City's desired vision for the Gateway Corporate Area.
- Thank you for your attention.

13291875.1

COMPARISON OF GATEWAY CORPORATE CENTRE (PUBLIC REALM PLAN) TO UNIVERSITY AVENUE

HURONTARIO

UNIVERSITY AVENUE



ATTENDIX 4

ITEM #2



**Sorensen Gravely Lowes  
Planning Associates Inc.**

1547 Bloor Street West  
Toronto, Ontario M6P 1A5  
Telephone (416) 923-6630

Principals: Warren Sorensen, P.Eng, MCIP, RPP  
Catherine Gravely, MES, MCIP, RPP  
Paul Lowes, MES, MCIP, RPP  
Carol-Anne Munroe, MCIP, RPP

October 11, 2012

Project: HF.MS

Mississauga City Council  
c/o Diana Haas, Office of the City Clerk  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Dear Members of Council:

**Re: Proposed Amendments to Mississauga Official Plan (2011) for the Gateway  
Corporate Centre Character Area**

We represent CCIL Ltd. and LCIL Ltd., carrying on business as Coppa Properties, who are the owners of 50 Matheson Boulevard East and who operate a Highland Farms supermarket at that location. We have reviewed the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area, and wish to provide you with our comments.

The amendment proposes to redesignate the lands fronting on Hurontario Street from **Business Employment** to **Offices**, permitting offices as a primary use and accessory retail and service uses at grade. Office buildings adjacent to the future transit station planned for the Hurontario and Matheson intersection would have a minimum height of 3 storeys.

The amendment also proposes to delete the site-specific policy that applies to the Highland Farms property. Currently, the property is subject to the following provisions under the new Official Plan:

15.3.4.1.1 The lands identified as Exempt Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road

15.3.4.1.2 Notwithstanding the provisions of the Business Employment designation, all forms of general commercial uses will also be permitted, except motor vehicle uses and drive-throughs.

The amendment proposes to delete these provisions, stating in the corporate report that *"These lands are being redesignated Office and free-standing retail is not permitted on the corridor. The current use is not in keeping with the vision for the corridor."*



On April 30<sup>th</sup> 2010, prior to the City's adoption of the Mississauga Official Plan, we expressed in a letter to the City our concern about the proposed policy applying to the Highland Farms site (see *Attachment 1*). In this letter, we requested that the City carry forward the permissions for "Special Site 1" from the Mississauga Plan to the new Mississauga Official Plan, specifically permitting "all forms of retail commercial uses, including free-standing restaurants and financial institutions, except motor vehicle commercial uses and drive-throughs". We noted in this letter that the site has long been designated for a range of commercial uses and that it has been our client's interest to intensify the site with additional commercial uses.

On June 8<sup>th</sup> 2010, the City released a Report on Comments, attempting to address all comments received by staff on the Draft Official Plan, including our letter dated April 30<sup>th</sup> 2010 as described above. This report claimed that our comments had been addressed through recommendation #3, which states that exempt sites "may be developed in accordance with their land use designation and/or the uses permitted by the individual exempt site" (see *Attachment 2*). This recommendation did not address our concern, as it did not say that existing development rights in the Mississauga Plan would be carried over to the new Official Plan.

On June 28<sup>th</sup> 2010, we submitted a letter to the City explaining that our concerns had not been addressed, and requested that they be addressed (see *Attachment 3*). Later that day, we received an e-mail from Ron Miller, Senior Planner with the City, stating that the response to our comments in the Report on Comments should have made reference to recommendation #132 rather than #3, and that this was an error. Recommendation #132 states that the exempt sites in the new Official Plan will permit development rights currently permitted by the Mississauga Plan. This message was re-iterated on page 7 of the September 7 2010 Corporate Report (see *Attachment 4*).

Planning the Hurontario corridor for office development is laudable, but this is a very long term prospect and existing long established uses should be recognized as the City has previously agreed to. As such, we do not support the removal of the site specific policies applying to our client's lands. Further, we are of the opinion that the intensification of this site with retail uses brought up to Hurontario Street would an appropriate and desirable interim form of development for this site until the site is redeveloped for office use.

The City is also proposing to change existing policy 1.5.3.2.2, which has implications for our client's lands. The change is shown with ~~strikeout~~ (to be deleted) and **bolded** text (to be added) as follows:

~~Notwithstanding the above policy, Existing **buildings that do not meet the built form policies including** single storey financial institutions, free-standing restaurants, **free-standing retail commercial uses** and drive-throughs, which are not substantially screened from Hurontario Street by a building, will be permitted as they exist on the day these policies come into effect. ~~provided, however, that the reconstruction or alteration of these uses may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway Corporate Centre Character Area Policies. will not be legally recognized as these uses do not further~~~~



~~the vision for the Corridor.~~ will be *encouraged to redevelop in keeping with the vision for the Hurontario Corridor.*

According to the corporate report, the rationale for this change is as follows: "*Clearly states that existing buildings that do not meet the built form for the Corridor will not become legal non-conforming and are encouraged to redevelop in keeping with the vision for the Hurontario Corridor.*" This statement is confusing, as it is our opinion that the proposed policy change would result in the existing uses becoming legal non-conforming.

We welcome the opportunity to discuss our comments further with staff. Please consider this letter as our formal comments on the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area.

Yours very truly,

**SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.**

Paul Lowes, MCIP, RPP  
Principal

Copy *Ms. Karen Crouse, Policy Planning Division, City of Mississauga*  
*Ms. Marilyn Ball, Director, Development & Design Division, City of Mississauga*  
*Mr. John Calvert, Director, Policy Planning Division, City of Mississauga*  
*Mr. Ed Sajecki, Commissioner, City of Mississauga Planning and Building Department*  
*Mr. Charles Coppa, Highland Farms Inc.*

## ATTACHMENT 1



### Sorensen Gravely Lowes Planning Associates Inc.

509 Davenport Road  
Toronto, Ontario M4V 1B8  
Telephone (416) 923-6630  
Facsimile (416) 923-6916

Principals: Warren Sorensen, P.Eng, MCIP, RPP  
Catherine Gravely, MES, MCIP, RPP  
Paul Lowes, MES, MCIP, RPP  
Senior Associate: Carol-Anne Munroe, MCIP, RPP

*April 30, 2010*

*Project: HF.MS*

Marianne Cassin  
City of Mississauga  
Planning and Building Department  
Policy & Planning Division  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Dear Marianne:

Re: Draft Mississauga Official Plan – Exempt Site (Highland Farms Property)

We represent CCIL Ltd. and LCIL Ltd., carrying on business as Coppa Properties, who are the owners of 50 Matheson Boulevard East and who operate the Highland Farms supermarket at that location. We have reviewed the Draft Mississauga Official Plan as it applies to this property, and wish to provide you with some comments and points of clarification.

The City proposes to identify the Highland Farms property as an “exempt site”, which would allow “all forms of existing mixed commercial uses” to continue but removes the permission for additional retail commercial uses on the property.

The Mississauga Plan currently identifies the Highland Farms property as “Special Site 1”, which allows the permitted uses within the Business Employment designation as well as “all forms of retail commercial uses, including free-standing restaurants and financial institutions, except motor vehicle commercial uses and drive-throughs”. The recent Hurontario Corridor Study and subsequent OPA 40 confirmed the permission of retail commercial uses on site, but restricted the permission of 1-storey free-standing financial institutions within 100 metres of Hurontario Street.

The site has long been designated for a range of commercial uses and it has been our client’s interest to intensify the site with additional commercial uses. This intent has previously been brought to the attention of the City planning staff.

We strongly believe that the intensification of this site with retail uses brought up to Hurontario Street would be an appropriate and desirable form of development.





We cannot support the proposed Draft Mississauga Official Plan as written and request the existing permissions in the Mississauga Plan to be carried forward in the Draft Mississauga Official Plan for the Highland Farms Property.

We would welcome the opportunity to discuss this further with staff. Please consider this letter as our formal comments on the Draft Mississauga Official Plan.

Yours very truly,

**SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.**

Paul Lowes, M.E.S., MCIP, RPP  
Principal

*Copy Mr. Charles Coppa, Highland Farms Inc.*

*Mr. John Calvert, Director, City of Mississauga Planning and Building Department*

*Mr. Ed Sajecki, Commissioner, City of Mississauga Planning and Building Department*

**ATTACHMENT 2**

**Response to Comments Table**

| RESPONDENT                       | SECTION                                | ISSUE   | COMMENTS  | RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN |  |
|----------------------------------|--|---|---|--|--|
| Planning and Building Department | Entire document                        | Since the plan was prepared, Official Plan amendments were adopted, but not included in it. | The Plan should include all amendments adopted by City Council.   | 1.   | That the Plan be revised by incorporating all Official Plan amendments adopted by City Council subsequent to the preparation of the Plan and prior to City Council adopting the Plan.  |
| Introduction                     |  |   |   |  |  |
| Planning and Building Department | 1.1 Background, second paragraph       | Upon further review, this paragraph should also address the Natural Areas System (NAS).     | The proposed revision is acceptable.  | 2.   | That 1.1 second paragraph be revised to read:<br><br>Mississauga Official Plan provides a new policy framework to <u>protect, enhance, restore and expand the Natural Areas System</u> , direct growth to where it will benefit the urban form,...                                       |
| Planning and Building Department | 1.1.4 (f) How to Read Mississauga Plan | The development rights of exempt sites are unclear.   | The second last sentence of 1.1.4 (f) should be amended to clarify that exempt sites may be developed in accordance with their designation and/or the uses permitted by the exempt sites. | 3.   | That the second last sentence of 1.1.4 (f) be deleted and replaced with:<br><br><u>The lands may be developed in accordance with their land use designation and/or the uses permitted by the individual exempt site.</u><br><br>Delete 1.1.4 nn and replace with Figure (See Appendix 4) |

The draft Mississauga Official Plan is referred to as "the Plan". The existing Official Plan is referred to as "Mississauga Plan"

| RESPONDENT   | SECTION                     | ISSUE   | COMMENTS   | RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN |                     |
|--|-----------------------------|---|--|--|---------------------|
| Paul Lowes,<br>Sorensen,<br>Gravely, Lowes<br>on behalf of<br>CCIL Ltd. and<br>LCIL Ltd. | Appendix A:<br>Exempt Sites | The identification of Highland Farms as an exempt site does not permit all the uses currently permitted by the Special Site Policies in Mississauga Plan. | This is dealt with by recommendation 3.  | 133.   | No action required. |
| Zdana Fedchun<br>Areta Lloyd,<br>Roma Clasper,<br>O.Komarnicky                           | Appendix A:<br>Exempt Sites | The description of exempt sites as "not representative of the vision, direction and planning policies of the Plan" is too negative.                       | The description is a valid basis for the identification of exempt sites which are not within the vision of the Plan.   | 134.   | No action required. |
| Zdana Fedchun<br>Areta Lloyd,<br>Roma Clasper,<br>O.Komarnicky                           | Appendix A:<br>Exempt Sites | The Plan does not explain the review of exempt sites during the preparation of local area plans.  | Local area plans are comprehensive reviews of the planning policy for defined areas which could redesignate lands to recognize the exempt land use, delete the exempt site, confirm the use, or continue the exempt site, depending on the results of the study. | 135.   | No action required. |

## ATTACHMENT 3



# Sorensen Gravely Lowes Planning Associates Inc.

509 Davenport Road  
Toronto, Ontario M4V 1B8  
Telephone (416) 923-6630  
Facsimile (416) 923-6916

Principals: Warren Sorensen, P.Eng, MCIP, RPP  
Catherine Gravely, MES, MCIP, RPP  
Paul Lowes, MES, MCIP, RPP  
Senior Associate: Carol-Anne Munroe, MCIP, RPP

*June 28, 2010*

*Project: HF.MS*

Planning and Development Committee  
Policy & Planning Division  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Dear Chair and Members of the Planning and Development Committee:

Re: **Report on Comments – Draft Mississauga Official Plan  
Highland Farms Property**

Thank you for your response to our letter dated April 30, 2010, where we expressed concern with the Draft Mississauga Official Plan and the proposed permitted uses on Exempt Site 1 in Gateway Corporate Centre, the Highland Farms property.

In the "Report on Comments – Draft Mississauga Official Plan" report dated June 8, 2010, Appendix 3 summarizes all comments received on the Draft OP and associated recommendations to each comment. Recommendation # 133 addresses our letter, stating that "No action [is] required" as our concern is dealt with by recommendation #3. While we support the changes in this recommendation, the changes do not address the concerns we raised relating to the existing permission of retail uses on the Highland Farms property.

It was our understanding that staff would carry forward all existing permitted uses in the Mississauga Plan for "Special Site 1", which permit "all forms of retail commercial uses, including free-standing restaurants and financial institutions, except motor vehicle commercial uses and drive-throughs".

We request that the permitted uses for "Exempt Site 1" in the Gateway Corporate Centre District, the Highland Farms property, reflect the existing permissions.

Yours very truly,

**SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.**

Paul Lowes, M.E.S., MCIP, RPP  
Principal



*Copy Mr. Charles Coppa, Highland Farms Inc.  
Mr. John Calvert, Director, City of Mississauga Planning and Building Department  
Ms. Marianne Cassin, City of Mississauga Planning and Building Department  
Mr. Ron Miller, City of Mississauga Planning and Building Department  
Ms. Angela Dietrich, City of Mississauga Planning and Building Department  
Mr. Ed Sajecki, Commissioner, City of Mississauga Planning and Building Department*

## ATTACHMENT 4

*"Mississauga requests the Ministry of Environment to take into account existing regulatory standards, the cumulative effects of emissions, and background pollutant concentrations prior to approving applications for Certificates of Approval."*

Staff have reviewed the Report of the Air Quality Task Force on the Oakville Clarkson Airshed, dated June 24, 2010, and concluded that it contains no further recommendations appropriate for the draft Plan. However, the above-noted recommendation should be revised to encourage the Ministry of Environment to establish higher regulatory standards than currently used by the Ministry.

### Retroactive Application of Official Plan Policies

*Issue:* Andrew Gassman, on behalf of MIRANET, suggested, with reference to the Cliffway Plaza Site, that the draft Plan be applied to current development applications.

*Response:* Ontario Municipal Board decisions have established the principle that the Official Plan which is in force and effect at the time a development application is the plan which forms the basis for evaluating the application.

### Port Credit Local Area Plan

Dr. Geoff Edwards raised some concerns regarding the policies in the Port Credit Local Area Plan as they apply to the development capacity of his site. The Port Credit Local Area Plan contains the existing policies of the Port Credit District Policies in Mississauga Plan. As these policies are under review, it is inappropriate to amend them through this process. Dr. Edwards' concerns have been referred to staff responsible for the review of the Port Credit Local Area Plan.

### **Written Submissions at June 28, 2010 Planning and Development Committee Meeting**

#### Matters Dealt with by the Report on Comments

The following letters are dealt with in the report titled "Report on Comments – Draft Mississauga Official Plan", dated June 8, 2010:

- letter dated June 24, 2010 from Glenn Broll, Glen Schnarr and Associates Inc., on behalf of Chartwell, RioCan and Rockport; and
- letter dated June 28, 2010 from Paul Lowes, Sorensen, Gravely, Lowes Planning Associates Inc. on behalf of Highland Farms.

These matters are dealt with by recommendations 1 and 132, respectively, in Appendix 3 of the June 8, 2010 report and no further action is required. Recommendation 1 states that the Plan be revised to incorporate all amendments adopted by City Council, which will include the Chartwell, RioCan and Rockport amendment.

Recommendation 132 states that the policies of Exempt Sites (e.g. Highland Farms) be revised to permit all development rights currently permitted by Mississauga Plan.

#### Matters to be Dealt with by Development Applications

The following comments seek to amend the draft Plan or the Port Credit Local Area Plan to facilitate development applications by seeking land use redesignations, the adjustment of character area boundaries, and/or site specific policies. Consequently, they should be dealt with through the development approval process. In the case of the letter from Robert Jarvis requesting a site specific deferral of the Plan pending a hearing by the Ontario Municipal Board, the draft Plan will be revised, if required, in accordance with the decision by the Ontario Municipal Board.

- letter dated June 28, 2010, from Glenn Wellings, Wellings Planning Consultants Inc.;
- letter dated June 28, 2010 from Michael Gagnon, Gagnon and Law, on behalf of White Elm Investments Ltd.;
- letter dated June 28, 2010 from Michael Gagnon, Gagnon and Law, on behalf of Latiq Qureshi;
- letter dated June 28, 2010 from Michael Gagnon, Gagnon and Law, on behalf of Azuria Group; and
- letter dated June 28, 2010 from Robert Jarvis.

| RESPONDENT                       | SECTION   | ISSUE   | COMMENTS   | RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN   |
|----------------------------------|---|---|--|--|
| Credit Valley Conservation       | Schedules 3: Natural System, 10: Land Use Designations and all Local Area Plans | A note should be added to Schedules 3, 10 and all Local Area Plans Land Use Maps indicating that the limits of the natural hazards are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location. | Agreed.  | 131. That Schedules 3, 10 and all Local Area Plans be revised by adding the following Note:<br><br><i><u>The limits of the natural hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.</u></i> |
| Appendices                       |   |   |  |  |
| Planning and Building Department | Appendix A: Exempt Sites  | Appendix A identifies the existing use of lands on Exempt Sites permitted by the Plan, but is not part of the Plan. Further, the uses permitted on individual sites needs to be clarified.  | Because Appendix A establishes use rights, it should be part of the Plan.<br><br>Further, the policies of each individual Exempt Site should be amended to permit the continuation of uses permitted by the exempt sites, as well as the development rights currently permitted by Mississauga Plan. | 132. That Appendix A be incorporated into the Plan.<br><br>That the policies of each individual Exempt Site in Appendix A of the Plan be amended to permit the continuation of existing uses, as well as all the development rights currently permitted by Mississauga Plan.                                 |





montréal • ottawa • toronto • hamilton • waterloo region • calgary • vancouver • beijing • moscow • london

October 31, 2012

VIA EMAIL

City of Mississauga  
Planning and Development Committee  
300 City Centre Drive  
Mississauga, Ontario L5B 3C1

Brian T. Parker  
Direct 416-369-7248  
brian.parker@gowlings.com  
File No. K0548549

Attention: Ms. Laura Wilson

Dear Ms. Wilson:

**Re: Proposed Amendments to Mississauga Official Plan - Gateway Corporate Centre  
Character Area - 50 Admiral Road (the "Property")**

---

We are the solicitors on behalf of Norannmar Inc., the owner of the Property. The Property is the home of Flo Components Ltd. ("Flo"). On behalf of both Norannmar Inc., and Flo, we addressed your Planning Committee in this matter at its regular meeting of October 15, 2012. Specifically, we expressed our client's concerns respecting the proposed Official Plan Amendment and the serious hardship that the Amendment would pose to Flo's business operations if it is approved in its current form.

Briefly, Flo is an automatic greasing systems specialist and the leading supplier of sophisticated lubrication solutions to major manufacturers in the mining and steel industries across Canada. Originally established in 1977, Flo has been conducting its business at the 50 Admiral location since the year 2000 when it purposely built its existing premises.

Flo's premises comprise approximately 10,000 sq. ft. consisting of approximately 3,000 sq.ft. of business office function (fronting Admiral Road) and approximately 7,000 sq. ft. of product development space located in the rear of the premises which is dedicated to its specialty design, fabricating and assembly operations. Flo currently employs approximately 40 persons.

Flo conducts its business in accordance with the approved zoning of the Property which is Business Employment (E2) zoning. Based upon current sales and its fiscal position in the market, Flo anticipates the need for a building expansion of 10,000+ sq. ft. in the next 3-5 years. This expansion would be an as-of-right expansion based on the current zoning permission.

This expansion would not be permitted if the proposed Gateway Corporate Amendments (the "Amendments") are approved in their current form. The Amendments contemplate a re-designation of the Property from Business Employment to a pure Office designation which would eliminate the right for fabricating, processing and assembly type uses, thereby rendering the property legally non-conforming.

I-3(a)  
gowlings

The Amendments would force Flo into having to seek its approval to expand through the Committee of Adjustment, with no certainty of success. In short, from Flo's perspective, the proposed Amendments constitute an invitation to seek an alternative location.

We question the intent of the Amendment in proposing an Office designation for the Property when clearly the Property does not directly front on the corridor where value uplift with the introduction of light rail is targeted. Of equal concern is the proposed location of the intended collector road which will be routed immediately abutting Flo's easterly lot line further diminishing any prospects of future building expansion. Both issues would likely have a significant negative impact on the Flo property and business but which can be reduced by the proposal noted below.

The Planning Committee invited Flo to meet further with the planning staff to discuss whether a resolution may be possible. We recently met on site with your planning staff and from that meeting we believe that a compromise may be possible. Based on the existing land use pattern in the immediate vicinity of the Property, a case can be made for shifting the location of the collector road from the east, to the west side of the Property.


An alternative routing aligned along the westerly, rather than the easterly property line, would not conflict to the same extent with the existing built form. An alternative routing would allow the Property to remain under a Business Employment designation while still providing the finer grain urban block design for office development that the Amendments seek to achieve, in support of the integration and intensification of the LRT system along the Hurontario corridor.

In summary, it remains Flo's intention to expand its business in conformity with the approved planning instruments that currently govern the Property. In our view the endorsement of a relocation of the collector road to the west side of the Property would not undermine the objective of a finer grained urban block structure, and it would facilitate Flo's near-term expansion plans by allowing the existing Business Employment designation to remain on the Property.

We would ask that Committee consider our client's position and ultimately, to direct a modification to the proposed Amendment by shifting the collector road westerly, and maintaining the Business Employment designation of the Property.

Sincerely,

GOWLING LARLEUR HENDERSON LLP

  
Brian T. Parker MCIP

cc. Flo Components Ltd. (Chris Deckert) (via email)  
Karen Crouse (via email)

TOR\_LAW\8025057\1



APPENDIX 4  
ITEM #4

Project No. 1025

October 12, 2012

Mississauga City Council c/o Diana Haas  
Office of the City Clerk  
300 City Centre Drive  
Mississauga ON  
L5B 3C1

Dear Mayor and Members of Council,

***Re: Gateway Corporate Centre Character Area – File OZ 11/018 W5  
North-West corner of Derry Road West and Hurontario Street***

---

We are the planning consultants for Antorisa Investments Inc. owners of a site located on the north-west corner of Derry Road West and Hurontario Street, legally known as Part of Lot 11, Concession 1 ("the Site"). In December 6, 2011, we submitted applications for Official Plan Amendment and rezoning applications on behalf of our client to permit a motor vehicle repair facility.

At the time of our application, the proposed use was a permitted use and the purpose of the application was to permit the building to be two (2) storeys while having the appearance of a three (3) storey building to recognize the importance of the corner.

We have reviewed the proposed amendments to the Official Plan with respect to the Site. The proposed amendment would redesignate the Site from "Business Employment" to "Office". Given that the Site is extremely limited in size by the requirements of the Region for the future transit, it is not feasible to develop it for Office uses.

We understand that the proposed designations, policies and uses are in anticipation of future rapid transit. Given that this is a long-term scenario, we would respectfully request that our proposed amendment to permit a two (2) storey motor vehicle repair facility (with the appearance of three (3) storeys) be provided for in the Plan.

Thank you for your consideration. If you require any further information, please do not hesitate to contact the undersigned. Please include our firm on all notifications pertaining to the Study and any Council decisions on this matter.

Yours very truly,

**Bousfields Inc.**



Laurie J. McPherson, B.E.S., MCIP, RPP

LMP/nh

cc: Ralph Chiodo, Antorisa Investments Ltd.  
Denise Baker, Townsend and Associates



**Labreche Patterson & Associates Inc.**

Professional Planners, Development Consultants, Project Managers

VIA MAIL AND E-MAIL (karen.crouse@mississauga.ca)

Our File: P-375-09 Q

October 11, 2012

Ms. Karen Crouse  
Policy Planner  
City of Mississauga  
300 City Centre Drive  
Mississauga, Ontario  
L5B 3C1

Dear Ms. Crouse:

Re: Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area  
City of Mississauga

---

We represent A & W Food Services of Canada Inc., McDonald's Restaurants of Canada Ltd., the TDL Group Corp. (operators and licensors of Tim Hortons Restaurants), and Wendy's Restaurants of Canada Inc. as well as their industry association, the Ontario Restaurant Hotel and Motel Association (ORHMA). We are providing this written submission to you on behalf of our clients after having reviewed the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area to determine if the proposed amendments would apply to our clients' current and future operating interests. Please accept this as our written submission on the subject matter.

ORHMA is Canada's largest provincial hospitality industry association. Representing over 11,000 business establishments throughout Ontario, its members cover the full spectrum of food service and accommodation establishments and they work closely with its members in the quick service restaurant industry on matters related to drive-through review, regulations, and guidelines.

Our clients have requested that we review the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area to determine if any policies would apply to their current and future operating interests. This letter is consistent with our previous submissions on the Mississauga Official Plan adopted by Council that is currently under appeal. Please accept this as our written submission on the subject matter.

Based on our review of the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area and more specifically Sections 15.3.2.1 and 15.3.2.2, the existing designation of "Business Employment" is to be replaced with the "Office" designation. Section 15.3.2.1 is to be deleted in its entirety as the existing permitted uses under the "Business Employment" designation will no longer be permitted as per the "Office"

designation, we object to this change. It is imperative to note that designating the majority of the "Business Employment" lands to "Office", as per the rationale for the amendment to Section 15.3.2.1, the permitted uses available to locate along the Corridor are severely limited, and as such there is great potential for development to be restricted or hindered in this area due to the lack of variety of permitted uses.

Further, Section 15.3.2.2 is to be amended to no longer allow uses to remain if said uses do not conform to the built form policies for the Corridor and encourage uses be redeveloped in accordance with the "vision" of the Corridor. We do not necessarily agree with the overall vision in this portion of the Hurontario Street Corridor, therefore we object to this policy as currently drafted.

For your reference, the member brand locations in this subject area are as follows:

- 25 Aventura Boulevard (Wendy's)
- 39 Aventura Boulevard (Tim Hortons)
- 44 Britannia Road East (Tim Hortons and Wendy's)
- 30 Courtneypark Road (McDonald's)

It is our understanding that none of these locations would then comply with the "vision" of the Corridor.

We have reviewed the material available regarding the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area and there are no related studies or even detailed planning justification as to why this specific prohibition of DTF within this Gateway Corporate Centre Character Area are justified.

It should be noted that we have filed appeals on behalf of the above noted clients on the City of Mississauga's New Official Plan. Included in that appeal, we identified concerns regarding multiple sections contained within the Gateway Corporate Centre Character Area as part of the New Official Plan:

- s. 15.3.2.1
- s. 15.3.2.2
- s. 15.3.4.1.2

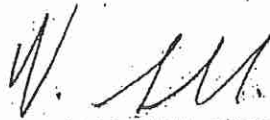
All of the above noted sections pertain to drive-through regulations within the Gateway Corporate Centre Character Area. We recognize that through the Gateway Corporate Centre Character Area as part of the New Official Plan for the City of Mississauga, DTF-specific regulations are applicable along the Corridor, however, the proposed amendments to the Mississauga Official Plan for the Gateway Corporate Centre Character Area no longer recognize free-standing restaurants or DTF as permitted uses. Therefore, the drive-through regulations are significantly worse with the draft amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area when compared to the Gateway Corporate Centre Character Area as part of the New Official Plan. We also note that fundamentally, we object to the proposed amendments to the Gateway Corporate Centre going forward ahead of the final consideration of the overall Mississauga Official Plan until it is completely dealt with by the OMB.

Based on the foregoing, we request an opportunity to meet with you to discuss our concerns with the proposed amendments to the Mississauga Official Plan (2011) for the Gateway

Corporate Centre Character Area as detailed above and provide you with copies of the noted material above upon request. Thank you for your consideration of our comments herein and we look forward to working with you to mutually resolve our concerns.

Please also consider this letter our formal request to be provided with copies of all future notices, reports, and resolutions relating to the proposed amendments to the Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area.

Yours truly,  
**Labreche Patterson & Associates Inc.**



**Victor Labreche, MCIP, RPP**  
**Senior Principal**

Copy: *Crystal Greer, Director of Legislative Services and City Clerk, City of Mississauga*  
*(via e-mail: [crystal.greer@mississauga.ca](mailto:crystal.greer@mississauga.ca))*

*John Calvert, Director, Policy Planning Division, City of Mississauga*  
*(via e-mail: [john.calvert@mississauga.ca](mailto:john.calvert@mississauga.ca))*

*Susan Tanabe, Manager, Community Planning, City of Mississauga*  
*(via e-mail: [susan.tanabe@mississauga.ca](mailto:susan.tanabe@mississauga.ca))*

*Marco Monaco, ORHMA*  
*(via e-mail: [mmonaco@orhma.com](mailto:mmonaco@orhma.com))*

*Leo Palozzi, The TDL Group Corp.*  
*(via e-mail: [palozzi\\_leo@timhortons.com](mailto:palozzi_leo@timhortons.com))*

*Leslie Smejkal, The TDL Group Corp*  
*(via e-mail: [smejkal\\_leslie@timhortons.com](mailto:smejkal_leslie@timhortons.com))*

*Paul Hewer, McDonald's Restaurants of Canada Limited*  
*(via e-mail: [paul.hewer@ca.mcd.com](mailto:paul.hewer@ca.mcd.com))*

*Susan Towle, Wendy's Restaurants of Canada, Inc.*  
*(via e-mail: [susan.towle@wendys.com](mailto:susan.towle@wendys.com))*

*Darren Sim, A&W Food Services of Canada Inc.*  
*(via e-mail: [dsim@aw.com](mailto:dsim@aw.com))*

*Michael Polowin, Gowling Lafleur Henderson LLP*  
*(via e-mail: [michael.polowin@gowlings.com](mailto:michael.polowin@gowlings.com))*

**Karen Crouse**

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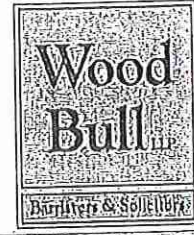
**From:** Rico Grella <richillconstruction@bellnet.ca>  
**Sent:** 2012/10/15 10:44 AM  
**To:** Diana Haas  
**Cc:** Karen Crouse  
**Subject:** Meeting October 15/12 - Gateway Corporate Centre

I am unable to attend the meeting this evening, however I would like to forward my views. My company has purchased lands on the Hurontario Corridor in 1997 with the intention of building industrial/retail units but have not been able to. Had the lands been zoned for office use only, we would not have purchased them. Based on our experience the demand for office space in the City of Mississauga is in low demand. We would like the lands to remain as "Business Employment".

Regards,

Richill Construction Limited  
Rico Grella  
10-5035 Timberlea Blvd.  
Mississauga, ON  
L4W 2W9





MUNICIPAL, PLANNING & DEVELOPMENT LAW

12 October 2012

*Sent via E-mail (diana.hass@mississauga.ca)*

Planning and Development Committee  
c/o Office of the City Clerk  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

City Council  
c/o Office of the City Clerk  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Ms. Diana Haas  
Office of the City Clerk  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Dear Sirs and Mesdames:

**Re: Proposed Amendments to the Mississauga Plan  
Gateway Corporate Centre Character Area Policies  
Derry-Ten Limited - North Parcel (north of Longside Drive)**

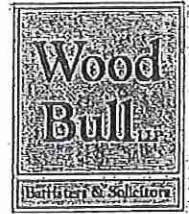
We are the solicitors for Derry-Ten Limited ("Derry-Ten"), the registered owner of three parcels of land located in the southwest quadrant of Derry Road West and Hurontario Street, within the proposed Gateway Corporate Centre Character Area.

Derry-Ten is concerned with the Proposed Amendments to the Mississauga Official Plan relating to the proposed Gateway Corporate Centre Character Area (the "Draft Gateway Corporate Centre OPA") as it relates to its north parcel of approximately 26.9 acres, bounded by Hurontario Street, Derry Road West, Maritz Drive and Longside Drive (the "North Parcel"). A corresponding submission is being provided to the City under separate cover relating to Derry-Ten's two southerly parcels of land.

**Background**

Derry-Ten has outstanding site-specific appeals before the Ontario Municipal Board with respect to the 2003 Mississauga Plan and the 2011 Mississauga Official Plan. Derry-Ten also has outstanding site-specific appeals before the Ontario Municipal Board with respect to Official Plan Amendment No. 40 to the Mississauga Plan and Zoning By-law 191-2009, the City initiated amendments to the Upper Hurontario Street corridor area. The site-specific appeals before the Ontario Municipal Board relate to the North Parcel.

12 October 2012



The North Parcel is also the subject of development applications, which were originally submitted in 2003 and modified in December 2006. A modified development concept for the North Parcel was provided to the City in January 2011, further to discussions with the City.

**Concerns Relating to the Draft Gateway Corporate Centre OPA**

Derry-Ten's concerns with the Draft Gateway Corporate Centre OPA, as it relates to the North Parcel, include the following:

1. Any reduction in the number, scope and/or location of permitted uses in the Draft Gateway Corporate Centre OPA.
2. The location of any public transit or other infrastructure on or in the vicinity of the North Parcel.
3. The location of any proposed roads that traverse the North Parcel.

Derry-Ten requests the opportunity to meet with City staff to discuss its concerns regarding the Draft Gateway Corporate Centre OPA.

In the meantime, in light of Derry-Ten's concerns relating to the Draft Gateway Corporate Centre OPA, its current appeals before the Ontario Municipal Board, and the development application for the North Parcel, Derry-Ten requests that the City not approve any amendments in the Draft Gateway Corporate Centre OPA relating to the North Parcel. As indicated above, a corresponding submission is being provided to the City under separate cover relating to Derry-Ten's two southerly parcels of land.

**Request for Notice**

We kindly request notification of any further Committee and Council meetings; materials and decisions regarding the Draft Gateway Corporate Centre OPA.

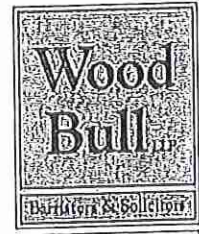
Yours very truly,

**Wood Bull LLP**

A handwritten signature in cursive script, appearing to read "S. Mahadevan".

Sharmini Mahadevan

c. Ms. Karen Crouse, Policy Planner, City of Mississauga  
Client



MUNICIPAL, PLANNING & DEVELOPMENT LAW

12 October 2012

*Sent via E-mail (diana.hass@mississauga.ca)*

Planning and Development Committee  
c/o Office of the City Clerk  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

City Council  
c/o Office of the City Clerk  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Ms. Diana Haas  
Office of the City Clerk  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Dear Sirs and Mesdames:

**Re: Proposed Amendments to the Mississauga Plan  
Gateway Corporate Centre Character Area Policies  
Derry-Ten Limited - Two Southerly Parcels (south of Longside Drive)**

We are the solicitors for Derry-Ten Limited ("Derry-Ten"), the registered owner of three parcels of land located in the southwest quadrant of Derry Road West and Hurontario Street, within the proposed Gateway Corporate Centre Character Area.

Derry-Ten is concerned with the Proposed Amendments to the Mississauga Official Plan relating to the proposed Gateway Corporate Centre Character Area (the "Draft Gateway Corporate Centre OPA") as it relates to its southern two parcels of approximately 40.5 acres, bounded by Hurontario Street, Longside Drive, Maritz Drive and the westerly extension of Ambassador Drive (the "South Parcels"). A corresponding submission is being provided to the City under separate cover relating to Derry-Ten's northerly parcel of land.

**Background**

Derry-Ten's lands have been the subject of development applications since 2003 and subsequent appeals of applicable planning documents to the Ontario Municipal Board. In January 2011, a modified development concept for mixed use retail-office development was submitted for the northern parcel, which is located north of Longside Drive. Derry-Ten's appeals to the Ontario Municipal Board have also been scoped to relate only to the northern parcel.

12 October 2012



With respect to the South Parcels, Derry-Ten is in the process of preparing a rezoning application for submission to the City in order to implement the designation and policies of the Mississauga Plan in an appropriate zone for the South Parcels. Derry-Ten has had several discussions with the City and also met with the Development Application Review Committee on 22 August 2012 regarding this rezoning application.

### **Concerns Relating to the Draft Gateway Corporate Centre OPA**

Our client's concerns with the Draft Gateway Corporate Centre OPA, as it relates to the South Parcels, include the following:

1. Any reduction in the number, scope and/or location of permitted uses in the Draft Gateway Corporate Centre OPA.
2. The location of any public transit or other infrastructure on or in the vicinity of the South Parcels.
3. The location of any proposed roads that traverse the South Parcels.

Derry-Ten requests the opportunity to meet with City staff to discuss its concerns regarding the Draft Gateway Corporate Centre OPA.

In the meantime, in light of Derry-Ten's pending rezoning application for the South Parcels and its concerns relating to the Draft Gateway Corporate Centre OPA, Derry-Ten requests that the City not approve any amendments in the Draft Gateway Corporate Centre OPA relating to the South Parcels. As indicated above, a corresponding submission is being provided to the City under separate cover relating to Derry-Ten's northerly parcel of land.

### **Request for Notice**

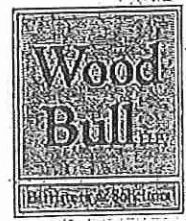
We kindly request notification of any further Committee and Council meetings, materials and decisions regarding the Draft Gateway Corporate Centre OPA.

Yours very truly,

**Wood Bull LLP**

A handwritten signature in black ink that reads "S. Mahadevan". The signature is written in a cursive style with a long, sweeping underline.

Sharmini Mahadevan



12 October 2012

- c. Ms. Karen Crouse, Policy Planner, City of Mississauga  
Client.

November 21, 2012

Mr. John Calvert  
Director of Policy, Planning and Building  
City of Mississauga  
300 City Centre Drive  
Mississauga ON L5B 3C1

YOUR FILE NO: CD.03.GAT

VIA EMAIL: [john.calvert@mississauga.ca](mailto:john.calvert@mississauga.ca)

Dear Mr. Calvert:

**RE: DRAFT GATEWAY CORPORATE CENTRE CHARACTER AREA POLICIES –  
LETTER OF OBJECTION**

ErinoakKids Centre for Treatment and Development (ErinoakKids) would like to take this opportunity to provide our comments with respect to the above noted matter.

ErinoakKids is a transfer payment agency of the Ministry of Children and Youth Services (MCYS) and provides a broad range of therapy, assessment and support services to children from 0-19 with physical and developmental disabilities, autism, communication disorders, and children who are deaf or blind. The provincial government announced approval in 2011 for the construction of three (3) new consolidated ErinoakKids facilities, one of which is planned for Mississauga. We are working closely with Infrastructure Ontario (IO) on the project, which will be developed and constructed under the provincial Alternative Finance and Procurement (AFP) model.

After an extensive realty search and site selection process in conjunction with IO Realty Services and CBRE, ErinoakKids was pleased to have recently entered into a conditional purchase and sale agreement with SmartCentres (Derry-Ten Limited) to acquire an approximate 6 acre parcel of land on the northwest corner of Hurontario Street and the future extension of Ambassador Drive (see Figure 1 - Context Map), for the planned new Mississauga facility.

During our due diligence and planning process, we were made aware of the new Draft Gateway Corporate Centre Character Area, which depicts a new road running north-south parallel to Hurontario Street and through the lands we are in the process of acquiring. We are strongly opposed to this new north-south minor collector road as it would cut through our acquisition parcel and significantly compromise our ability to develop the property to address our complex facility and program needs. The current configuration of the acquisition parcel was a result of extensive negotiations with SmartCentres and accounted for other development constraints, and is based on our projected long-term program needs. Therefore reconfiguring the acquisition parcel is problematic.

We therefore respectfully but strongly urge the City to reconsider the need and proposed location for the subject new north-south minor collector road.

Centralized Telephone Line  
905-855-2690

Intake and  
Scheduling Services  
1-877-374-6625

North Sheridan Site  
Executive Office  
2695 North Sheridan Way  
Suite 120  
Mississauga, ON L5K 2N6  
FAX: 905-855-9404

Brampton Site  
8177 Torbram Road  
Brampton, ON L6T 5C5  
FAX: 905-790-9589

Bristol Circle Site  
2381 Bristol Circle, Suite 100  
Oakville, ON L6H 5S9  
FAX: 905-829-5064

BurlOak Site  
1122 International  
5th Floor  
Burlington, ON L7L 6Z8  
FAX: 905-332-3224

Guelph Site  
340 Woodland Rd. West  
Guelph, ON N1H 7A6  
FAX: 905-823-5454

Milton Site  
410 Bronte Street South  
Milton, ON L9T 0H9  
FAX: 905-876-1273

Orangeville Site  
60 Century Drive  
Orangeville, ON L9W 3K4  
FAX: 519-307-5008

South Millway Site  
2277 South Millway  
Mississauga, ON L5L 2M5  
FAX: 905-820-1333

We look forward to working the City on the ErinoakKids project, and would be pleased to discuss our concerns further with City Staff at the earliest opportunity.

We would request to be circulated on all future meeting or approval notices with respect to this matter.

Regards,



Bridget Fewtrell  
President & CEO  
ErinoakKids Centre for Treatment and Development  
Serving Peel, Halton and Dufferin County

cc: E. Sajecki, Commissioner of Planning and Building ([ed.sajecki@mississauga.ca](mailto:ed.sajecki@mississauga.ca))  
D. Haas, Office of the City Clerk ([diana.haas@mississauga.ca](mailto:diana.haas@mississauga.ca))  
M. Ball, Director, Development and Design, Planning and Building  
([marilyn.ball@mississauga.ca](mailto:marilyn.ball@mississauga.ca))  
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([wendy.alexander@mississauga.ca](mailto:wendy.alexander@mississauga.ca))  
G. Woods, IO ([geoff.woods@infrastructureontario.ca](mailto:geoff.woods@infrastructureontario.ca))  
D. Macey, IO ([david.macey@infrastructureontario.ca](mailto:david.macey@infrastructureontario.ca))  
G. Broll, GSAI ([glenb@gsai.ca](mailto:glenb@gsai.ca))  
O. Richichi, SmartCentres ([orichichi@smartcentres.com](mailto:orichichi@smartcentres.com))

FIGURE 1 – CONTEXT MAP

