
Planning and Development Committee

Date

2016/04/11

Time

7:00 PM

Location

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

Members

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

Contact

Mumtaz Alikhan, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5425
mumtaz.alikhan@mississauga.ca

Find it Online

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

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

Send written submissions or request notification of future meetings to:

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

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING
4. MATTERS TO BE CONSIDERED
 - 4.1. Malton Official Plan Character Areas Review - MyMalton Community Vision Directions Report (Ward 5)
File: CD.03.MAL
 - 4.2. INFORMATION REPORT
Application to revise the Official Plan and Zoning By-law to permit office uses, medical office, financial institution, and/or commercial school, 3600 Thomas Street, southwest corner of Thomas Street and Tenth Line West
Applicant: City of Mississauga
File: CD.21.THO W10
 - 4.3. INFORMATION REPORT
Application to permit business employment uses including a banquet hall, 4598 Tomken Road, Southwest corner of Tomken Road and Eglinton Avenue East
Owner: 2425316 Ontario Limited
File: OZ 14/009
 - 4.4. INFORMATION REPORT
Applications to permit Employment and Industrial uses, 701 and 805 Winston Churchill Boulevard, east side of Winston Churchill Boulevard, south of Royal Windsor Drive
Owner: Lifetime Winston Churchill Inc.
Files: OZ 15/002 W2 and T-M15001 W2

- 4.5. 2nd RECOMMENDATION REPORT
Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for
the Sheridan Park Corporate Centre
File: CD.05.SHE
5. ADJOURNMENT

City of Mississauga
Corporate Report



<p>Date: March 22, 2016</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's files: CD.03.MAL</p>
<p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Meeting date: April 11, 2016</p>

Subject

Malton Official Plan Character Areas Review - MyMalton Community Vision Directions Report (Ward 5)

Recommendation

1. That the report titled "Malton Official Plan Character Areas Review – MyMalton Community Vision Directions Report (Ward 5)" dated March 22, 2016 from the Commissioner of Planning and Building, be received for information.
2. That staff prepare an Action Plan for "MyMalton Community Vision" dated March 2016, from Urban Strategies Inc.
3. That staff review and prepare revised Official Plan Policies with consideration of the Vision, Principle Themes, Key Moves and Additional Initiatives outlined in the report titled, "MyMalton Community Vision" dated March 2016, from Urban Strategies Inc.

Report Highlights

- A new Vision and 5 Principle Themes have been established for the Malton Character Areas following an extensive community engagement process;
- 8 Key Moves and 9 Initiatives are identified to implement the Vision and Principles;
- The engagement program included: visioning sessions, an on-line survey, a community workshop and final community meeting, a project website, a walking tour with community members, surveys of transit users, youth engagement at local schools, and organizing and attending events ('Pop-Up' Public Square, Malton Community Festival);
- The Vision, Principle Themes, Key Moves and Initiatives will serve as input into the development of revised Official Plan policies, a Malton specific Culture Plan, and an Action Plan;

- The Action Plan will detail the roles and responsibilities and timing for implementation.

Background

Malton is an established residential community with only a few vacant parcels of land for new development. Achieving a complete community in which residents can comfortably fulfill their daily needs, and encourage revitalization through reinvestment and redevelopment is a challenge.

However, Malton is poised for change and positive revitalization. The growing interest in redevelopment and reinvestment; a commitment by the neighbouring Airport Authority to support relaxing restrictive noise policies; and a stream of newcomers settling in Malton create real opportunities for positive change.

Because planning is about managing effective and appropriate change, initiating a review of the Malton Official Plan Character Areas was both necessary and timely.

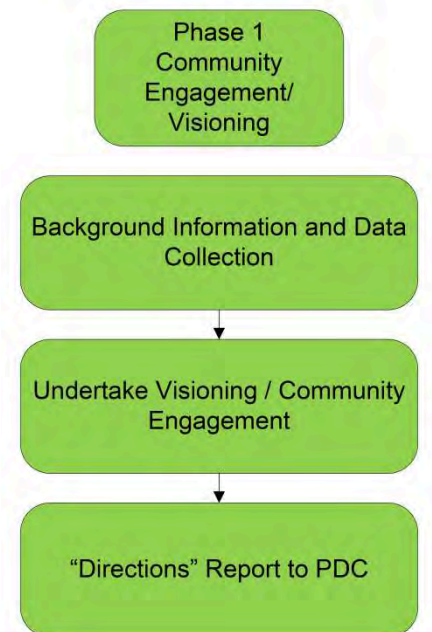
Official Plan Character Areas Review Process

MyMalton Community Visioning is Phase 1 of a pilot project representing a new approach to community planning. The goal of Phase 1 is to create a practical and realistic vision and guiding principles to direct future growth and revitalization in Malton.

Underlying the approach is an acknowledgement that land use planning simply creates an enabling policy environment for change – that in order for meaningful change to occur, actions beyond policy change are necessary. Collectively, these other initiatives can be captured in an Action Plan that details roles and responsibilities and the means of achieving these changes.

Another innovative aspect of the MyMalton community engagement involved the collaboration between the Policy Division and the Culture Division. This proved to be a more cost effective approach to engagement, and helped to avoid “engagement fatigue”.

Additionally, the process provided a richer and more fulsome community conversation. It also created opportunity for staff to experiment with new engagement tools, such as a ‘pop-up’ public square, movie night, MyMalton song, etc. which go well beyond traditional planning approaches.



MyMalton Community Engagement Program

Urban Strategies Inc. was retained in January 2015 to undertake a public engagement process. The following highlights key engagement tactics and events:

- Community Visioning Session (May 2015) – the first community meeting focused on guiding residents to think about what they enjoyed about Malton, what were some of Malton’s challenges, and formulating ideas for improving the community¹;
- Community Workshop (June 2015) – a series of emerging themes and 20 ideas, focusing on addressing key issues identified during the Visioning Session in May, were presented. Part of the Workshop focused on prioritizing the 20 ideas with the use of a survey;
- Final Community Meeting (October 2015) – over 120 people were in attendance at the last community meeting which focused on presenting a preliminary MyMalton Vision statement, Principle Themes and a number of Key Directions and Initiatives for change across the neighbourhood;
- MyMalton Web Site – designed and maintained for 11 months receiving over 2,220 views;
- MiWay Transit Surveys and Youth Engagement Exercises (June 2015) – Transit riders and students were surveyed;
- Malton Community Festival (June 2015) – the project was showcased and participants were asked to build a map illustrating the places in Malton they liked, or places they felt needed improvement;
- Walking Tour (July 2015) – a walking tour of areas within Malton to view and experience firsthand, the existing environment and the potential transformations explored by the project;
- ‘Pop-Up’ Square (September 2015) – an impromptu ‘pop-up’ at Elmcreek Park with games and activities, including an outdoor movie in the evening tested the idea of a public square.

Comments

The first phase of the Malton Official Plan Character Areas Review is now complete with the release of the “MyMalton Community Vision” dated March 2016, prepared by Urban Strategies Inc. and attached as Appendix 1. The following offers an overview of the vision document and next steps. The vision document communicates the priorities of the community which have been preliminarily vetted and validated by respective departments.

Ensuring momentum continues, an Action Plan will be produced to guide City staff’s understanding and prioritizing of the initiatives. Some actions will require several departments to implement, while others require support from various levels of government and agencies (i.e. Malton Business Improvement Area, Malton United Youth Collective Impact Project), land owners and the Malton community.

Planning Direction

In addition to the Action Plan, a critical step for staff will be the Official Plan considerations. Staff recognize opportunities for redevelopment in Malton are limited and constrained by

¹ The full document of responses, titled May 7th Community Visioning Summary Report, is available at: <http://www7.mississauga.ca/documents/pb/main/2015/MyMaltonVisioningSummaryReport.pdf>

existing planning policies. Following receipt of the Vision, staff will commence a process of careful and deliberate review of planning policy. Specifically, this process will consider the types of future land uses and policy changes needed to activate revitalization in the community, including:

- The existing planning boundaries which define the character areas require reconsideration. Conditions have changed since the boundaries were initially defined, as such, an update is necessary to better align with the Vision and to facilitate opportunities for revitalization.
- Staff will also review the policies as they relate to vacant and underutilized parcels within the community, Westwood Mall, and the west side of Airport Road north of Derry Road (e.g. Great Punjab Centre, the Sri Guru Singh Sabha Gurdwara, and the commercial strip between Derry Road and Beverley Street). Staff has recently engaged the Greater Toronto Airport Authority to begin working towards new airport noise policies. These are critical for facilitating redevelopment opportunities on some of the aforementioned priority sites.
- Additional planning priorities include conducting a Residential Infill Study and an investigation of the introduction of a Community Improvement Plan, and/or other planning tools (i.e. urban design guidelines and streetscape plans) to improve the public realm. Residents expressed concern with older housing, often in the form of smaller bungalows, being demolished and replaced by larger detached housing. In some cases the new housing style and form may not fit with the character of the neighbourhood. The residential infill housing study will determine the impact of new housing and ensure compatibility with existing established neighbourhoods.
- The Vision proposes enhancements to the streetscape of all arterial roads and some secondary roads within the community. These improvements include pedestrianizing the streets, beautification and creating or improving cycling routes. The Vision suggests considering the development of a Community Improvement plan to help achieve streetscape improvements.
- Finally, another important planning consideration is affordable housing. This issue was not raised as a major concern through the MyMalton Community Vision process, which may well be due to the areas general affordability in comparison to other neighbourhoods in Mississauga. Therefore, in Malton, the goal is to protect the existing affordable housing stock, encourage good maintenance and safety of these dwellings, and, where possible, increase the diversity of the stock.

MyMalton Community Vision

The following Vision, Principle Themes, Key Moves and Additional Initiatives emerged from the conversations during the community engagement sessions.

The Vision

Malton will build on its greatest strength and reputation as an inclusive and welcoming community that respects and celebrates the diversity of its people. Malton will strive to create opportunities that allow families to prosper and young people to realize their fullest potential. Through reinvestment and redevelopment, the community will be revitalized, will be beautiful and will offer a variety of activities for its residents.

The Principle Themes

- **Revitalization through Reinvestment and Redevelopment** – Malton has some wonderful assets that need continued investment in order to better benefit residents.
- **Community Gathering Places** – Create vibrant public gathering places that allow residents to come together to socialize, play and celebrate in various ways and in various places throughout Malton.
- **Opportunity for Youth** – Develop opportunities to help young people in Malton to realize and fulfill their potential.
- **More Things to Do** – Create a better diversity of retail, commercial and entertainment opportunities within Malton.
- **Beautification** – Make improvements to places and spaces that benefit residents and improve Malton's image in a way that reflects the community's sense of pride.

The Key Moves

Key Moves focus on specific locations and address the primary physical changes desired within the neighbourhood. They are transformational in nature and considered important to achieving the Vision. Understandably, many of these will require investment, and in some instances the cooperation of private property owners. As such, the Key Moves will need to be assessed and considered through future business and capital planning exercises and should be regarded as long term. These Key Moves focus on the following areas:

1. Improving Malton Community Commons (the cluster of facilities around the Malton Community Centre/Library and Elm Creek Park);
2. Improving Westwood Mall & Pedestrian Connections;
3. Revitalizing Malton Greenway;
4. Revitalizing Wildwood Park & Malton Arena;
5. Pedestrianizing Derry Greenway & Repurposing Victory Hall;
6. Beautifying Airport Road & Derry Road Intersection;
7. Improving Airport Road & Morning Star Drive Intersection; and
8. Improving Streetscapes.

Additional Initiatives

The following Additional Initiatives are not place-specific but rather overarching concepts for encouraging change in the community. They include considerations for strategic policy changes or for establishing new programs or supporting existing programs that will assist in promoting

revitalization or addressing specific issues. Some of these should be relatively easier to implement through a realignment and reprioritization of existing resources, programs and services. In fact some initiatives are already well into the implementation stage (e.g. a residential infill housing study has been initiated by the Planning and Building Department; Community Services has begun a Malton specific Culture Plan). Of the nine Additional Initiatives outlined in the “MyMalton Community Vision”, three are discussed above in the Planning Direction section, with the remaining outlined below:

1. Continuing to Support Malton Youth;
2. Supporting and Expanding Cultural Opportunities;
3. Creating a Community Led Beautification Program;
4. Working with the Malton Business Improvement Area (BIA) on Strategic Initiatives;
5. Conducting a Safety Review of Public Spaces Using Crime Prevention Through Environmental Design (CPTED); and
6. Creating a Malton Partnerships Initiative.

Strategic Plan

The “MyMalton Community Vision” supports the “Connect” and “Belong” strategic pillars given the extensive consultation and collaboration with a broad range and diversity of residents during the preparation of the plan and the recommendations which reinforce this continued engagement.

Financial Impact

Not applicable

Conclusion

MyMalton was a collaborative effort between the Policy Planning and Culture Divisions to undertake an innovative community engagement program to reach out to the community to gather information. The “MyMalton Community Vision” is a practical and realistic vision which captures the collective thoughts and desires of Malton residents.

Staff will commence the Official Plan amendment process and planning studies to address some of the policy barriers facing Malton today and ensuring revitalization through reinvestment and redevelopment can be realized.

The next step is to formulate an Action Plan to detail the various initiatives, and roles and responsibilities for carrying out the actions. Once finalized, the Action Plan will be tabled with Planning and Development Committee in September 2016.

Attachments

Appendix 1: MyMalton Community Vision, dated March 2016, prepared by Urban Strategies Inc. (attached under separate cover)

Planning and Development Committee

2016/03/22

7

Originators files: CD.03.MAL



Edward R. Sajecki,
Commissioner of Planning and Building

Prepared by: Teresa Kerr, Policy Planner



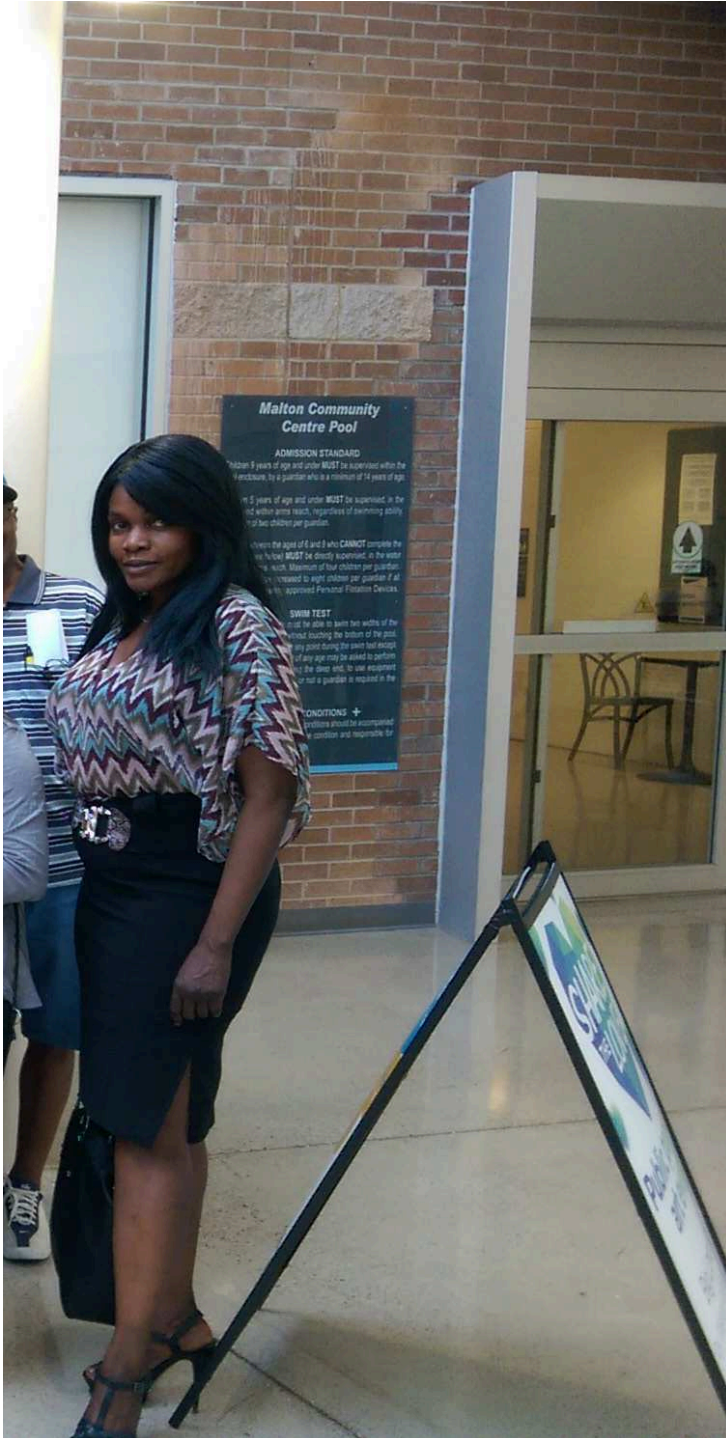
MyMalton Community Vision

FINAL REPORT

March 2016







A photograph of participants from the MyMalton walking tour that took place during Summer 2015. Participants joined staff involved with the MyMalton project on a walk through the neighbourhood to understand and envision the potential for implementing changes at key locations throughout the community.

Preface:

The report presented here as part of the MyMalton Community Vision is intended to communicate the discussions, ideas, and aspirations expressed by members of the community during consultation and visioning sessions. The concepts discussed here are ideas intended to inspire change, promote further discussion about the potential for future actions. None of the content of this report is intended to be interpreted as policy. The ideas discussed in this report have not been fully investigated.

Similarly, none of the images, including illustrations, renderings, or photographs, are intended to be actual depictions of the expected future directions for the Malton community. They are only provided here to better communicate the ideas discussed in this report.

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Children playing chess at the Elmcreek Park Pop-Up Square

SECTION I

An Introduction to MyMalton



FIGURE 1.1 - An aerial view of the Malton community showing the boundaries of the neighbourhood.



1.1

Introduction

MyMalton establishes a vision for the future of the Malton neighbourhood, representing the desires, wishes, and aspirations for change as voiced by people of the community. This vision has been created through a series of events focused on engaging the residents and stakeholders in conversations about the qualities of Malton that they enjoy and appreciate the most, as well as the aspects that they feel would benefit from change and improvement.

The MyMalton Community Vision presents an opportunity for the City of Mississauga to connect with residents in order to review and refine policies found within the City's Official Plan, as they pertain to the Malton neighbourhood. These Official Plan policies are responsible for shaping the look and feel of the community, how it functions on a day-to-day basis, and the quality of life it provides for residents.

The Official Plan's main purpose is to direct the use of land while providing a framework for evaluating development proposals. The Plan also guides municipal decisions about infrastructure investment, such as transit and roads. Following completion of the MyMalton engagement sessions, the outcomes of this exercise are primarily intended to form the basis for reviewing and updating Malton's 'Neighbourhood' and 'Community Node' policies in the Official Plan, ensuring that the policies remain consistent with current needs and circumstances of local residents and stakeholders in the community. The outcomes of the exercise will also form the basis of a New Cultural Plan for the Malton Community.

Some of the outcomes discussed in this document go beyond what can be accomplished by Official Plan policies, and will need to be investigated and prioritized for future action. These actions may involve not only various levels of government and agencies (such as the Toronto and Region Conservation Authority and the Malton Business Improvement Association), but also local land owners and members of the Malton community itself.

The process involved with this community visioning exercise has been designed to result in a practical and realistic vision, one that captures the collective thoughts and feelings about what Malton anticipates for its future. Accompanying this vision is a set of priority principles based on key messages and ideas that can be translated into the necessary interventions needed to transform the neighbourhood.

1.2

The Community of Malton

Malton is an established community of about 40,000 people with a unique location within the Greater Toronto Area. Malton prides itself on the wide ethnic diversity of its people. The neighbourhood has reached a mature state, becoming fully built-out with only a select few vacant parcels remaining for new development.

The challenges facing Malton now involve becoming a complete community in which residents can comfortably fulfill their daily needs. Addressing these challenges will require achieving revitalization through reinvestment and redevelopment where possible, realising opportunities that result in positive impacts on the quality of life for the Malton community.

1.2.1

MALTON'S STRENGTH IS ITS PEOPLE

When asked to describe the qualities and characteristics of their community, most residents of Malton will speak proudly about the wide representation of cultural backgrounds, countries of origin, languages spoken, and visible ethnicities of the people living in Malton. With the arrival of Italian and Polish immigrants beginning in the 1940s, and later South Asian and Caribbean immigrants, Malton has become a community known for its multiethnic makeup.

Residents often point to the fact that the community is located adjacent to the Toronto Pearson International Airport as part of the reason explaining why this neighbourhood has become a popular initial place of settlement for immigrants.

Residents of Malton often portray the community as exuding a 'village feel', referring to the neighbourliness, strong sense of community, and social connection felt between residents. This widely held opinion about the community may be explained in part by Malton's 'self-contained' characteristic; a result of the neighbourhood being located on the edge of Mississauga and confined by a sprawling airport, surrounding industrial properties, and a major highway.

As is the case in many other parts of Peel Region, Malton faces socioeconomic challenges associated with a rapid influx of newcomers who have decided to make Malton their first home.

The 2011 Census indicated that nearly 63% of Malton residents identify themselves as first generation immigrants, while 12% identify as recent immigrants.

With recent immigrants facing the pressures of making a living while establishing themselves in Canada, Malton grapples with the provision of affordable housing options, employment opportunities, affordable civic services, and ensuring safety in the community.

Despite some of the challenges faced by the Malton neighbourhood, community spirit is healthy and robust, evident by the strong showing made by members of the community at various MyMalton Community Visioning events and workshops. The residents of Malton are highly engaged, they care deeply about their neighbourhood, and they are eager to achieve progress on addressing the local issues that matter to them.

1.2.2

THE UNIQUE GEOGRAPHY OF THE MALTON NEIGHBOURHOOD

As mentioned earlier in this report, Malton has a unique geography that has caused some degree of physical isolation from its surrounding neighbours. Although residents realize the advantages of Malton's location next to the Toronto Pearson Airport, the airport also acts as a major barrier that inhibits physical and social connection with other residential parts of Mississauga to the south and the west. Malton is also bounded by the barriers of Highway 427 towards the east separating it from Toronto, and the CN rail and industrial lands to the north along its borders with Brampton.

In spite of its physical separation, some Malton residents describe their neighbourhood as centrally located and well connected, citing the fact that travel to other parts of the GTA is easily made via automobile and transit. Many members of the community have expressed the fact that Malton shares stronger social and cultural

FIGURE 1.2 (Right) - Students walking home on Morning Star Drive.



ties with their adjacent neighbours in Brampton and Toronto rather than other parts of the City of Mississauga, explained partly by their closer proximity to those neighbourhoods.

The centrally located Westwood Transit Terminal provides excellent access to surrounding parts of the GTA for Malton residents.

Reports indicate that 20.8% of residents use public transit to commute to work, compared to the city-wide average of 15.9%. Comparatively, nearly 67% of workers in Malton commute by automobile, compared to the city average of 74%.

These figures indicate a greater reliance on public transit for travel in the Malton community, which underpins the importance of ensuring that the area is adequately self-sufficient in providing for the day-to-day needs of residents.

1.2.3

THE CHALLENGES OF BEING A MATURE AND FULLY BUILT-OUT SUBURB

Much of Malton's residential subdivisions began construction shortly after the Second World War, with over 60% of the neighbourhood's housing stock constructed between 1960 and 1980. Due to Malton's compact nature, the community has quickly made use of most of its available developable area, with no major greenfield development opportunities remaining.

For the most part, Malton consists of mature and stable residential areas where little change is likely expected or desired, apart from improvements to public and community spaces and selected areas that would benefit from revitalization.

Malton faces challenges associated with being a virtually fully built-out neighbourhood which was originally designed to meet the needs of the people who lived in the community over 30 to 50 years ago. The neighbourhood has been planned based on a conventional post-war suburban layout that caters to automobile users, although there is good connectivity throughout the neighbourhood that offers opportunities for further pedestrianization. Malton's arterial streets of Goreway, Derry, and Airport have generally been designed with the automobile in mind and were not originally created to include dedicated cycling infrastructure or a pedestrian friendly public realm.

Because of these reasons, it is critical that planning for Malton's future focuses on retrofitting and revitalizing the neighbourhood to provide a greater variety of choice for residents. This includes

providing the ability to travel to destinations within Malton via a variety of transportation modes including walking, cycling, and transit, in addition to the automobile. Due to the limited availability of options for land development, Malton will also need to think strategically about what key uses should be added to the neighbourhood in order to achieve a more self-sufficient complete community that provides for the needs of residents.

1.2.4

REVITALIZATION THROUGH REINVESTMENT AND REDEVELOPMENT

Malton is an established residential community with few remaining vacant parcels of land available for new development, and therefore, not likely to experience significant new growth in the foreseeable future. As such, it is critical that Malton focuses on revitalization efforts, determining opportunities for redevelopment and reinvestment to achieve a complete community. These revitalization efforts should also help to foster a greater sense of place in Malton, taking into account its history and identity and helping to create a neighbourhood that becomes even more attractive for businesses to invest in and people to live in.

FIGURE 1.3 (Right) - Top row images: Residential areas of Malton include apartment buildings, older war-time bungalow housing, and newly constructed single-detached houses. **Middle row image:** Popular community uses in Malton include the Malton Community Centre, Wildwood Park, and the Westwood Transit Terminal. **Bottom row images:** Commercial uses include strip malls, the Great Punjab Business Centre, and Westwood Mall.



Examples of redevelopment opportunities in Malton include:

- some of the older commercial plazas along the arterial roads;
- the few remaining vacant parcels located across the neighbourhood;
- the potential to enlarge the community node towards the south.

Opportunities for reinvestment could come in the form of:

- beautification and streetscape enhancements;
- efforts to improve safety particularly in public spaces;
- the improvement of Malton's existing community assets (parks, multi-use trails, and community facilities).

Any revitalization efforts in Malton will need to consider the following constraints to redevelopment:

- Due to its location adjacent to the Toronto Pearson International Airport, a large part of Malton falls within the 'Airport Operating Area'. This area is constrained by policies that limit land use, intensification and height;
- Mimico Creek and its associated floodplain that bisects the community;
- Some of the commercial plazas have multiple ownership, making redevelopment opportunities more complicated.

1.2.5

AFFORDABLE HOUSING

Housing is an essential building block of strong, sustainable communities. Having a place to live that meets one's needs is a fundamental contributor to mental and physical health and well-being. Suitable housing is a labour force need and improves economic strength. It can also enhance environmental sustainability when people are able to live near their place of work, services and amenities.

55% of Malton residents reside in apartment buildings, compared to a collective average of 35% for Mississauga as a whole.

Mississauga has long recognized housing as a critical component of liveable communities and has strived to ensure a range of housing choices. Despite this, housing affordability was identified as an issue through the City-wide public engagement undertaken when the City's Strategic Plan was developed. Further evidence of this issue is illustrated in the fact that the Region of Peel has one of the longest waiting lists for social housing in the Province.

Almost 1 in 3 Mississauga households are experiencing affordability issues (i.e. spending 30% or more of their income on housing). Affordable housing needs are highest among youth-led

and recent immigrant households, followed by lone parents and visible minorities.

Although Malton has high proportions of these vulnerable population groups, the community offers one of the most affordable places to live in Mississauga. The average value of dwellings in Malton is approximately \$321,000, the second lowest value in the city, surpassed only by the Downtown Core and almost \$135,000 less than the city average. The average monthly shelter costs for owned dwellings in Malton, (which includes all shelter expenses such as the mortgage and costs of electricity, heat and other municipal services, property taxes and condominium fees) is slightly more than \$1,300, the second lowest in the city and approximately \$200/month less than the city average. Average shelter costs for rented dwellings in Malton, (which includes all shelter expenses such as monthly rent and costs of electricity, heat and municipal services) are the overall lowest in the city at less than \$920/month, and \$160/month lower than the city average.

Housing affordability was not raised as a major concern through the MyMalton Community Vision process, which may well be due to the areas general affordability in comparison to other neighbourhoods in Mississauga. Therefore, in Malton, the goal is to protect the existing affordable housing stock, encourage good maintenance and safety of these dwellings, and, where possible, increase the diversity of the stock.

On February 1, 2016, City Council received a report which outlined work to be undertaken to develop an Affordable Housing Program. The aim of the Program is not only to increase the supply of

affordable rental and ownership housing, but will look at ways of protecting the existing affordable housing stock. City Council allocated funding for the delivery of the Program which is expected in 2016.

Note: Shelter Costs from the 2011 National Household Survey

1.2.6

MIMICO CREEK

One of Malton's greatest assets is the Mimico Creek and its adjacent natural areas, green spaces and parks (see Appendix A – Map A.4: Mississauga Green System). This significant natural area presents substantial opportunities which can enrich the quality of life for the Malton community. New uses and additional programming within the valley system, discussed through the MyMalton Community Vision, should be balanced with and have regard for the ecological and hazard components of these areas, assess impacts and strive to identify opportunities for ecological enhancement while minimizing risk.

1.2.7

PEARSON INTERNATIONAL AIRPORT

The Pearson International Airport, located just west of Malton, has been a long established part of the community and is an important part of its history. Originally named 'Malton Airport', the airport

attracted industry and employment opportunities to the area and contributed to the tremendous population growth that occurred in Malton from the 1950's onward.

As indicated during the MyMalton Community Vision process, residents continue to value their proximity to the airport. A key opportunity for strengthening Malton's relationship with the airport will involve partnering with the Greater Toronto Airport Authority (GTAA) to determine options for the development of some of their lands at the southwest corner of Airport and Derry Roads. Another opportunity involves initiating discussions with the GTAA regarding the current noise policies that limit development in Malton. The possibility of considering alternative noise mitigation measures could enhance redevelopment opportunities in Malton.

1.2.8

COMMUNITY ECONOMIC DEVELOPMENT

An important aspect of achieving revitalization across Malton will be promoting community economic development and creating more jobs located close to the neighbourhood.

Malton is surrounded by a considerable amount of employment land that provides tremendous opportunity for economic development, particularly due to their strategic location relative to the GTA, their proximity to the airport and major rail lines, and their excellent access to nearby highways. Any development of these lands should place considerable emphasis on improving the

physical connections and linkages with Malton, on implementing beautification efforts wherever a development abuts one of Malton's arterial roads, and job creation.

Achieving economic development in Malton will require strengthening relationships between major local employers and businesses, the Malton Business Improvement Area (BIA), and the City of Mississauga, in order to determine the best opportunities for strategic reinvestment to achieve revitalization.

1.3

Engaging the Community in Conversation

1.3.1

COMMUNITY ENGAGEMENT SESSIONS

The MyMalton Community Vision engagement involved a wide range of community members, including:

- the residents;
- local businesses, including the Malton Business Improvement Area (BIA);
- various community based organizations and associations;
- Ward Councillor Carolyn Parrish
- local schools and youth groups;
- the Toronto and Region Conservation Authority (TRCA);
- Region of Peel staff from Peel Police, Human Services, and Transportation;
- the Greater Toronto Airport Authority (GTAA); and
- a wide spectrum of staff from the City of Mississauga, including the Planning and Building Department - Policy Planning, Development and Design Divisions; Community Services Department - Parks and Forestry, Culture, Recreation Divisions; Transportation and Works Department - Transit, Transportation and Planning Divisions.

Each of the above mentioned community members were engaged with the goal to determine the current needs and future directions for the neighbourhood.

The events indicated in this section describe the primary engagement exercises that were held as part of the MyMalton Community Vision project. Summaries of the community's responses are found in subsequent sections.

MARCH – APRIL 2015: PRELIMINARY STAKEHOLDER INTERVIEWS

Beginning in early Spring 2015, the MyMalton project team met with a variety of stakeholders for a series of discussions intended to provide a preliminary understanding of both the assets and some of the challenges facing the Malton community. Based on these early conversations, the project team worked to frame the first MyMalton event that occurred in May.

The list of stakeholders includes the following:

- Councillor Carolyn Parrish;
- members of the Malton Community Building Project (MCBP), including the staff from the City of Mississauga's Community Development unit;
- Malton Neighbourhood Services (MNS);
- Peel Regional Police, including the Community Liaison Officer responsible for Malton;
- representatives from Fieldgate Properties, the owners of Westwood Mall; and
- principals and teaching staff from local primary schools.

MARCH 5, 2015: KICK-OFF DAY AND COMMUNITY BUS TOUR

The 'Kick-Off Day' was intended to provide the MyMalton project team an opportunity to learn about the Malton community from experts in various fields such as the Region of Peel Human Services, Peel Regional Police, transit and transportation specialists, and the Community Development Coordinator. The day included presentations, a question and answer segment, and a bus tour of the community.

MAY 7, 2015: COMMUNITY VISIONING

The first official community-wide meeting for the MyMalton project occurred in May 2015, and was held at the Malton Community Centre. Afternoon and evening sessions were held to accommodate as many people as possible. Both sessions began by introducing the project to the community, describing goals and objectives, and commencing the process of engaging and listening to the people of Malton to determine their priorities and needs.

Discussions began by first providing some of the policy context behind the Malton community, and presenting the findings which were gathered during the preliminary stakeholder meetings held earlier in the Spring. To stimulate conversations and promote ideas, the project team discussed some of Malton's strengths and challenges, encouraging residents to think about what they enjoyed



FIGURE 1.4 - Photographs from the MyMalton engagement sessions, including the May 7 Community Visioning, the June 17 Community Workshop, and the October 14 Community Meeting.

about Malton, and what would benefit from improvement.

Residents organized into groups to contemplate and answer the following three questions:

1. *What do you like about Malton?*
2. *What are some of Malton's challenges?*
3. *What are your best ideas for improving the community?*

All messages were recorded and became the basis for the key ideas on transforming Malton.

JUNE 12, 2015: MIWAY & GO TRANSIT SURVEY

To better engage with members of the community unable to participate in the scheduled MyMalton community meetings, the MyMalton team visited the Westwood Transit Terminal and Malton GO Station. Residents on their way to work, school, or other destinations throughout the community were surveyed. In addition, the MyMalton team also rode several MiWay buses to speak with residents on their way to their destinations.

Survey respondents were asked similar questions to those from the Malton Community Visioning sessions, including what areas of Malton they liked best, what areas of Malton they felt were facing challenges, and what were their best ideas for improving the community. Surveys were compiled and formed part of the responses that helped to formulate the preliminary vision and key directions.



FIGURE 1.5 - Photos from the MiWay and GO Transit MyMalton surveys, taken at the Westwood Transit Terminal.

JUNE 11 & 24, 2015: YOUTH ENGAGEMENT EXERCISES

A common message voiced by the people of Malton throughout the stakeholder interviews and during the first Community Visioning sessions was the importance of developing opportunities for local youth. Residents expressed that Malton does not have a space dedicated to youth, or sufficient programs in the areas of athletics, visual and performing arts, or leadership development. Residents also felt local job opportunities for youth are lacking, forcing young workers to leave the community to obtain employment elsewhere.

To gain a better understanding of the issues impacting youth, the MyMalton project team met with youth groups and local primary schools. Youth participants were asked to describe the aspects of Malton they appreciated most, and the areas that could use improvement. Generally, Malton's youth agreed with the same priorities expressed at the community-wide meetings, while placing extra emphasis on a few key areas. Specifically, Malton's youth described limited entertainment, shopping, or other leisure activities within the neighbourhood, forcing them to travel to other parts of Mississauga or the GTA. These messages have been summarized in subsequent sections.

JUNE 17, 2015: COMMUNITY WORKSHOP

The second community-wide MyMalton engagement took place in June 2015. A frequently mentioned message heard during the first community sessions were feelings that Malton has been 'engaged' by various groups or organizations numerous times over the past many years, and that there was now a desire for actions to be taken.

Based on this feedback, the MyMalton project team decided to change the structure of the second meeting. Key emerging themes were developed, based on the responses shared during the first meeting, and a series of ideas were presented to the community with the intention of shifting the conversation towards a focus on the specific actions to begin addressing Malton's pressing issues. Workshops in the second half of the evening were focused on prioritizing the various issues raised by the residents.

JUNE 20, 2015: MALTON COMMUNITY FESTIVAL

The 10th annual Malton Community Festival was held in Wildwood Park, and was well attended by members of the neighbourhood. A central stage showcased dance and song performances throughout the day, along with plenty of activities and food tents surrounding the park. The MyMalton project team was present at the event to meet with members of the community to discuss the future of Malton. Participants helped to build a map showcasing the places in Malton residents liked, or places they feel needed improvement.

JULY 28, 2015: MALTON WALKING TOUR

The MyMalton project team conducted a walking tour of areas within Malton alongside interested members of the community. The tour allowed participants to view and consider first hand, the effects and implications of the potential transformations explored by the MyMalton project.

The tour began at Malton Community Centre with a discussion of the potential changes for the area, including better utilization of Elmcreek Park, better pedestrian infrastructure, and the desire for youth centre. The tour included the Malton Greenway to imagine improvements to the path that could make it safer and more inviting for residents. Walking through Westwood Mall, the tour discussed changes already underway (the new retail condominium, as well as the standalone buildings outside of the Mall along Goreway Drive), and further changes which could help make the mall better serve the needs of local residents.

Participants continued south along Goreway Drive towards Derry Road, talking about the possibilities of new pedestrian and cycling infrastructure along Malton's main arterials. From Derry Road, the walking tour discussed the difficulties of pedestrian access to both Wildwood Park and the Derry Greenway. The discussion also focused around the potential for the Derry Greenway to be used as a pedestrian corridor to move across key locations throughout the community.



FIGURE 1.6 (Right) - Photos from the Malton Walking Tour.

SUMMER 2015 'MYMALTON' WEB SURVEY

To better connect with residents unable to attend the Community Workshop, an online survey provided an opportunity to prioritize a number of the action-oriented ideas. Online participants made use of an interactive web portal that visualized each of the 20 ideas for community improvement, allowing participants to rate and comment on each.

SEPTEMBER 19, 2015: ELMCREEK PARK 'POP-UP' SQUARE

Since the beginning of the MyMalton project, residents have consistently expressed a desire for more community gathering places. An impromptu 'pop-up' square – a temporary gathering place to sit, relax, and enjoy Malton - was created in Elmcreek park to test this idea. The space was programmed with games and activities, including an outdoor movie in the evening. The 'pop-up' square helped illustrate the possibilities and potential of a new public space or adding light programming to an existing space, and how it could benefit the community (see Figure 3.6).

OCTOBER 14, 2015: COMMUNITY MEETING

The third and final community-wide MyMalton meeting was held on October 14 and had the largest attendance, filling the venue to capacity with over 120 participants. Notably different from past meetings was the wide variety of demographics represented, including youth and younger adults, a healthy South Asian presence, as well as more of the community's working age population. Members of the community enjoyed a performance by local musical talent Junia-T, who wrote and produced a song about the Malton community as part of the City of Mississauga's 'Story of M' project. Mayor Bonnie Crombie and Councillor Carolyn Parrish were in attendance and spoke about their high expectations for the future of Malton.

This meeting focused on presenting a preliminary MyMalton vision statement, guiding principles, and a number of key directions for changes across the entire neighbourhood. Residents responded with generally positive comments, noting that the ideas presented were both comprehensive and would inspire change within the community.



FIGURE 1.7 (Above) - Photo from the October 14 Community Meeting. The final community meeting was the most well attended engagement session with over 120 residents and members of the Malton neighbourhood participating.

1.3.2

WHAT DID WE HEAR FROM THE COMMUNITY?

Despite the broad range of residents and groups engaged throughout the community, a review of the messages heard reveals many common themes. When asked about areas which need improvement, there were many opinions, but generally the need for greater opportunities for youth, more places for community gathering, beautification of the community, and better commercial and retail opportunities were consistent.

Although residents had diverse opinions about the range of pressing needs that should be addressed, they were much more consistent in responses to the questions regarding the aspects of the community they valued most.

Overwhelmingly, resident's responses spoke to the strong sense of community spirit, the diversity of population, and the importance of Malton's strategic location relative to other areas in the GTA.

The following summarizes some of the key messages heard from the Malton community at various engagement sessions. Please consult the MyMalton Background Report and the MyMalton Community Visioning Summary to find a more detailed description of community feedback, including a complete appendix of verbatim responses.

Things residents like about Malton:

- The diverse, welcoming, and inclusive sense of community.
- Malton's 'village feel', having the services of an urban neighbourhood without being too large.
- Great connectivity to rest of the GTA, including Toronto and Brampton by transit or automobile.
- Walkable, pedestrian-friendly scale.
- Some great open spaces – the Malton Greenway, Wildwood Park, Elmcreek Park.
- Malton Community Centre / Library is a great hub of activity.

Things residents feel need improvement:

- There is a need for more activities and opportunities for youth.
- Places for community gathering, located throughout Malton.
- More places to go and things to do within the community.
- Better commercial and retail shops.
- Westwood Mall – love it or hate it, residents feel it could be improved.
- Lots of places need a general face-lift, particularly along Malton's arterial roads.
- There are concerns around safety particularly within the Malton Greenway.



FIGURE 1.8 - Photos from the October 14 Community Meeting.



Avro CF-100 aircraft located in Wildwood Park

SECTION II

MyMalton Vision & Principle Themes

2.1

Vision & Principles

The primary purpose of the MyMalton Community Vision is to engage members of the Malton neighbourhood in order to identify the community's needs, with the long term objective of translating the ideas heard into revised policies for the City of Mississauga's Official Plan. The outcomes of this project are based on what the residents have explained to be the most important goals and objectives that matter to them. It allows for the needs of Malton, as described directly by the residents, to be understood and prioritized by City staff during their review and update of the Official Plan policies that will guide the future development and revitalization of the community.

Not all issues raised can be addressed through Official Plan policies. These items will require further investigation and may not only involve various levels of government and agencies such as the TRCA and BIA, but land owners and members of the Malton Community itself.

The MyMalton community vision and principles are based on a set of core themes that have emerged out of the conversations that took place during the Community Engagement Sessions held throughout the spring, summer, and fall of 2015. The vision and principles developed by the community were then used to inform a set of 17 finely-tuned ideas (eight Key Moves, and nine Additional Initiatives) designed to address and take action on the specific issues needing attention in the Malton community.

2.1.1

MYMALTON COMMUNITY VISION

Malton will build on its greatest strength and reputation as an inclusive and welcoming community that respects and celebrates the diversity of its people. Malton will strive to create opportunities that allow families to prosper and young people to realize their fullest potential. Through reinvestment and redevelopment, the community will be revitalized, will be beautiful, and will offer a variety of activities for its residents.

2.1.2

PRINCIPLE THEMES

1 Revitalization through Reinvestment and Redevelopment

Malton has some wonderful assets that need continued investment in order to better benefit residents.

Examples:

- Improvements to the Greenway's that make them safer, more attractive, and vibrant.
- Enhance the bus terminal.
- Improve pedestrian and cycling amenities.
- Private properties and businesses.
- Safety should be first when considering revitalization efforts.
- Explore and facilitate opportunities for redevelopment where possible.

2 Community gathering place

Create vibrant public gathering places that allow residents to come together to socialize, play and celebrate in various ways and in various places throughout Malton.

Examples:

- Build on the area outside of the Malton Community Centre and Elmcreek Park as a hub of community activity.
- A desire and need for a more urban public square, close to commercial activity.
- Improvements to the area around Morning Star Drive and Airport Road.

3 Opportunity for youth

Develop opportunities to help young people in Malton realize and fulfill their potential.

Examples:

- Long-standing need for more space dedicated to youth.
- Opportunities for cultural and artistic expression.
- Programs for academic enrichment.
- Support for physical health and athletic achievement.

4 More things to do

Create a better diversity of retail, commercial and entertainment opportunities within Malton.

Examples:

- Expand retail opportunities in Westwood Mall.
- More restaurants and places to go, eat, and relax.
- Local entertainment options.

5 Beautification

Make improvements to places and spaces that benefit residents and improve Malton's image in a way that reflects the community's sense of pride.

Examples:

- Improved streetscapes.
- Improved intersections.
- Improved signage.
- Improved maintenance of private property.

2.1.3

TRANSLATING VISION INTO ACTION

For the remainder of this Community Vision document, a series of eight key moves and nine additional initiatives will be discussed, each inspired by the vision and principles described above and informed by the key messages heard directly from the community. These ideas have been developed to encourage the process of translating the vision and principles directly into actionable tasks to be taken by the City of Mississauga, other levels of government and agencies, private sector partners, and members of the Malton community, leading towards actual results.



Family walking through Wildwood Park during the Malton Community Festival

SECTION III

Key Moves

Eight Key Moves for Revitalization in Malton

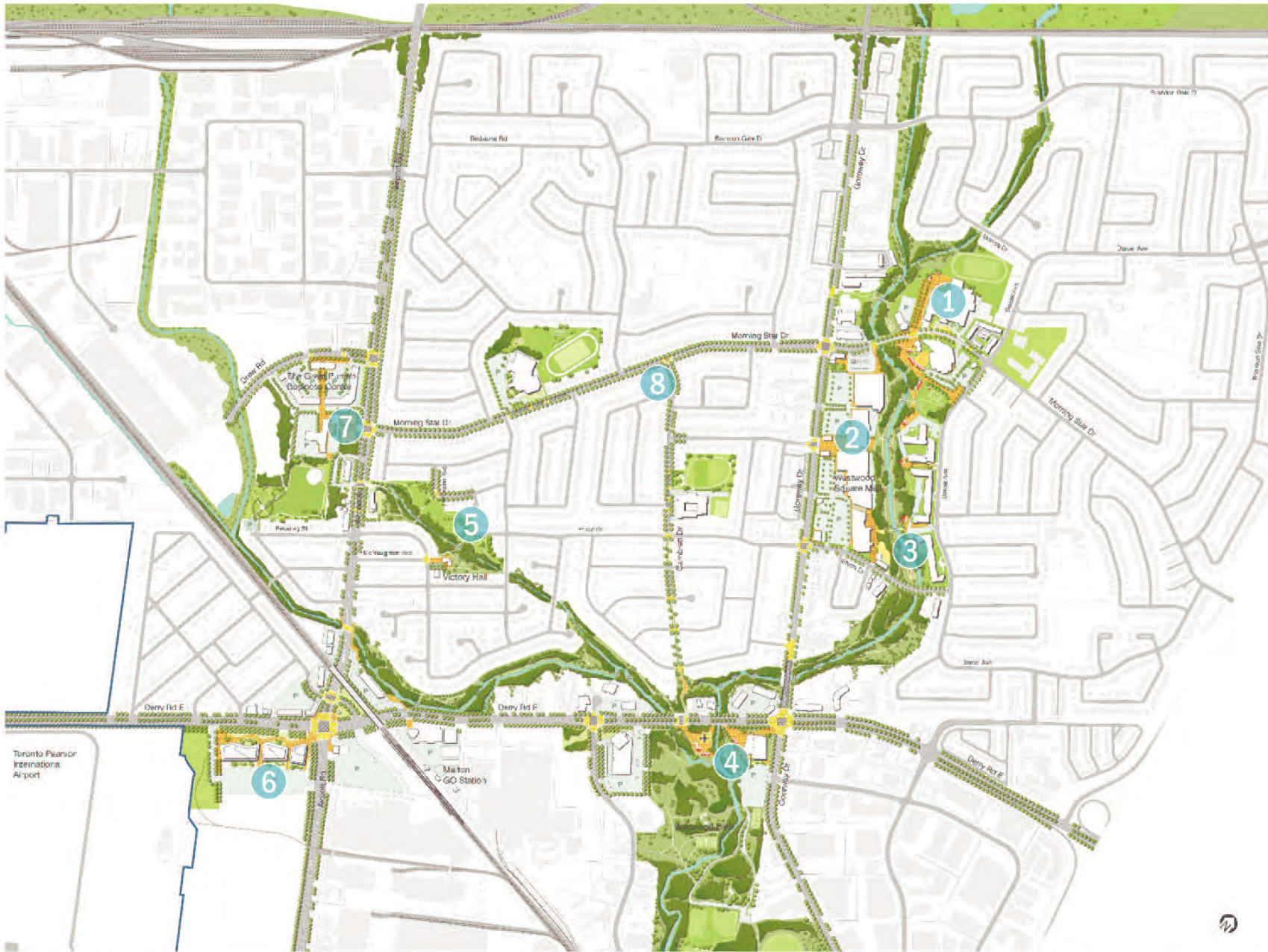
Based on the conversations held with residents and stakeholders in Malton during the Community Engagement Sessions, a series of eight Key Moves have been developed to address the primary physical changes and interventions desired within the neighbourhood.

These Key Moves represents specific locations throughout Malton that would benefit from improvement. To help orient where each of these locations are within the Malton neighbourhood, a key map can be found in the top right corner at the beginning of the following eight sections. Each of the Key Moves consists of a number of Strategic Objectives that address some of the ideas, concerns, and aspirations communicated by Malton's residents.

Within each of the Key Moves discussed in this section, images are provided to help communicate and understand the concepts discussed. These images include illustrated renderings showing the potential for change in specific locations within the community, or photographs of precedents from around the world that are provided to better communicate the ideas as discussed. As mentioned at the beginning of this report, these images, renderings, and precedents are provided as examples only, are not meant to indicate the actual or expected future for the Malton community, but are provided here as inspiration for potential changes.

KEY MOVES

- 1 Malton Community Commons
- 2 Westwood Mall Square & Pedestrian Improvements
- 3 Malton Greenway Revitalization
- 4 Wildwood Park and the Malton Arena
- 5 Derry Greenway & Victory Hall
- 6 Airport Road & Derry Road Intersection Beautification
- 7 Airport Road & Morning Star Drive Improvements
- 8 Streetscape Improvements



3.1

Malton Community Commons



Building off of the existing cluster of well-used community activities including the Malton Community Centre and Library, Elm Creek Park, Lincoln M. Alexander Secondary School, and Westwood Mall, the Malton Community Commons envisions a revitalized and reactivated public space used for community gatherings, as well as for casual day-to-day socializing, leisure, recreation, and arts and culture opportunities. Pedestrian and cycling enhancements will improve accessibility and linkages between nearby community facilities and will connect with the Westwood Transit Terminal and the Malton Greenway.

Strategic Objectives:

- Add vibrancy and variety to Elm Creek Park
- Make pedestrian improvements to Morning Star Drive



What residents said:

Create new public spaces and better activate existing public spaces

One of the most frequently heard messages from residents during the Malton community engagement activities was the desire for more and improved public spaces. Specifically, residents identified their wishes for a public square and to revitalize and better activate existing public spaces that allowed for both organized as well as casual community gatherings. These spaces could also be used as a venue for celebrating and showcasing local arts and culture.

Make pedestrian improvements in busy areas, particularly near schools and community centres

Many residents talked about the need for more pedestrian improvements, in a general sense, to occur across the entire community. Morning Star Drive experiences relatively higher amounts of pedestrian traffic as residents travel between the Westwood Transit Terminal and the various surrounding community uses including Westwood Mall, the Malton Community Centre and Library, or Lincoln M. Alexander Secondary School. Observations of Morning Star Drive also reveals that bicycle usage is prevalent amongst Malton residents.

How to achieve it:

3.1.1

ADD VIBRANCY AND VARIETY TO ELMCREEK PARK

Elmcreek Park offers an ideal location to revitalize and activate existing public lands, as it is well located to take advantage of the existing vibrancy already present in the area. Many residents use the variety of surrounding community and private facilities and walk through this area to get to various destinations (see Figure 3.1 and 3.2). Although new development is limited due to Elmcreek Park's location within a floodplain, the park offers the opportunity to better utilise the space and to enhance the activities that presently take place.

Today, Elmcreek Park is a vast open space that includes walking paths, seating, community art installations, and connections with surrounding community uses. However, the park typically appears underutilized (see Figure 3.3).

In order to create an area that is vibrant, full of life, safer and well-used by the community, possibilities for expanding the variety of activities in Elmcreek Park can be considered.

Considerations:

- Create multiple reasons for residents to visit Elmcreek Park, including outdoor exercise equipment, new children's playground equipment, additional seating and public art fixtures (see Figure 3.4).
- New sports facilities, such as a basketball court, cricket field, or volleyball court can expand on the availability of athletic amenities in Malton while also creating a vibrant outdoor use that attracts visitors into Elmcreek Park.
- Community outdoor ovens have proven popular additions in a number of neighbourhoods in Toronto and may be a valuable asset in Malton. Evergreen Brick Works contains a wood fired oven and the park hosts pizza nights on Wednesdays during the summer months. Thorncliffe Park has an open-air tandoor oven that bakes naan bread during Friday bazaar markets (see Figure 3.5).

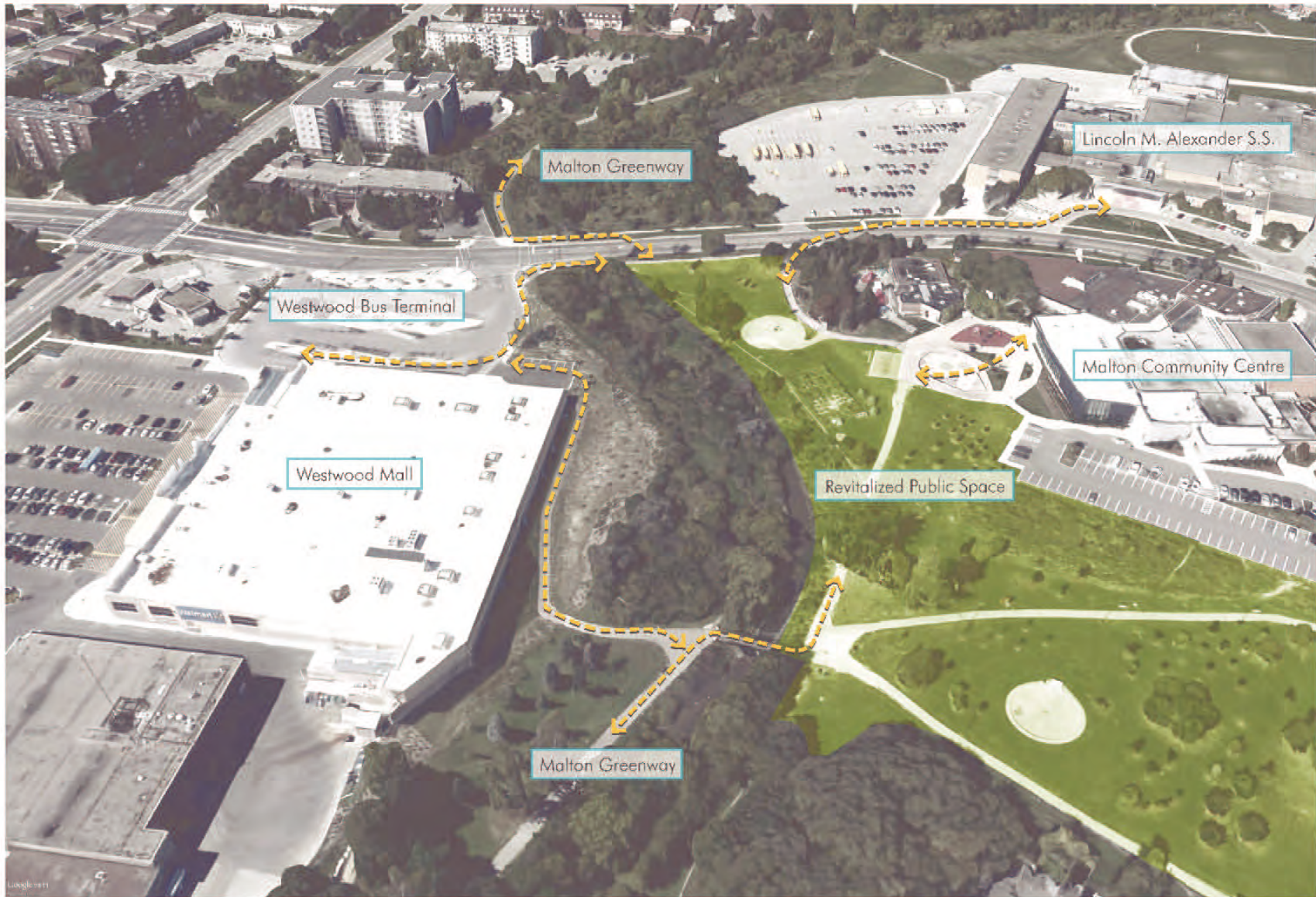


FIGURE 3.1 - Many residents walk through Elm Creek Park to use the variety of surrounding community and private facilities.

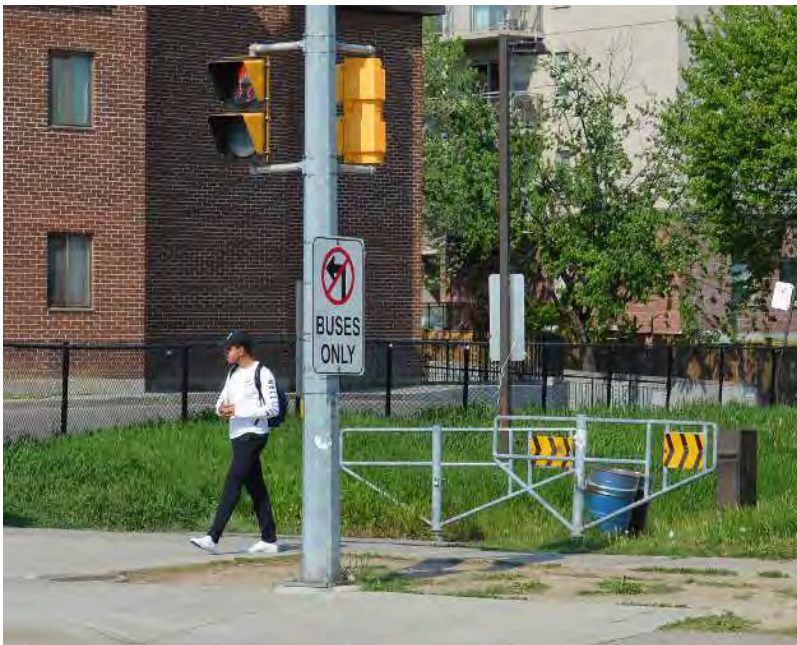


FIGURE 3.2 - Top left: Pedestrians often walk through Elmcreek Park in order to access Westwood Mall or the Westwood Bus Terminal. **Top right:** A pedestrian bridge over Mimico Creek provides a connection between Elmcreek Park and the Malton Greenway. **Bottom left:** Just outside Elmcreek Park on the north side of Goreway Drive, pedestrians travel to and from adjacent residential areas through pedestrian-only routes. **Bottom right:** A revitalized public space at Elmcreek Park could contribute towards reinforcing important connections between major community uses, such as the Malton Community Centre and Library (pictured here), the Lincoln M. Alexander Secondary School, Westwood Mall, and the Westwood Transit Terminal.



FIGURE 3.3 - Elm Creek Park (before): Located just south of the Malton Community Centre, Elm Creek Park is a large but underutilized outdoor space found in the heart of Malton.



FIGURE 3.4 - Elm Creek Park (after): Re-imagining Elm Creek Park with a greater variety of uses can contribute to increased enjoyment by residents. New benches, paved pathways, public art, or outdoor workout facilities can all make Elm Creek Park a more vibrant public space.



FIGURE 3.5 - Top images: Children at play outside of Malton Community Centre contribute to the liveliness of this part of the neighbourhood. Additional sport fields can further attract people into Elmcreek Park and expand on the availability of athletic opportunities available for Malton's youth. **Bottom images:** Unique park uses, such as an outdoor community oven, can create additional reasons to visit Elmcreek Park at different times of the day, and offer opportunities for connecting and socializing with neighbours.

ELMCREEK COMMUNITY 'POP-UP' SQUARE

In September of 2015, the City of Mississauga organized a one-day Elmcreek Park 'Pop-Up' Square in order to observe and test out the potential for a new public space in this location.

The experiment confirmed that Elmcreek Park is a main 'artery' for travel between the Westwood Transit Terminal, the Malton Community Centre, Lincoln M. Alexander Secondary School, and the surrounding residential areas.

By offering light programming, including games, activities, as well as a movie at night, both children and adults were able to meet and connect with their local neighbours. The presence of simple seating allowed residents a place to relax and contributed towards the number of people in the park, making for an inviting and lively atmosphere.



FIGURE 3.6 - Images from the Elmcreek Community 'Pop-Up' Square, held in September of 2015. **Top images:** Outdoor games and activities were organized during the day, along with places to sit and relax. **Bottom images:** At night, a movie was played on a large projection screen as residents gathered around with their families to watch together.

3.1.2

MAKE PEDESTRIAN IMPROVEMENTS TO MORNING STAR DRIVE AND SURROUNDING AREAS

Due to the number of community uses located on Morning Star Drive between Goreway Drive and Darcel Avenue, the pedestrianization of the street can make the area safer for the many residents travelling here on foot or crossing the road between uses. Safety improvements would be particularly beneficial for students travelling between Lincoln M. Alexander Secondary School, the Westwood Transit Terminal, and the Malton Community Centre, or residents crossing from Westwood Mall into the residential areas north of Morning Star Drive.

Pedestrian improvements can also make the street more pleasant and inviting for people to walk or use a bicycle, instead of relying on the automobile. Having more people walking on the street contributes towards a vibrant environment that can create spillover activity in Elmcreek Park and the Malton Community Commons area.

Considerations:

General improvements to Morning Star Drive to make it more pedestrian and cycling friendly may include the following (see Figures 3.7 and 3.9):

- Widen sidewalks to increase comfort, accessibility, and to allow a greater volume of pedestrian movement.
- Dedicated bicycle lanes that are separated from automobile traffic offer a safe route for cyclists travelling to destinations in and through the area.
- The installation of street furniture can contribute to turning Morning Star Drive into an 'outdoor living room', transforming the street into a place residents can sit and relax (see Figure 3.9).
- Paved walkway connections from sidewalk areas of Morning Star Drive can connect with the Malton Greenway and important surrounding community uses.
- Identify and encourage opportunities for functional public art within built infrastructure; such as artist designed and patterned pavement, street furniture, lamp posts and utility boxes.



FIGURE 3.7 - Both images shown here were taken at the University of Toronto's St. George campus. These images provide an excellent example of a highly pedestrian environment that shares the streets with automobiles and cyclists.

Top image: The use of different patterns and materials for pavement provides a visual indicator for both motorists and people on foot as to the location of pedestrian crossways. **Bottom image:** This photo shows how the addition of street furniture such as benches, planters, lighting, trees, and shrubbery can create a comfortable, safer, and more inviting pedestrian realm.



FIGURE 3.8 - Morning Star Drive (before): The street currently experiences high levels of pedestrian activity due to the location of the transit terminal, Westwood Mall, the community centre and library, a secondary school, and the Malton Greenway. However, Morning Star Drive is designed primarily to accommodate automobile users.



FIGURE 3.9 - Morning Star Drive (after): Pedestrian improvements can be achieved through the use of distinct material treatments that indicate pedestrian crossing areas, as well as the addition of separated bicycle lanes and new street furniture such as public benches.

3.2

Westwood Mall Square & Pedestrian Improvements



Westwood Mall is the largest hub of commercial activity in Malton, serving a wide range of the community's shopping needs. Pedestrian focused improvements that better link people from Goreway Drive into the mall and through to the Malton Greenway will improve connectivity and accessibility, will make the mall appear more aesthetically attractive, and can provide for new modern retail opportunities. The creation of a new public square or a privately owned public space (POPS) can reinforce Westwood Mall as a centrally located place for community gathering.



Strategic Objectives:

- Consider opportunities for new retail uses and other redevelopment at the mall
- Create a public square or privately owned public space (POPS) in front of Westwood Mall
- Improve pedestrian connections between Goreway Drive and the Malton Greenway

What residents said:

Expanded retail choices and mall improvements

Being the largest commercial retail hub in the community, Westwood Mall plays a critical role in the day-to-day lives of Malton's residents. Recently, the owners of the property have initiated the process of renovating and reinvesting back into Westwood Mall.

Residents have expressed appreciation for the reinvestments being made in their community at Westwood Mall, however, they feel that further changes and improvements could be made in order to better suit their needs. In particular, residents have discussed the lack of family sit-down restaurants in Malton. Other improvements would include a greater variety of retail offerings within the mall, as well as general beautification and pedestrian improvements to modernize the entire shopping centre.

Create new public spaces

As mentioned earlier, Malton residents have discussed their desire for multiple new or improved public spaces to be created across the community at a variety of locations and constructed in a range of scales. One potential area for a new centrally located public square or a privately owned public space is at the Westwood Mall shopping centre.

How to achieve it:

3.2.1

CONSIDER OPPORTUNITIES FOR NEW RETAIL USES AND OTHER REDEVELOPMENT AT THE MALL

When asked about Westwood Mall, residents have provided consistent feedback about their desire to explore the possibilities of accommodating a wider variety of retail choices within the shopping centre. Residents have explained the need to travel to other regional malls to fulfill their shopping needs and would prefer to have those needs met locally. Similarly, community members mention that Westwood Mall does not contain a sit-down format family restaurant, and as such they find themselves in need of traveling to other parts of the GTA.

The owners of Westwood Mall have been proactive in making investments into the property to modernize the shopping centre and provide more choice, including a new retail condominium addition along with individual pad-style developments to be constructed on former parking lot space situated closer to Goreway Drive. Based on resident feedback, the community would like to see some of these new spaces develop as active retail uses, including restaurants and cafes with patios that open out towards the street. Other opportunities for change could include full-scale redevelopment of portions of the mall, where feasible.

Considerations:

- Work with the owners of Westwood Mall to identify opportunities to provide a greater variety of modern retail choices at the shopping centre.
- Prioritize the development of active commercial retail uses such as restaurants and cafes. Locate these uses near the street or along the front facade of Westwood Mall and allow for the inclusion of outdoor patios that will contribute to a vibrant atmosphere.
- Identify strategic locations for redevelopment. One potential location is the Beer Store found at the southwest corner of the Westwood Mall lands. This standalone building could be redeveloped as a mixed-use project that includes residential opportunities, as well as unique retail or restaurant uses overlooking the Malton Greenway (see Figure 3.10).

3.2.2

CREATE A PUBLIC SQUARE OR PRIVATELY OWNED PUBLIC SPACE & IMPROVE PEDESTRIAN CONNECTIONS BETWEEN GOREWAY DRIVE AND THE MALTON GREENWAY

Due to its prominent location on Goreway Drive, the Westwood Mall property offers a potential location for the creation of a either public square, or a privately owned public space (POPS) located on the mall property but open for use to the community. The inclusion of certain amenities, such as a public plaza or square, turn shopping centres into destinations for both retail needs as well as for entertainment and leisure. Residents are able to visit the mall for their shopping needs but can also enjoy a coffee, lunch, dinner or light entertainment while sitting in the outdoor square. Ultimately, this benefits both the community, the retail stores, as well as the owners of the mall.

A new public square or POPS would need to be linked to the mall and to surrounding streets by well-designed pedestrian connections in order to be successful. Making these pedestrian improvements to Westwood Mall can create a more pleasant and safe environment that attracts additional shoppers.

For visitors travelling on foot, accessing Westwood Mall from Goreway Drive requires walking across parking spaces which present safety issues. Currently, connections between Westwood Mall and the Malton Greenway are limited to a few points of access

between chain-link fenced areas. Additional access points can contribute to addressing safety issues at the rear of the mall and improving pedestrian flow.

New connections can be made to provide through access from Goreway Drive, into the Westwood Mall, and directly through to the Malton Greenway. The areas between buildings at Westwood Mall offer ideal locations for creating these through linkages and can be made more pedestrian friendly through the installation of a 'galleria' style overhang (see bottom right image in Figure 3.10).

These internal pedestrian avenues could also be lined with new retail shops, expanding on the variety of shopping opportunities offered at Westwood Mall, while also improving access for pedestrians and safety for people travelling through the mall and into the Malton Greenway.

Another important pedestrian connection is the pathway from the Westwood Transit Terminal into the Malton Greenway, at the rear of the Walmart (see Figures 3.11 and 3.12).

Considerations:

- Construct a public square or POPS outside of the Westwood Mall, creating a more vibrant and lively atmosphere.
- Connect the square / public space to the Mall and to the street through well-designed pedestrian walkways. Focus on pedestrian improvements that improve access into Westwood Mall from Goreway Drive and also from the Malton Greenway.
- Consider the development of 'through' connections that link the front areas of Westwood Mall with the areas at the rear, thus improving accessibility and safety. Line these areas with retail stores in order to generate activity.



FIGURE 3.10 - Top left image: Rectory Cafe is a restaurant located on the Toronto Islands that features a unique outdoor patio in a park like setting. A restaurant with views overlooking the Malton Greenway could provide a similarly unique experience. **Top right image:** This mixed-use development in Vancouver, B.C. integrates a major retail store with residential units above and represents an example of what could be developed for key sections of Westwood Mall. **Bottom left image:** A public square at the Shops at Don Mills in Toronto creates a vibrant and lively atmosphere that offers leisure opportunities for shoppers. **Bottom right image:** A 'galleria' style overhang between shops at this open-air style outlet mall in Niagara-On-The-Lake, Ontario.



FIGURE 3.11 - Rear of Westwood Mall (Before): Many residents use this walkway to travel from the Malton Greenway to the Westwood Transit Terminal, or as a connection to Walmart.



FIGURE 3.12 - Rear of Westwood Mall (After): Improvements aimed at beautifying this space, making it more friendly and inviting for pedestrians and cyclists, can improve feelings of safety at the rear of Westwood Mall.

3.3

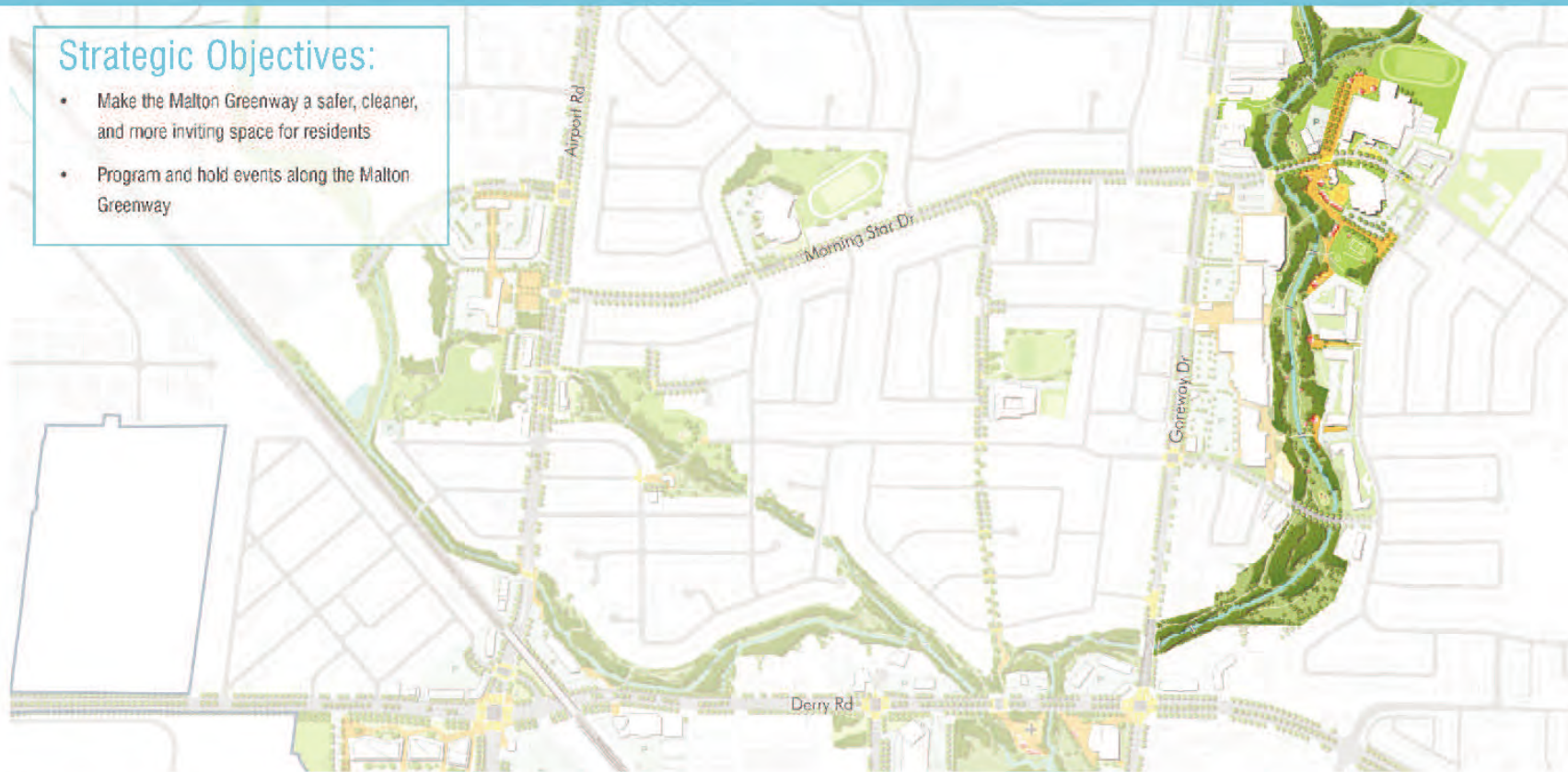
Malton Greenway Revitalization



The Malton Greenway is a beautiful, unique, and enviable pedestrian pathway system in a park-like setting that connects many important locations throughout the neighbourhood. Improvements focused on increasing safety, accessibility, and connectivity, expanding on the variety of activities (such as community exercise equipment), and increasing access to the creek, can all contribute towards increased safety and better usage by residents.

Strategic Objectives:

- Make the Malton Greenway a safer, cleaner, and more inviting space for residents
- Program and hold events along the Malton Greenway



What residents said:

At times, the Malton Greenway can feel unsafe

Residents have plenty of positive things to say about the Malton Greenway, being proud of the unique, convenient, and serene experience it offers for pedestrians walking through the space. However, many residents also spoke out about feeling uncomfortable walking through the area alone at certain times of the day and night due to safety concerns. Comments included that the Malton Greenway was a confined space, and that reduced visibility caused by the heavy vegetation and shrubbery made the area prone to criminal activity.

The Greenway needs to be cleaned and well-maintained

Related to the concerns over safety, residents also pointed out that the Malton Greenway would benefit from improved maintenance. This includes pruning and trimming of the trees, shrubbery and vegetation that grows adjacent to the walkway. This will create a cleaner and well-maintained appearance and improve the visibility and thus safety. Residents also feel that the upkeep and general cleanliness, including litter and debris removal, should be improved and be more frequent.

3.3.1

MAKE THE MALTON GREENWAY A SAFER, CLEANER AND MORE INVITING SPACE FOR RESIDENTS

Undoubtedly, the Malton Greenway is one of the community's most enviable features, offering linkages to key locations throughout the neighbourhood, providing a dedicated space for cyclists and pedestrians free of automobiles and being located in a beautiful and serene setting. Residents recognize the Greenway's beauty and as such have expressed their desire to see it improved in order to reach its fullest potential.

One strategy is to consider the removal of the excess and overgrown vegetation that runs parallel to the Greenway's pedestrian pathway and to install better lighting. The intent of this would be to open up views into the Greenway from the residential areas on Darcel and the rear of the Westwood Mall. By increasing the amount of 'eyes on the park', the expectation is that the pathway will be less appealing to illicit activity (see Figure 3.13).

It is important to note that the Mimico Creek runs through the Malton Greenway, and therefore falls under the management of the Toronto and Region Conservation Authority (TRCA) to ensure the health of the watershed is properly conserved. Any efforts to clear vegetation along the Mimico Creek must find a balance between improving safety, while continuing to maintain the integrity of the TRCA's conservation and flood control efforts.

In addition to ongoing maintenance related to the trimming of trees and brush, the regular removal of litter and debris throughout the Greenway is another way to make the space more inviting for residents.

Creating new connections from both the Westwood Mall and from the residential apartments located on Darcel Avenue can reduce feelings of the Malton Greenway being a confined space. Improved connections with Westwood Mall could involve the removal of fencing and the creation of more pedestrian pathways to access the Greenway from the rear of the mall. New connections with Darcel Avenue may require the construction of access points through Mimico Creek, and thus will require a careful review of the feasibility of this idea through conversations held with the TRCA (see Figure 3.13).

Considerations:

- Work with the City of Mississauga Parks and Forestry Division, and the TRCA, to identify ways to trim and prune trees and vegetation throughout the Malton Greenway.
- Install new lighting and improve 'eyes on the park' by increasing views and access into the Greenway.
- Ensure regular maintenance of the Malton Greenway to keep the area free of litter and other debris.

3.3.2

PROGRAM AND HOLD EVENTS ALONG THE MALTON GREENWAY

Expanding on the variety of uses and activities in the Malton Greenway can improve usage by residents, increasing foot traffic into the park and thus making the space safer.

Currently, the park does not feature any explicit programming, other than a few signage boards installed by the TRCA with information about the Mimico Creek. Possible activities that could be considered for the Malton Greenway include new public outdoor fitness equipment, or playground equipment for children along with seating for parents. Constructing access points into the Mimico Creek to provide views of the water will further beautify and create another attractive feature in the Malton Greenway.

These uses can be coupled with light programming, ranging from outdoor exercise, yoga, or dance classes, educational programs for students to learn about wildlife and environmental conservation, as well as larger festivals or markets that can take place within the Greenway.

A Malton Fun Run could become an annual event that attracts runners from both within the community and across the GTA for an activity in the unique Malton Greenway setting. Proceeds raised from the event could go towards funding other local initiatives, including the creation of a local youth centre or other ideas mentioned in this report.

Considerations:

- Consider the installation of a variety of equipment including outdoor exercise machines or children's playgrounds in order to promote the use of the Malton Greenway for new and different activities (see Figure 3.14).
- Pair new equipment with programming for the Greenway, including exercises classes, community festivals, farmers markets, educational tours.
- Through consultations with the TRCA, create points of access into the Mimico Creek to allow residents to view and appreciate the watercourse, and to add to the existing beauty of the Malton Greenway.
- Collectively, program regular annual events that take advantage of the unique qualities of the Malton Greenway such as a Malton Fun Run, Bicycle Safety, Learn To Bike, and Trail Ambassadors; that raise funds to help realise local community initiatives, including those mentioned in this report.
- Develop a community stewardship program to conserve and maintain the Mimico Creek.



FIGURE 3.13 - Top left image: Parts of the Malton Greenway are surrounded by overgrown trees, shrubs, and other vegetation. Residents feel that the vegetation is unsightly, in addition to causing decreased visibility into the Greenway, impacting safety. **Top right image:** Mimico Creek travels through the Malton Greenway. Creating a select few points of access towards the Creek's edge can further enhance the unique attractiveness of the Greenway. **Bottom left image:** Many parts of the Greenway contain sizeable open spaces, ideal for the installation of new uses or activities, or light programming (festivals, farmer's markets, yoga classes). **Bottom right image:** Eliminating fences/gateways can create improved connections into the Greenway for local residential areas, while also increasing safety.

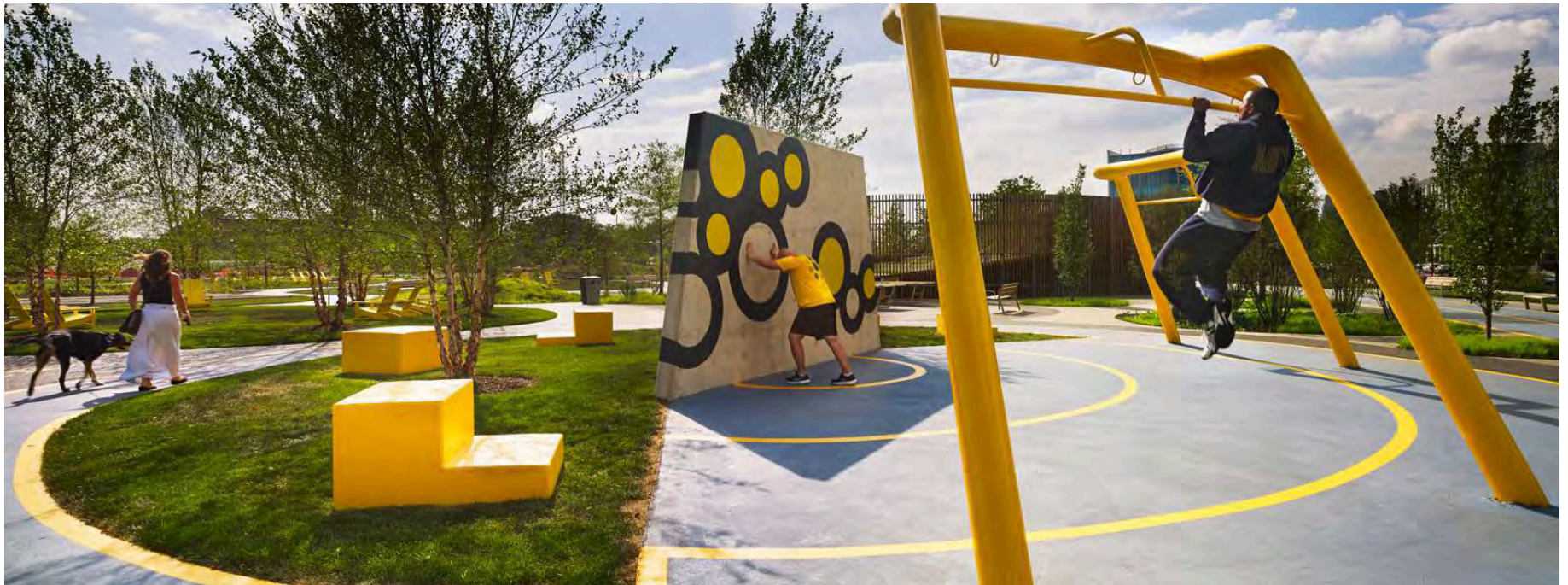


FIGURE 3.14 - Top left image: Selective boardwalks or carefully designed pathways next to Mimico Creek could provide opportunities for better connecting with the unique environmental features of the Malton Greenway. Top right image: Playground equipment can create additional reasons to visit and spend time in the Greenway. Bottom image: Outdoor exercise equipment can expand on the variety of activities occurring in the Malton Greenway.

3.4

Wildwood Park & Malton Arena



Wildwood Park is the largest park used by the Malton community, and is the location of major community events. The revitalization of this community facility could include the modernization of the Malton Arena, an expansion of athletic activities (space for cricket or kabaddi), new play facilities and attractions for children and families, and improved connectivity and accessibility.

Strategic Objectives:

- Make gradual improvements to the Malton Arena in order to update and modernize the facility
- Expand on the availability of sports fields and play facilities at Wildwood Park
- Add year-round uses to keep the park active during both summer and winter months



What residents said:

The Malton Arena could use a face-lift

Opinions about what to do with the Malton Arena are divided amongst residents, whether it be to retain the existing ice rink or to rebuild the arena for other athletic or community uses. However, all residents generally agree that the Malton Arena continues to be well-used today and provides much needed sports and recreational space for the community. Built in 1968, the Malton Arena has become outdated after many decades of hockey and ice skating usage and could benefit from modernization improvements.

Expand on the variety of activities at Wildwood Park

Wildwood Park is a major urban park that features an impressive array of outdoor activity, recreation, and leisure space for residents, including picnic areas with barbecue pits, playground areas and various walking trails. A wide range of sports fields can also be found including a basketball court, bocce courts, major and minor soccer fields, two softball diamonds and a cricket pitch. While the park already benefits from good programming, residents have expressed that new, unique, and all-season uses could provide new attractions for the park that are used throughout the year.

How to achieve it:

3.4.1

MODERNIZE THE MALTON ARENA

In order to ensure that the Malton Arena continues to serve the community for years to come, the facility could undergo both an interior and exterior renovation. Currently, the area surrounding the Arena features wide setbacks and considerable amounts of landscaping, and could use some pedestrian treatments in order to better connect with the Derry Road and Goreway Drive intersection (see Figure 3.16 and 3.17).

In the long term, the Malton Arena could be expanded to include additional indoor sporting facilities, building a concentration of athletic activity for the community.

A city-initiated Master Plan for the revitalization of Malton Arena and redevelopment of Wildwood Park is anticipated in 2016.

Considerations:

- Make pedestrian improvements to the areas surrounding Malton Arena in order to better connect with the Derry and Goreway intersection. Safer transportation routes are needed to encourage more independent use of park by children and youth.

- Implement short term renovation and modernization initiatives, and consider long-term expansion of the Arena to provide additional recreation, arts and culture and youth space.
- Consider green development strategies when renovating, particularly when making improvements to parking areas. Sustainable on-site stormwater management technologies should be considered.
- Community input gathered through the MyMalton engagement process should be considered in the 2016 Master Plan process.

3.4.2

EXPAND ON THE VARIETY OF ACTIVITIES AT WILDWOOD PARK

Wildwood Park features a considerable amount of recreational activities. The majority of these activities require travelling some distance into the park to access. Further, from the park entrance, it is not clear what facilities the park offers. Consideration should be given to locating new uses or activities closer to the entrance of Wildwood Park and providing better signage regarding available facilities. This would allow for fast and convenient access directly from the Derry Road and Goreway Drive intersection, encouraging the space to be used for short and more casual day-to-day activities, in addition to the traditional outdoor activities already supported by the park. An expansion of Wildwood Park may also consider activities that will attract residents throughout the year, particularly in the winter months (see Figure 3.15).

Consideration:

- Locate a number of new uses or activities in Wildwood Park closer to the Derry Road and Goreway Drive intersection to allow for convenient access for casual daily users.
- Consider adding winter activities to attract residents into Wildwood Park throughout the year. Potential activities can include outdoor skating, cross-country skiing or snowshoeing.
- Provide signage on the Derry Road and Goreway Drive frontages indicating what facilities are located in the park in order to enhance public awareness.
- Community input gathered through the MyMalton engagement process should be considered in the 2016 Master Plan process.



FIGURE 3.15 - Top image: Activities that take place during the cold weather months, such as an outdoor skating trail, can create reasons to continue visiting Wildwood Park throughout the year. **Bottom image:** The addition of unique or whimsical new installations at Wildwood Park, such as the Adventure Playground castle can act as an attraction for both the local and city-wide population and can help to revitalize the park.



FIGURE 3.16 - Malton Arena (Before): Although Malton Arena is well used, the design of the facade facing onto the Goreway Drive and Derry Road intersection could benefit from both aesthetic and pedestrian oriented improvements.



FIGURE 3.17 - Malton Arena (After): Gradual improvements to the Malton Arena can make the facility more attractive and thus more inviting and could include a new mural and other facade improvements to re-decorate the exterior, as well new additions to expand on the arena's existing uses. An addition could incorporate glass facades allowing views into the facility from the outside, creating a more lively atmosphere surrounding the Derry Road and Goreway Drive intersection and contributing to its beautification.

3.5

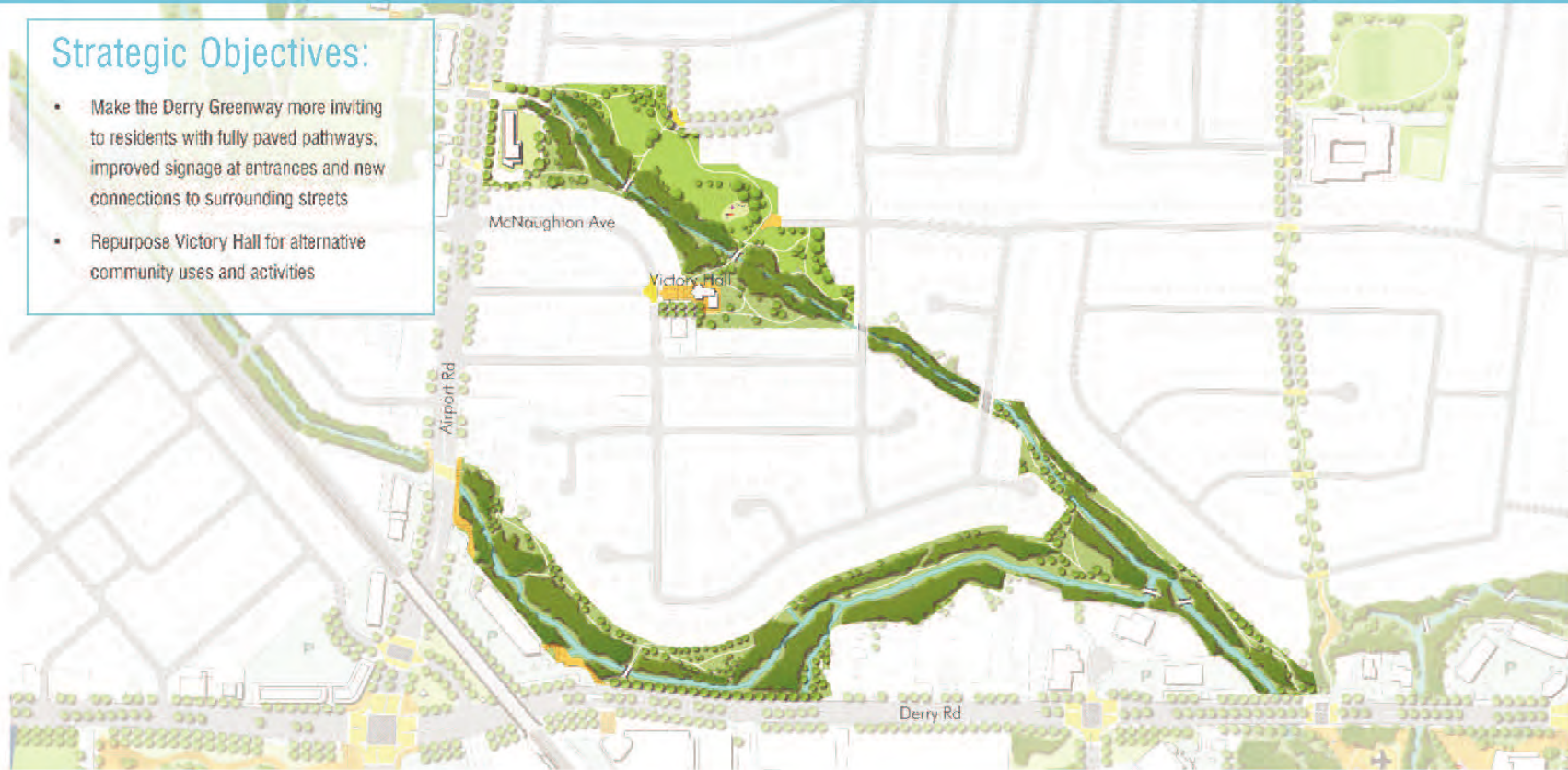
Derry Greenway & Victory Hall



Similar to the Malton Greenway, the Derry Greenway provides naturalized linkages across key locations throughout the community. However, the Derry Greenway could benefit from pedestrian improvements such as a paved walkway and clear signage. The Derry Greenway has the potential to become an effective connection between Wildwood Park and Malton Arena, with the cluster of uses at Airport Road and Morning Star Drive (Great Punjab Business Centre, Sri Guru Singh Sabha, and Malton Village Park). Victory Hall could also be repurposed as space for small and medium private or community events in Malton.

Strategic Objectives:

- Make the Derry Greenway more inviting to residents with fully paved pathways, improved signage at entrances and new connections to surrounding streets
- Repurpose Victory Hall for alternative community uses and activities



What residents said:

Derry Greenway doesn't appear inviting to residents

The Derry Greenway did not appear as popular or well used compared to the Malton Greenway based on the responses garnered from residents. Some residents were unaware that the Derry Greenway was open to public access, or had not had the opportunity to venture through it. For those who had, they described the Derry Greenway as not appearing inviting to residents as it did not contain any formalized walkway, and only limited signage indicating it was open for public access.

Victory Hall needs to be repurposed for other uses

Many residents felt that Victory Hall was a wonderful space that represented a lost opportunity and should be repurposed for more regular community programming. Some noted that the Hall could provide much needed interim space for programs until a more dedicated facility can be developed in Malton.

How to achieve it:

3.5.1

MAKE THE DERRY GREENWAY MORE INVITING AND SAFE WITH PAVED PATHWAYS, NEW SIGNAGE AND NEW CONNECTIONS

The Derry Greenway has the potential to provide a vital connection between major nodes of activity in Malton including the Malton Arena and Wildwood Park located at Goreway Drive and Derry Road, to the Great Punjab Business Centre and Sri Guru Singh Sabha Gurdwara found at Airport Road and Morning Star Drive. However, as noted by residents, the Derry Greenway does not offer clear indication that it is intended to be accessible to the public. It does not contain clear signage and paved pathways for pedestrians (see Figure 3.18).

Considerations:

- Construct fully paved safe walking paths throughout the Derry Greenway.
- Add additional signage at various entrance points into the park, and make gateways clearly noticeable and inviting to residents.

- Consider additional access points into Derry Greenway to connect with the Malton GO Station, Malton Arena and Wildwood Park.

3.5.2

REPURPOSE VICTORY HALL FOR ALTERNATIVE COMMUNITY USES

Victory Hall is a publicly owned building constructed in the 1940s as part of the Victory Village wartime housing. Although it was once a veteran's hall for the local Royal Canadian Legion, today the space is operated by the City of Mississauga and is used as event space for rent. Some residents feel that the Hall could be better utilized as space for community led programming including youth groups, employment services, or visual and performing art space (see Figure 3.18).

Considerations:

- Work with the community to organize times at Victory Hall that can be dedicated to the operation of community led programming.
- Victory Hall could be an ideal space for small businesses. An expression of interest could be issued to the business community to investigate possible opportunities.



FIGURE 3.18 - Top left image: The entrance way into the Derry Greenway does not feature any formal pathways inviting people into the park and thus does not convey itself as being safe and accessible. **Top right image:** Similarly, the lack of paved or clearly demarcated pathways along the Derry Greenway trails does not indicate the space is intended for regular or year round usage. **Bottom left and right images:** Alternative uses for Victory Hall could include community event space, gardens with a greenhouse, or space to operate youth programs.

3.6

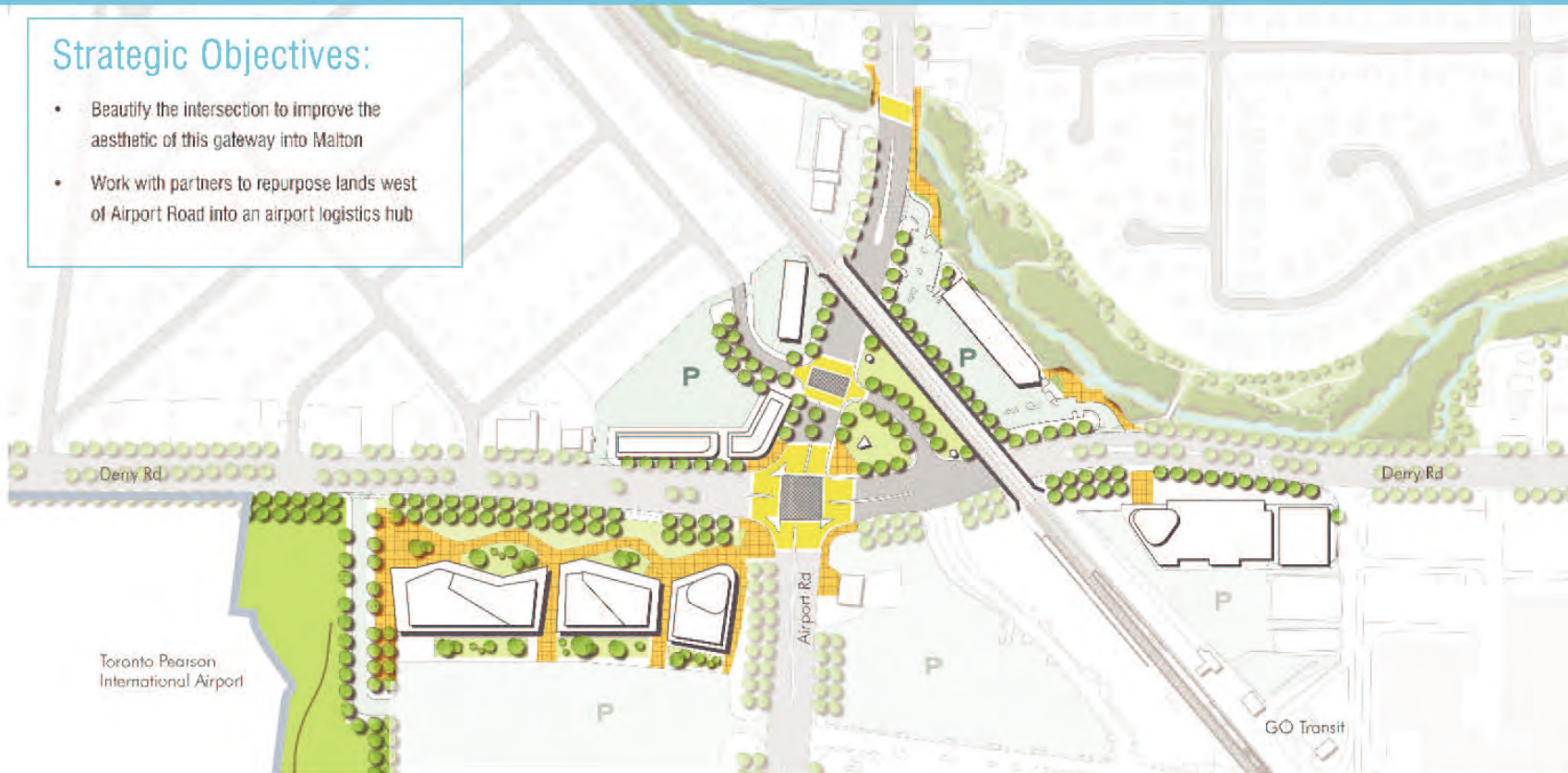
Airport Road & Derry Road Intersection Beautification



The Airport and Derry Road gateway is the first impression for many visitors entering Malton from the west. It is strategically located in close proximity to both the Toronto Airport, and the Malton Go station. Enhancing this intersection with a combination of beautification, new public spaces focused on airplane spotting, and a transformation of the area into a new airport logistics hub, can contribute to presenting Malton as a beautiful and modern community.

Strategic Objectives:

- Beautify the intersection to improve the aesthetic of this gateway into Malton
- Work with partners to repurpose lands west of Airport Road into an airport logistics hub



What residents said:

The Airport & Derry Road intersection could make a better first impression

Residents commented that the Airport and Derry Road intersection is an important gateway into community, but that the area provides a negative first impression of Malton. Residents further explained their opinion that the retaining walls and vacant parcels at the intersection were unsightly and could benefit from aesthetic improvement.

How to achieve it:

3.6.1

BEAUTIFY AND ANIMATE THE AIRPORT & DERRY ROAD INTERSECTION TO IMPROVE THE AESTHETICS OF THIS GATEWAY

During the community engagement sessions Malton residents suggested that the large retaining walls along Airport Road, which run from Derry Road north towards the Canadian Nation Railway, could be improved using murals. Sanctioned mural installations could help animate the area and encourage residents and visitors to look at the built environment using a cultural lens.

Other possibilities include the improvement of the open space at the northeast corner of Airport and Derry Roads (Frank McKechnie Park). This space could offer a unique vantage point for the construction of an aircraft spotting lookout. In addition to animating the intersection with a unique activity, this improved open space would also facilitate better pedestrian connections with surrounding streets.

Considerations:

- Encourage a sanctioned, community led mural installation along the retaining walls on Airport Road north of Derry Road which would reflect Malton's heritage (see Figure 3.19).
- Consider the installation of an aircraft spotting lookout in the open space located at northeast corner of Airport and Derry Roads (Frank McKechnie Park) (see Figure 3.20).

3.6.2

PARTNER WITH THE GTAA TO EXPAND EMPLOYMENT USES AT THE SOUTHWEST CORNER

The vacant lot at the southwest corner of Airport and Derry Roads is ideally located adjacent to the Toronto Airport and a short distance from Highway 427. This property has the potential to be

planned and developed for new employment uses related to airport operations, such as a logistics hub. Partnering with the GTAA, this site may offer an opportunity to build on Malton's long relationship with the Airport, and to attract investment by expanding on the availability of employment uses at this intersection that offer jobs for local residents.

The construction of new buildings at this location should be designed with high quality architecture and landscaping in order to enhance the overall aesthetic of the intersection. New trees and shrubbery can be used to provide visual relief around the boundaries of the property.

Considerations:

- Work with the GTAA to plan and develop the southwest corner of Airport Road and Derry Road for new employment uses related to airport operations, such as a logistics hub (see Figure 3.20).
- Require high quality building design, architecture and landscaping in order to enhance the visual aesthetic of the intersection.

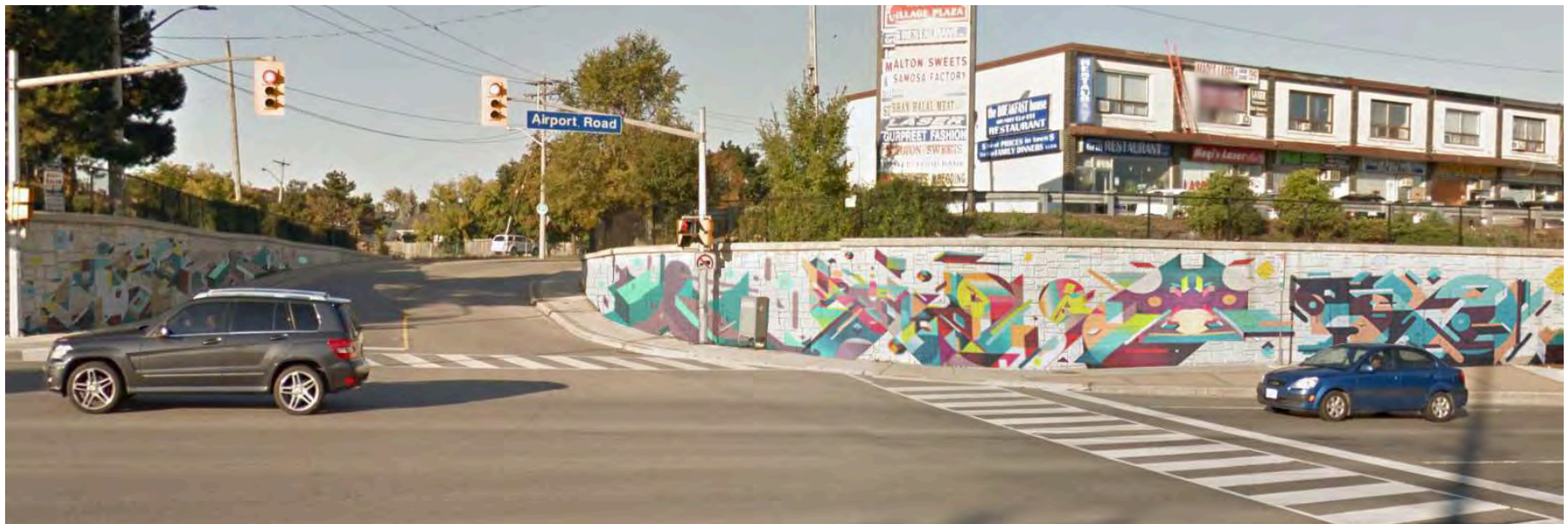
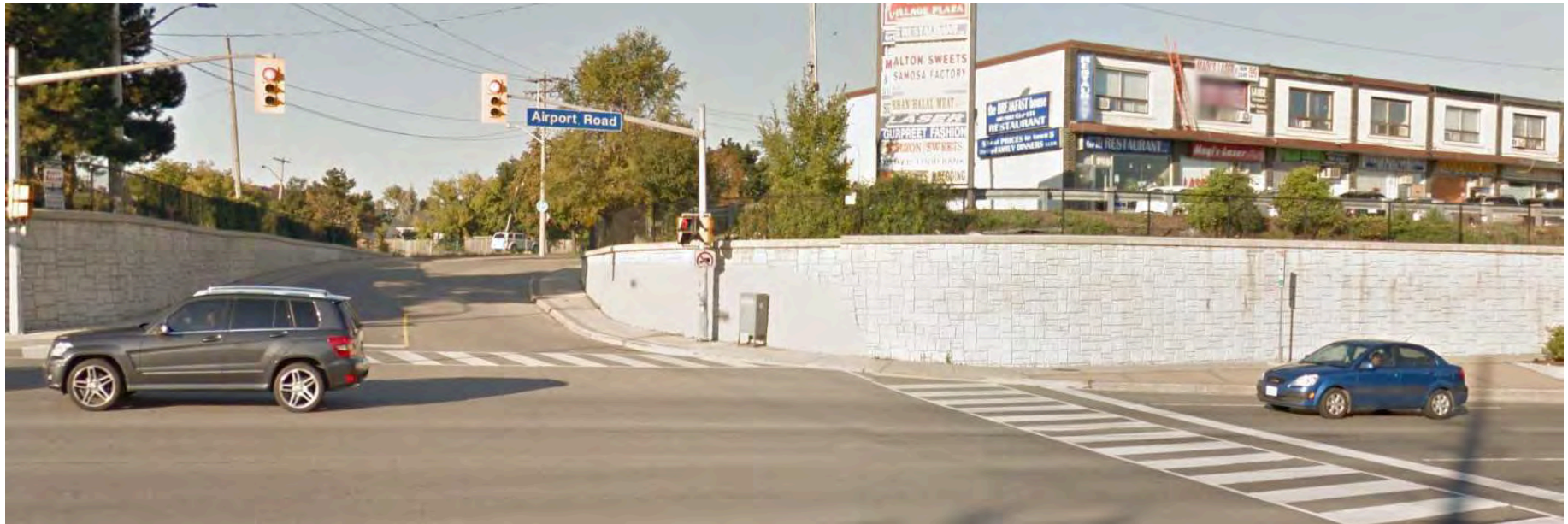


FIGURE 3.19 - Top image - Airport Road (Before): Residents have expressed opinions that views of the retaining walls, could benefit from aesthetic improvement and beautification. **Bottom image - Airport Road (After):** Simple examples of beautification include murals to create visual interest. These efforts, combined with more major transformations such as a new logistic hub, will both contribute towards transformation of the Derry and Airport Road intersection.



FIGURE 3.20 - Top left image: Low flying aircraft is a common sight in Malton as planes approach the Toronto Pearson International Airport runways located adjacent to the neighbourhood. **Top right image:** The creation of an aircraft lookout vantage point would offer a unique local experience not available in other neighbourhoods, while also improving the use of the area around Airport Road and Derry Road intersection. **Bottom image:** An example of a logistics hub which could be developed at the southwest corner of Airport Road and Derry Road, improving the intersection with quality architecture and landscape design.

3.7

Airport Road & Morning Star Drive Intersection Improvements



The Airport Road and Morning Star Drive intersection is an important cultural hub of activity that includes the Sri Guru Singh Sabha Gurdwara and Khalsa School, the Great Punjab Centre, and the new Malton Village Park. By reusing the vast amount of underutilized parking space present here, better linkages between each of these uses can be facilitated, and can reinforce this location as one of Malton's major community hubs.

Strategic Objectives:

- Create temporary public space with seating areas across underutilized parking lots
- Improve pedestrian connections between the Great Punjab Centre, the Sri Guru Singh Sabha Gurdwara and Malton Village Park



What residents said:

Airport Road & Morning Star Drive Intersection

Residents mentioned that the intersection located at Airport Road and Morning Star Drive continues to grow with the recent addition of Malton Village Park and has become an important hub of activity. The uses located here, including the Great Punjab Centre, the Sri Guru Singh Sabha Gurdwara and the new Malton Village Park, could benefit from improved connections between each other, in order to be better unified.

How to achieve it:

3.7.1

CREATE TEMPORARY PUBLIC SPACE WITH SEATING AREAS IN UNDERUTILIZED PARKING LOTS

The variety of uses at Airport Road and Morning Star Drive have made the intersection an important emerging hub for the Malton community. Presently, the Sri Guru Singh Sabha Gurdwara features large amounts of land devoted to automobile parking, necessary to handle the large volumes of visitors during key cultural and religious festivals and activities throughout the year. In order to make the space more comfortable and inviting for people during off-peak times, the underutilized parking lots can be converted into temporary public space for members of the community.

Considerations:

- Encourage the community to create a temporary public space by arranging lightweight chairs, tables, and tree planters around the Sri Guru Singh Gurdwara parking lots, which can easily be removed and stored when full use of the parking lots is required (see Figure 3.21).

3.7.2

IMPROVE PEDESTRIAN CONNECTIONS BETWEEN THE GREAT PUNJAB CENTRE, THE GURDWARA AND MALTON VILLAGE PARK

Improving pedestrian connections between the Great Punjab Centre, the Sri Guru Singh Sabha Gurdwara, and the new Malton Village Park can make this community hub more inviting and easier to navigate for pedestrians, while strengthening these uses as a more cohesive hub of activities in Malton. Make use of visual indicators and materials along designated walkways to help pedestrians safely navigate between local uses (see crosshatched areas shaded orange on the map on page 61).

Considerations:

- Make pedestrian improvements between major uses located at the Airport Road and Morning Star Drive intersection, strengthening the connection between uses to further develop a cohesive hub of activities.



FIGURE 3.21 - Top image: These chairs and planter-filled tables are used to temporarily transform this outdoor paved area into a public space. **Middle & bottom images:** Renderings from the proposal for Malton Village Park, located at the west side of Airport Road north of Beverly Street and south of the Sri Guru Singh Sabha Gurdwara.

3.8

Streetscape Improvements

Malton's streets, similar to many other streets in the Greater Toronto Area, have predominantly been designed to accommodate automobile users. As Malton evolves a greater emphasis will need to be placed on making streetscape improvements aimed at enhancing the public realm, making them pedestrian friendly and more supportive of bicycling infrastructure. A careful consideration of urban design elements will also contribute towards both improved and more functional streets while helping to beautify Malton.



Strategic Objectives:

- Invest in streetscape improvements on Malton's arterial (shown in yellow) and secondary (shown in red) streets
- Expand on the Malton Loop Trail multi-purpose pathways identified in the Cycling Master Plan (shown in solid blue) into a more inclusive bicycle network (expansion indicated by dashed blue)

What residents said:

Making Malton's streets safer

The majority of messages regarding Malton's streets coming from the resident population focused on improvements based on safety and convenience for pedestrians. Certain streets and intersections were specifically mentioned as being particularly problematic including the intersection of Goreway Drive and Derry Road, Morning Star Drive adjacent to Lincoln M. Alexander Secondary School and generally streets adjacent to Malton's primary and secondary schools.

Beautifying Malton's arterial roads

Comments about improvements to Malton's arterial roads came less from residents and more from local retail and commercial businesses. These businesses believed that reinvestment into Malton needs to be a shared venture between the public and private sectors, including improvements to the facades and design of private buildings as well as streetscape improvements on public boulevards and right-of-ways themselves. Beautification efforts can include wider sidewalks, new street furniture, improved pedestrian scaled lighting, well-designed landscaping and the inclusion of public art within the streetscape.

How to achieve it:

3.8.1

ARTERIAL ROADS

Malton's arterial roads include Goreway Drive, Derry Road and Airport Road (see yellow streets on Figure 3.22).

As these streets are the main locations of Malton's major commercial businesses and retail shops, streetscape improvements should focus on improving the pedestrian realm in order to make them more inviting, appealing, attractive, and beautiful. These improvements can include a combination of wider sidewalks in the boulevards to increase pedestrian comfort, new street furniture including benches, lighting, and signage, enhanced landscaping, as well as separated bicycle facilities to improved cyclist safety. Ultimately, improvements will focus on enhancing the placemaking qualities of Malton's arterial roads (see Figure 3.24 to 3.26).

Overtime, new development occurring on these streets should be subject to urban design guidelines that bring buildings closer to the street and placing parking areas at the rear of buildings, thus encouraging active streetscapes that improve walkability for pedestrians.

Residents also repeatedly mentioned the need for the completion of the CN Rail overpass located on the north end of Goreway Drive, as this was a major source of traffic and congestion for local residents.

Considerations:

- Streetscape improvements should focus on improving the pedestrian realm including wider sidewalks, enhanced street furniture, bicycle facilities, landscaping and public art.
- Add separated bicycle facilities to improve cyclist safety.
- In time, establish urban design guidelines for Malton's arterial roads to implement streetscape improvements and enhance the relationship between buildings and the public realm.
- Ensure progress is made towards the completion of the CN Rail overpass located at the north end of Goreway Drive in Malton.

3.8.2

SECONDARY STREETS

Malton's secondary streets provide connectivity between the neighbourhoods and arterial roads (see red streets on Figure 3.22 for best examples, although many other examples could exist throughout Malton). The secondary streets are predominantly residential, experience less vehicular traffic and provide access to local schools and community uses situated away from the arterial roads.

Improvements to the secondary roads should be less focused on placemaking, and more focused on improving connection, convenience, and safety. Improvements should prioritize the maintenance of sidewalks and street crossings, allowing pedestrians fast and convenient connections to nearby arterials and transit stops. Where possible, create pedestrian walkways that provide connections between cul-de-sacs with nearby arterial roads, in order to decrease walking distance to transit and amenities.

Considerations:

- Emphasize connections to nearby arterial roads and transit stops, focus on safety improvements for pedestrians travelling to schools and community uses within the immediate neighbourhood.



FIGURE 3.22 - Yellow dashed lines indicate the locations of Malton's arterial roads. Red dashed lines show the locations of recommendations where improvements can be made to Malton's secondary streets, although many other streets could also be improved.

3.8.3

MALTON LOOP TRAIL & BICYCLE ROUTES

The Malton Loop Trail is the existing bicycle network for the community, focused primarily on providing a safe multi-use recreational trail for members of the community (see solid blue lines on Figure 3.23). An expansion to this system could focus on transforming the Malton Loop Trail into a full bicycle network with complete coverage that will allow for safe travel throughout the entire community (see dashed blue lines on Figure 3.23 for suggested locations for expansion).

The network is envisioned as connecting to bicycle facilities along Malton's arterial roads and pedestrian and cycling trails through the Malton Greenway, the Derry Greenway, and on pathways throughout Wildwood Park. Improved signage can provide better wayfinding with clearer directions about Malton's bicycle-friendly routes for cyclists.

Considerations:

- Expand the existing Malton Loop Trail, transforming it into a full bicycle network with complete coverage across the entire community.
- Create boulevard multi-use trails on arterial roads and an on-street network on secondary streets that connect with existing trails through the Malton and Derry Greenways.



FIGURE 3.23 - Malton Loop Trail & New Bicycle Routes - The solid blue line represents the existing location of the Malton Loop Trail. The dashed blue line represents the recommended locations for new bicycle infrastructure in order to expand the existing trail into a full network.



FIGURE 3.24 - Goreway Drive (Before): This street is one of the primary commercial streets for the community and provides access to the Westwood Mall shopping centre.



FIGURE 3.25 - Goreway Drive (After): Potential improvement could include street furniture such as benches, improved lighting and signage, dedicated bike lanes, and new landscaping.



FIGURE 3.26 - Top and Bottom Images: Well used bicycle racks through Malton, including the Malton Community Centre (above) and one of the neighbourhood secondary schools (below) are indication of the level of cycling activity in the community. Residents of all ages cycle in Malton. **Opposite Page:** This photograph shows both pedestrians and cyclists crossing Airport Road, a street that would benefit from streetscape and public realm improvements, as well as pedestrian and cycling infrastructure.





A historic residential property located in Old Malton Village

SECTION IV

Additional Initiatives

4.1

Additional Initiatives

The Additional Initiatives discussed in this section provide recommendations for high level policy changes or for establishing new programs that will assist in promoting revitalization in Malton. This section differs from the Key Moves described in Section 3, as these initiatives are not place-specific but rather are overarching concepts for encouraging change.

The ideas discussed in this section have been developed based on the feedback and ideas expressed by members of the Malton community during the MyMalton community engagement sessions. Similar to the Key Moves, the initiatives described here are recommendations only, and are intended to inspire actions that may be investigated further by the City of Mississauga, local community partners, and the residents themselves.

LIST OF INITIATIVES

- 4.1.1 Official Plan Considerations
- 4.1.2 Continue to Support Malton Youth
- 4.1.3 Support and Expand Cultural Opportunities
- 4.1.4 Create a Community Led Beautification Program
- 4.1.5 Work with the Malton BIA on Strategic Initiatives
- 4.1.6 Conduct a Safety Review of Public Spaces Using CPTED
- 4.1.7 Conduct a Residential Infill Study
- 4.1.8 Implement a Community Improvement Plan for Streetscape Enhancements
- 4.1.9 Create a Malton Partnerships Initiative

4.1.1. OFFICIAL PLAN CONSIDERATIONS



Mississauga’s Official Plan provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment. Thus, it is a key policy document for realizing the MyMalton Principal Theme of “Revitalization through Reinvestment and Redevelopment”. Specific policies for the Malton Community are found in Sections 14.5 (Community Nodes - Malton) and 16.15 (Neighbourhood - Malton) - see Figures 4.1 and 4.2. More information about the Official Plan is found in Appendix A - Policy Planning Framework.

In general, land development in Malton is constrained due to a number of factors:

- There are very few remaining vacant parcels located throughout Malton that offer the opportunity for achieving new development and expanding upon the variety of housing, uses, services, or amenities available in the community.
- The noise policies, attributed to Malton’s proximity to the Toronto Pearson International Airport, have been a long-standing constraint to development that limits the height of buildings, new land uses permitted, and the intensity of land uses.
- The east and west branches of Mimico Creek fall within lands identified by the TRCA as flood plain and hazard areas and thus are a limiting factor to land development in these areas.
- Some of the commercial plazas along arterial roads have multiple ownership, making

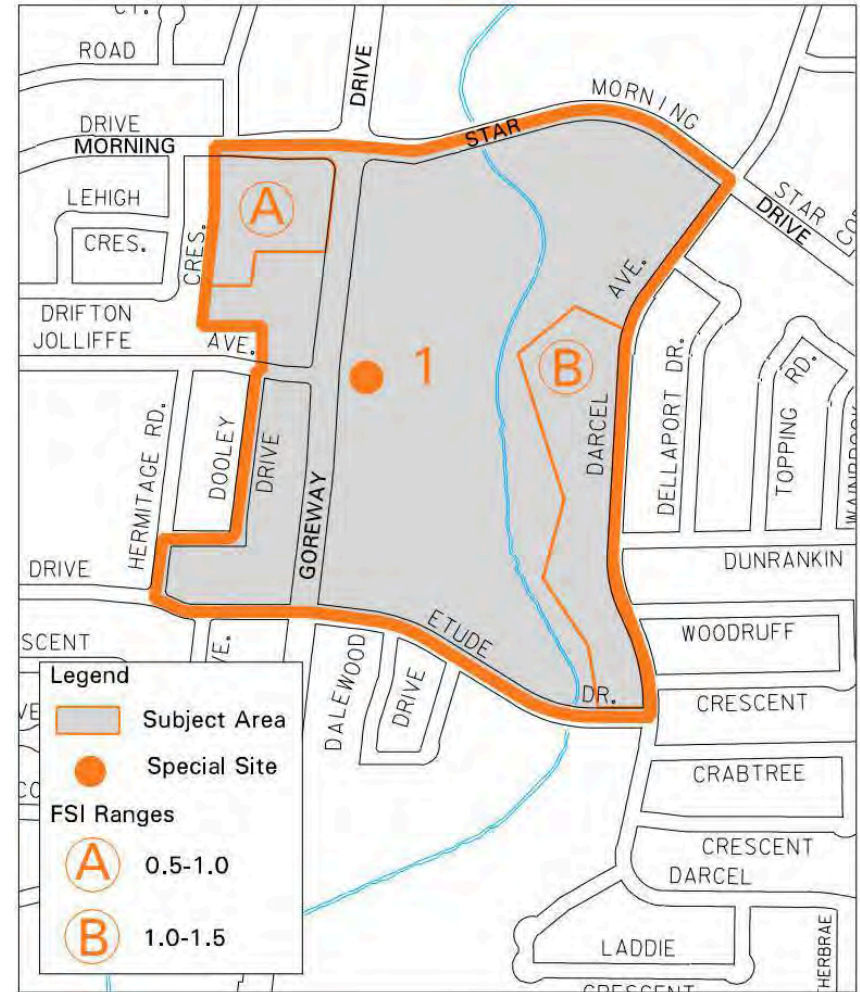


FIGURE 4.1 - The Malton Community Node, excerpted from City of Mississauga Official Plan

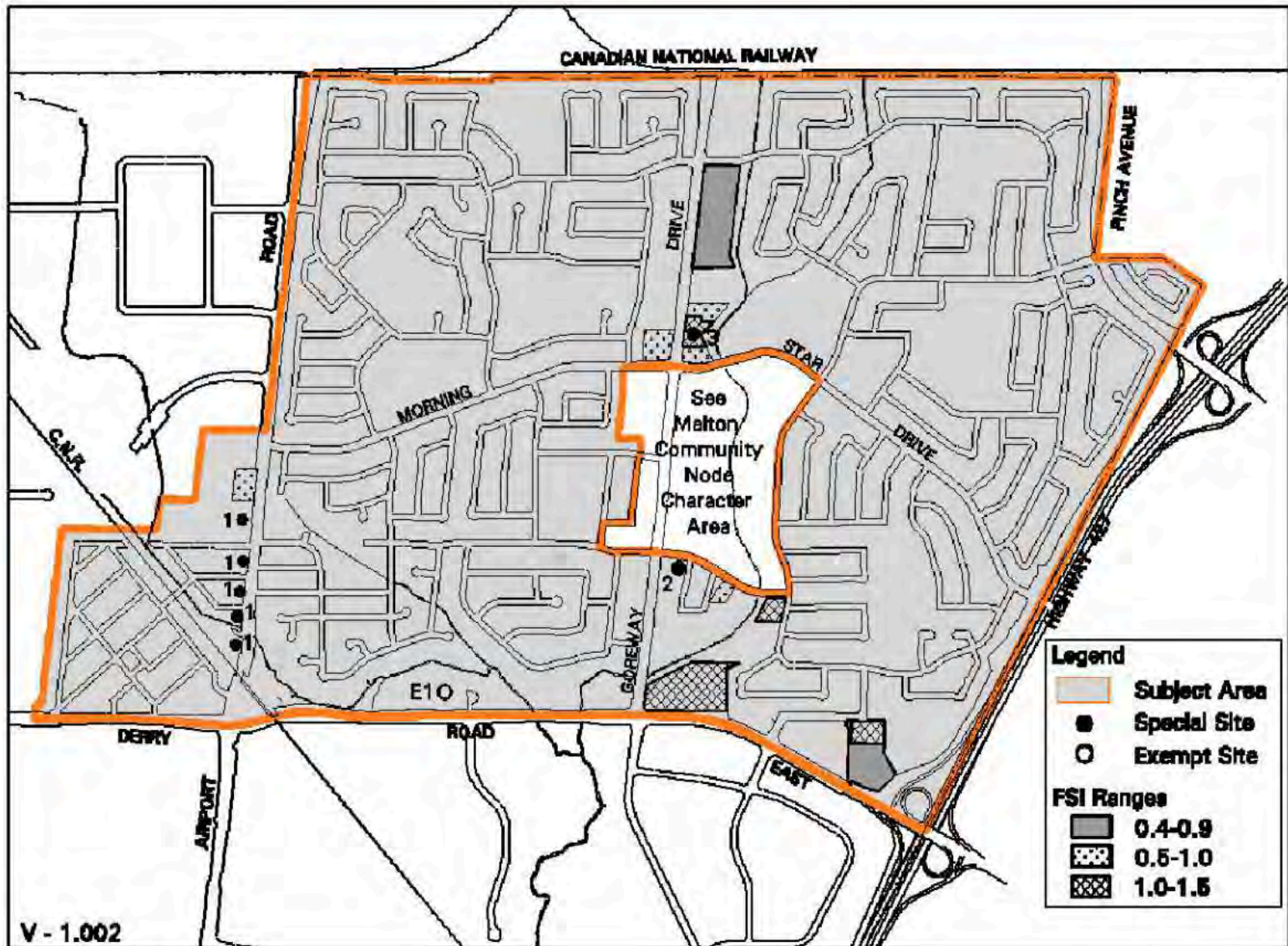


FIGURE 4.2 - The Malton Neighbourhood Character Area, excerpted from City of Mississauga Official Plan

redevelopment opportunities more complicated.

Despite these limitations, there are opportunities for reviewing the Official Plan policies pertaining to Malton in order to consider specific and targeted areas within the community that have the potential to promote redevelopment. These are reviewed below under 'Considerations'.

Considerations:

Any plans for redevelopment in Malton will require careful, strategic thinking that is deliberate about the types of new uses that will best contribute towards revitalization in the community. A review of the Official Plan land use policies and design guidelines for the following areas represent some of the opportunities for improvements that may be focused on in order to achieve positive change:

- Review each of Malton's remaining vacant parcels to determine the appropriate land use.
- The Westwood Mall site contains special site design guidelines found within the Malton Community Node section of the Official Plan. This section should be reviewed for the potential of including policies supporting the ideas and considerations discussed in Section 3.2 'Westwood Mall Square & Pedestrian Improvements', of the MyMalton Community Vision.
- There is potential for the boundaries of Malton's Community Node (see Figure 4.1) to be extended further south on both the east and west sides of Goreway Drive in order to better encourage redevelopment of these lands.
- Consider establishing revised or additional policies promoting revitalization along the west side of Airport Road north of Derry Road. These new policies may include:
 - Expanding the boundaries of the Malton Neighbourhood Character Area (see Figure 4.2) to include the Great Punjab Centre, as the Malton community is the primary area it is serving.
 - Designating the Sri Guru Singh Sabha Gurdwara as a 'Special Site' accompanied with design guidelines specific to this area that includes the ideas and considerations

discussed in Section 3.7 'Airport Road & Morning Star Drive Intersection Improvements' of the My Malton Community Vision.

- Prepare revised Official Plan Character Area policies, where appropriate, for areas discussed through the MyMalton review.
- Collaborate with the GTAA to better understand current noise policies and appropriate or possible alternative noise mitigation measures.

4.1.2. CONTINUE TO SUPPORT MALTON YOUTH



FIGURE 4.3 - Members of the Malton Festival Youth Choir

The Mississauga Youth Plan (2009) and the 2015 Mississauga Census Profile indicate that Malton contains a higher than average proportion of the city's youth population.

With initiatives such as the development of a Youth Action Plan, the creation of the Mississauga Youth Advisory Committee, and the delivery of civic services catering to youth needs (public transit, community engagement, library resources, sports and art program partnerships), Mississauga has demonstrated its commitment to the meaningful engagement and inclusiveness of the city's young people. The City should continue to engage youth and relevant stakeholders to ensure the civic services being offered are meeting current youth needs.

In addition to government bodies, there are a multitude of community groups, organizations and partnerships providing support, services and investments to Malton youth. Youth programs and services currently available in Malton include a number of city-wide programs offered through the City's Recreation Division along with more targeted approaches delivered by various community groups,

organizations and partnerships designed to address unique needs of Malton Youth many of which are supported by funding sources external to the City.

There is a need for coordination of services, programming and resources. Future efforts and investment should focus on coordination and alignment of existing resources and avoiding duplication. In this regard, The Region of Peel has provided funding to the Family Education Centre to act as the lead for Malton United Youth Collective Impact Project (MUYCIP) whose goal is to motivate and enable a shift from simply working as a collaborative towards having impact around defined priorities. The City of Mississauga is one of the collaborative partners participating in the Project.

The MUYCIP will help achieve a coordinated effort for Malton youth support and services and further define and facilitate progress on the long-standing demands for dedicated new youth space(s) in the Malton community.

Considerations:

The City of Mississauga should continue to be a strong and important partner in the Malton United Youth Collective Impact Project.

Ensure that the Mississauga continues to be youth friendly by renewing the City's status as a "Youth Friendly Community". The process should engage youth and other stakeholders to reveal where we are doing well and where improvements are needed. The results should inform future directions for the city as a whole and kickstart a more targeted action/partnership plan for Malton.

Continue to obtain regular input from youth through the Malton Community Centre's Youth Engagement Committee (IMPACT – Igniting Malton Peers and Community Together) to ensure recreational programs and services reflect changes in the interests and needs of community's youth. Additional and targeted outreach to Malton Youth to build awareness, address barriers and ultimately reach more youth would be beneficial.

4.1.3. SUPPORT AND EXPAND CULTURAL OPPORTUNITIES



FIGURE 4.4 - Residents showcasing dance performances at the Malton Community Festival.

Malton residents have expressed tremendous praise for the variety and depth of local talent in the visual and performing arts within the community, pointing to the Malton Community Festival as an example of this. Residents explain that the sharing of Malton's culture is a way to both showcase the diversity of the community, building tolerance and understanding, and a means of allowing Malton's budding artists to develop their skills and flourish. The community has also voiced their concerns that the lack of appropriate venues for artistic expression contributes to local talent leaving Malton or Mississauga in order to find opportunities elsewhere.

The City of Mississauga has played an active role in supporting the local arts community. Recently, the City launched the 'Story of M' project, spreading the story of Mississauga as told by the residents themselves. The first in the Story of M series focused on the Malton community, including a song written and performed by local musician Junia T.

In September 2015, the City of Mississauga adopted a new Cultural Policy, strengthening the City's continued commitment to advancing local arts and culture, and recognizing the importance of culture in making Mississauga a place people want to live in. Applying the principles of the Cultural Policy as well as of the Culture Master Plan adopted in 2009, initiatives aimed at expanding local cultural programming (festivals, exhibits, performances), and developing opportunities devoted for artistic expression can ensure that talent is retained and is allowed to develop within Malton, and the City of Mississauga.

Considerations:

Continue to develop collaborative community programs, events, and activities, such as the 'Story of M', that provide an outlet and venue for local cultural expression. Apply the principles of the City of Mississauga's Cultural Policy to expand opportunities programming and develop opportunities devoted to the arts to allow Malton talent to grow within the community.

Utilize the community input received through the MyMalton project to develop a new Culture Plan specifically for the Malton community.

4.1.4. CREATE A COMMUNITY LED BEAUTIFICATION PROGRAM



FIGURE 4.5 - Public art column located at Albert McBride Park. This beautification project was spearheaded by the Parks and Forestry Division in collaboration with local schools.

The City's Beautification Program is managed by the Parks and Forestry Division. Beautification projects are aesthetic projects created and led by community members and are important community building exercise.

In order to address Malton residents' desire to beautify parts of the community, implement a local beautification program tasked with initiatives such as the painting of public murals throughout the neighbourhood.

During the MyMalton Community Visioning meetings, members of the community expressed their desire to become involved in such initiatives, indicating the presence of local artistic talent enthusiastic about improving Malton. In addition to beautifying Malton, the painting of murals can help to enhance the sense of community, and can create a local expression of Malton's creativity.

Considerations:

Collaborate with the City of Mississauga Beautification Program staff and other community based groups such as the Malton BIA and local schools, to develop a dedicated team to plan and implement a community led beautification program.

4.1.5. WORK WITH THE MALTON BIA ON STRATEGIC INITIATIVES



FIGURE 4.6 - Examples of commercial business establishments throughout Malton

The Malton Business Improvement Area (BIA) has conveyed their interest in reinvesting back into the community through focused and strategic local initiatives aimed at improving both the community as well as local businesses.

Considerations:

Some possibilities could include partnerships involving the BIA collaborating with members of the community, the municipality or other agencies on a variety of efforts. Examples include beautification such as the aforementioned community led creation of a mural, streetscape improvements along arterial roads, new community gateway or BIA signage, or activities such as an annual Malton Greenway Clean-Up Day.

Other examples include working with the City of Mississauga to identify Malton’s vacant parcels along the main commercial streets of Goreway Drive, Derry Road, and Airport Road, and actively marketing these parcels for future development in order to attract new business and investment into the community.

Should the concept of a community commons or public square be further developed, the Malton BIA could become a key partner in the operation and programming of the facility.

4.1.6. CONDUCT A SAFETY REVIEW OF PUBLIC SPACES USING CPTED



FIGURE 4.7 - The Malton Greenway is perceived by residents to be unsafe due to poor visibility, connectivity, and lack of park maintenance and lighting.

Members of the community have shared concerns over some locations in Malton that they feel present issues of safety, or where there have been previous incidences of crime. A few potential examples of these locations have been discussed in this report, and are places that would benefit from increased visibility, surveillance, and maintenance in order to make these areas less susceptible to criminal activity.

Many of these spaces could benefit from a Crime Prevention Through Environmental Design (CPTED) safety review. CPTED refers to a set of principles intended to reduce the occurrence of crime through the implementation of certain design measures. CPTED aims to increase natural forms of surveillance (such as increasing visibility and exposure), implements access control (delineating points of entry, exit, congregation, and movement), and convey the notion that the space is open, accessible, and available for use by all members of the community (achieved by regular maintenance to communicate that a public space is actively used, and through regular programming of activities to attract people and convey that the space is visited regularly and used).

Consideration:

Develop a committee comprised of community members, City staff and local law enforcement to assist with conducting safety audits of Malton's public spaces. Implement CPTED principles in public spaces based on the results of the community safety audit.

4.1.7. CONDUCT A RESIDENTIAL INFILL STUDY



FIGURE 4.8 - An example of infill residential housing under construction in Malton.

As is already evident in some areas of the community, older housing (often in the form of smaller bungalows) are being demolished to make way for larger format single detached housing. This trend is expected to continue as Malton's population evolves in the coming years. In some cases this practice is desirable as it allows for upgrading of the existing houses which may improve the overall neighbourhood. However, these new houses may not fit with the character of the already established residential neighbourhoods that they are being located in.

Conducting a residential infill study will allow for an understanding of how best Malton can accommodate for these expected pressures. The intent of this study will be to find a balance between allowing for newer and larger homes, while maintaining a reasonable fit with the character of the existing and stable residential neighbourhoods.

Consideration:

Conduct a residential infill study to determine the impact of new housing and ensure compatibility within Malton's existing and established neighbourhoods.

4.1.8. CONSIDER IMPLEMENTING A COMMUNITY IMPROVEMENT PLAN FOR STREETScape ENHANCEMENTS



FIGURE 4.9 - A Community Improvement Plan could potentially be used to improve streetscape. In the above example from the Streetsville Neighbourhood in Mississauga, streetscape improvements were made to add special street pavers, bollards, and pedestrian street furniture.

This vision document proposes a number of physical changes to the community and enhancements to the streetscape including pedestrianizing the streets, creating new cycling routes and beautification improvements. A combination of all of these improvements will be critical to move towards a complete community, ensuring that Malton continues to meet the needs of local residents and provide a high quality of life.

A number of different tools can be utilized in order to implement these proposed changes, including policies in the City of Mississauga's Official Plan, performance standards of the local Zoning By-law, and neighbourhood specific urban design guidelines. In addition to these tools, the City of Mississauga may consider developing a Community Improvement Plan (CIP) for Malton, with the intent of providing specific policies and objectives towards achieving some of the noted enhancements. CIP's are supported by a range of powers which enhance the municipality's ability to promote and direct community improvement. CIP's allow a municipality to assist a BIA or commercial enterprise to achieve an identified need by offering certain incentives.

Consideration:

Conduct a study to determine the benefit of implementing a CIP. This study will focus on delineating the appropriate boundaries of the CIP program area, will develop the goals and objectives to be achieved, and will identify possible tools or funding mechanisms to encourage redevelopment or improvements made by land owners within the community.

4.1.9. CREATE A MALTON PARTNERSHIPS INITIATIVE



FIGURE 4.10 - Examples of some of the major agencies and organizations present in Malton

Making lasting change in any community often involves a partnership between multiple public civic and private corporate interests, organizations and agencies working in the community, major employers in the area, as well as local residents. Further, realizing the vision established through MyMalton will require a shared responsibility. In Malton, some of the most important organizations serving the community include the City of Mississauga, the Region of Peel including Peel Police, the Greater Toronto Airport Authority (GTAA), the Toronto and Region Conservation Authority (TRCA), the Peel District School Board (PDSB), the Dufferin-Peel Catholic District School Board (DPCDSB), and various local groups such as the Business Improvement Area (BIA) and Malton Neighbourhood Services (MNS).

During the stakeholder interviews conducted as part of the MyMalton engagement process, a number of local organizations identified an understanding that making improvements and adding value into Malton would be mutually beneficial for both the community as well as for the organizations themselves. By securing these partnerships, expanded opportunities can be made possible for the betterment of the community.

Consideration:

Develop a Malton Community Partnerships Program in order to facilitate collaborations between different neighbourhood agencies, various levels of government, major employers, local corporate interests, and other organizations involved with the community.

The program will be utilized to further common community goals, as identified in the MyMalton Community Vision, as well as specific projects that the City of Mississauga can collaborate on with individual partners in order to achieve mutually beneficial objectives.



Open space area in Wildwood Park

APPENDICES

APPENDIX A

Policy Planning Framework

The following section provides an overview of the high level policy documents that inform and offer direction to the City of Mississauga's Official Plan, with particular attention given to their relevancy and applicability to the Malton community.

In general, Malton has a limited amount of vacant land, and is also affected by airport noise regulations that constrains development west of Goreway Drive. What this signifies for Malton is that new community projects or initiatives will need to be strategic in nature, taking advantage of opportunities for improvements to existing sites, and smaller to medium scale redevelopments in appropriate locations.

Provincial Policy Statement

The Provincial Policy Statement (2014) includes policies on the managing and directing of land use to build strong, healthy communities. This includes policies encouraging the efficient use of land to maximize the usage of existing infrastructure, promote sustainability, protect the environment, ensure public safety, and facilitate economic growth. The Provincial Policy Statement is supportive of development patterns that consist of the intensification and redevelopment of existing built-up areas, as well as the provision of a range and mix of housing options.

Due to the fact that the Provincial Policy Statement is a high-level policy document intended to guide land development at a provincial-wide scale, it does not contain policies that directly speak to the Malton community, but instead discusses the overall direction for all communities across the province. Hence, all policies relevant to Malton are applicable.

Places to Grow

The Growth Plan for the Greater Golden Horseshoe (GGH) is a regional plan for growth and development that aims to curb urban sprawl, conserve agricultural and natural heritage areas, revitalize downtowns, and protect areas of employment. The Growth Plan provides residential and employment growth targets to 2041 for municipalities within the Greater Golden Horseshoe, and mandates that the Official Plans of all included municipalities must conform to the Growth Plan's targets and policies.

In order to achieve higher densities and restrain greenfield development, the Growth Plan requires that a minimum 40% of all residential development must be contained within the existing built-up area through intensification and redevelopment. The Growth Plan identifies 25 Urban Growth Centres throughout the GGH as focus areas for intensification intended to be developed into mixed-use, transit-oriented, and pedestrian friendly environments. One of these Urban Growth Centres is found within Mississauga's downtown area and is generally located around Hurontario Street between Highway 403 and the QEW.

Although no Urban Growth Centre is designated within Malton, the Growth Plan continues to support varying scales of intensification and mixed-use development in appropriate locations across all communities throughout the GGH, including Malton. Due to the fact that Malton is already a built-up area, all development is generally considered to be intensification.

The Growth Plan is supportive of the creation of complete communities that offer a variety of options to live, work, learn,

shop, and play. This includes the provision of a range and mix of affordable housing options that meet the needs of people of all ages. The Growth Plan also supports opportunities for the development of a wider range of transportation options, including public transit and active modes such as walking or cycling. This also includes transportation for the movement of goods, which is of particular importance due to Malton's proximity near the Airport. The Growth Plan prioritizes transit and goods movement activities over the needs of single occupancy automobiles, with the aim of reducing traffic congestion.

Recognizing that achieving these goals will require additional investment in our communities, the Growth Plan encourages the creation of a range of community infrastructure to meet the needs of the growing population and to help foster complete communities.

The Growth Plan provides protection for areas of employment by stating that they may only be converted to non-employment uses through the completion of a municipal comprehensive review. Although the Growth Plan does not designate employment areas itself, it provides for the protection of these lands within a municipality's Official Plan. Malton is surrounded by lands towards the south, west, and north that are designated as employment areas by Mississauga and Brampton's Official Plans. As long as these lands continue to be designated for employment, they will continue to be protected by the policies of the Growth Plan, and by each municipality's Official Plan. More discussion on the Mississauga Official Plan is found later in this document.

Region of Peel Official Plan

The purpose of the Region of Peel's Official Plan is to provide a long-term strategy that takes a coordinated and comprehensive approach to planning for growth and development across the region. The Regional Official Plan is intended to be a broad policy document focusing on regional level goals, and does not typically speak to neighbourhood level matters. Instead, the Regional Plan provides direction on the natural environment, cultural heritage, regional population and employment forecasts, the regional urban structure, and the provision of regional services.

The Regional Plan directs the highest density developments to be located within the Urban Growth Centres and the Regional Intensification Corridors. Although Malton is not located near either of these designated growth areas, the Region of Peel Official Plan encourages the creation of healthy complete communities throughout the Region, which generally includes intensified, compact urban forms, a wide range and mix of housing, employment, recreational, and cultural activities, that are served and connected by a multi-modal transportation system.

City of Mississauga Strategic Plan & Action Plan

The City of Mississauga's Strategic Plan, adopted in 2009, is a long term vision created to guide the development of the city until 2050. The Strategic Plan signified a major shift away from Mississauga's history of suburban greenfield development, embarking the city's transformation into a vibrant and urban mixed-use community. The Strategic Plan is Mississauga's highest level strategic document, defining the City's priorities, short and long-term goals, and providing the overall direction for the city. The City of Mississauga Action Plan is a complementary document intended to activate on the goals and principles of the Strategic Plan, describing and reporting on the 'how-to' aspects involved.

Five major pillars are identified within the Strategic Plan, including 'move', 'belong', 'connect', 'prosper', and 'green'. Each pillar is described below:

- **Move:** developing a transit-oriented city and decreasing reliance on the automobile with the goals of contributing to environmental responsibility, providing better connectivity throughout the city, making transit reliable and more convenient, and fostering transit-oriented development.
- **Belong:** ensuring youth, older adults, and newcomers find Mississauga a desirable place to live; a place young professionals choose to locate, where people can age in place, and where newcomers feel welcomed.

- **Connect:** creating complete communities by developing walkable and connected neighbourhoods that place their priorities on the pedestrian.
- **Prosper:** cultivating creativity and innovation by fostering and developing talent, and providing the infrastructure and services necessary to attract innovative businesses.
- **Green:** exercising environmental responsibility, conserving the natural environment, and promoting a sustainable 'green' culture.

The Strategic Plan offers an ambitious vision for achieving significant long-term change in Mississauga's communities, including Malton, and recognizes many of the infrastructure and liveability improvements that will be required over time in order to transform the city.

City of Mississauga Official Plan

A new Official Plan was adopted by Mississauga City Council in 2010, and similar to the Strategic Plan it represents a significant shift in the City's approach to planning. Realizing that the city can no longer continue to grow by developing greenfield land, the new Official Plan aims to create a more sustainable Mississauga that continues to promote economic development and achieve growth in appropriate areas, while also fostering healthy complete communities and striving to protect the city's natural and cultural heritage assets.

Malton Land Use Designations

One of the most fundamental aspects of an Official Plan document are the Land Use Designations (see Map A.1: Excerpt from Mississauga Official Plan, Schedule 10 - Land Use Designations). Primarily, the Malton Neighbourhood contains 'Low Density Residential' land uses. Clusters of 'High Density Residential' land uses are found at Derry Road and Goreway Drive, around Goreway and Morning Star Drive, and on Darcel Avenue. 'Medium Density Residential' uses are located along Goreway Drive, and east of Goreway along Rexdale, Derry Road, and Morning Star.

Other significant Land Use Designations include the Mixed Use areas on Goreway such as the Westwood Mall site, and parts of Derry and Airport Roads. These locations currently consist of commercial uses, but are designated to also allow the incorporation of residential uses in the form of mixed-use buildings.

Mississauga City Structure

The primary function of Mississauga's City Structure, as described within the Official Plan, is to direct growth to the appropriate locations throughout the city. The City Structure distinguishes between the various functions performed by different areas across the city (see Map A.2: Excerpt from Mississauga Official Plan, Schedule 1B - City Structure). Some areas are predominantly residential; others are office or industrial, while some areas such as the downtown contain a mix of uses. In some areas, intensification is encouraged.

Malton is primarily designated as 'Neighbourhood', with the central area that includes Westwood Mall and the Malton Community Centre designated as a 'Community Node'.

Goreway Drive (between Derry Road and the CN Railway), Derry Road, and Airport Road are each classified as 'Corridor' (see Map A.3: Excerpt from Mississauga Official Plan, Schedule 1C - Corridors). Mississauga's Corridors generally refer to the arterial roads that connect communities and are locations where people experience the city on a day-to-day basis. The Official Plan policies for the Corridors encourage them to develop into compact, mixed use, transit supportive areas, with buildings oriented towards the street.

Malton Community Node Polices

The Official Plan describes Mississauga's Community Nodes as intensification areas where growth should be directed, with the key goal of achieving an appropriate balance between population

and employment. Generally, mixes of residential and commercial uses are permitted within Mississauga's Community Nodes, with buildings ranging from two to four storeys in height.

The Official Plan identifies a target density range for all Community Nodes in the City of between 100 and 200 persons plus job per hectare (ppj). Today the density node in Malton is approximately 101.3/ha ppjs falling within the planned density range, albeit on the low end.

Currently, Malton's Community Node contains a ratio of 3.6 persons per 1 job, which falls outside the Official Plan's target average ratio between 1:2 to 2:1 persons per job. This indicates the need for the creation of more employment within Malton's Community Node area.

Policies specific to the Malton Community Node area encourage the linking of commercial developments with public parks and other community infrastructure through the construction of walkways, underpasses, bridges, and overall improved streetscapes.

Westwood Mall Policies

There are currently policies related to the Westwood Mall lands that discuss improved pedestrian linkages, the creation of focal points, improved parking areas, and guidance on the location and design of new buildings along Goreway Drive.

The area on the north side of the mall is identified as a focal point that needs to be developed for enhanced pedestrian connections, improved building massing treatments, improved parking lot

circulation, and general streetscape improvements. The entrance way adjacent from Jolliffe Avenue is also identified as a focal point in need of strengthened identity through the use of built form, landscaping, signage, and lighting improvements.

The policies also discuss the parking areas on the Westwood Mall site, explaining the need for them to facilitate safe passage of pedestrians, cyclists, and vehicles throughout the parking lot by ensuring adequate site lines, sidewalks, and lighting, as well as landscape islands to help delineate vehicular routes.

A set of policies also exists to guide the development of new buildings along Goreway Drive on the Westwood Mall property. The policies are intended to facilitate a more urban and pedestrian friendly frontage, preventing parking from locating between the building and the street, improving the architectural facades of building walls facing the street, relocating service areas to the internal side lanes of buildings, and clearly delineating pedestrian access areas connecting to building entrances.

Malton Neighbourhood Policies

The primary intent of the 'Neighbourhood' areas within Mississauga's Official Plan is to protect stable residential areas. Although this does not preclude change from occurring, Neighbourhoods are not Intensification Areas and new development must be sensitive to the existing neighbourhood character and land use patterns.

The Malton Neighbourhood is characterized as a stable residential area that is primarily low to medium density. Higher residential

densities exist along the Airport Road, Goreway Drive, and Derry Road Corridors.

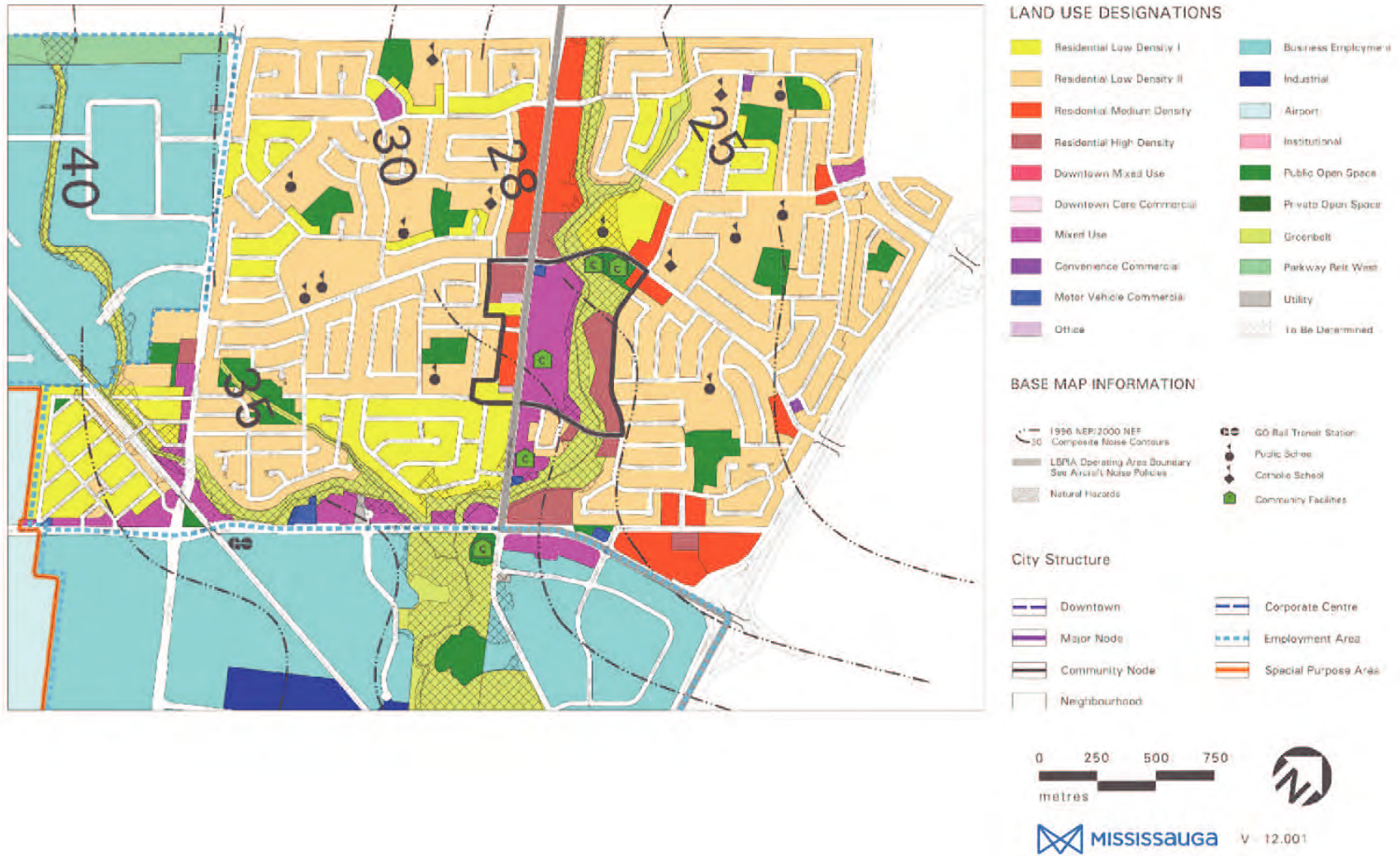
Urban design policies specific to the Malton Neighbourhood encourage the creation of open space connections that provide linkages between commercial developments with public parks or community facilities. They also speak to the importance of preserving the character and cultural landscape of the Village of Malton and the Victory War Time Housing areas.

Special site policies for improving pedestrian connections are identified for the commercial properties along Airport Road. Similar policies also apply to Goreway Road between Etude and Derry, which seeks the improvement of pedestrian connections, and the creation of a more urban street with parking areas and service areas pushed towards the side or rear of buildings, improved architectural facades, and clear pedestrian connections.

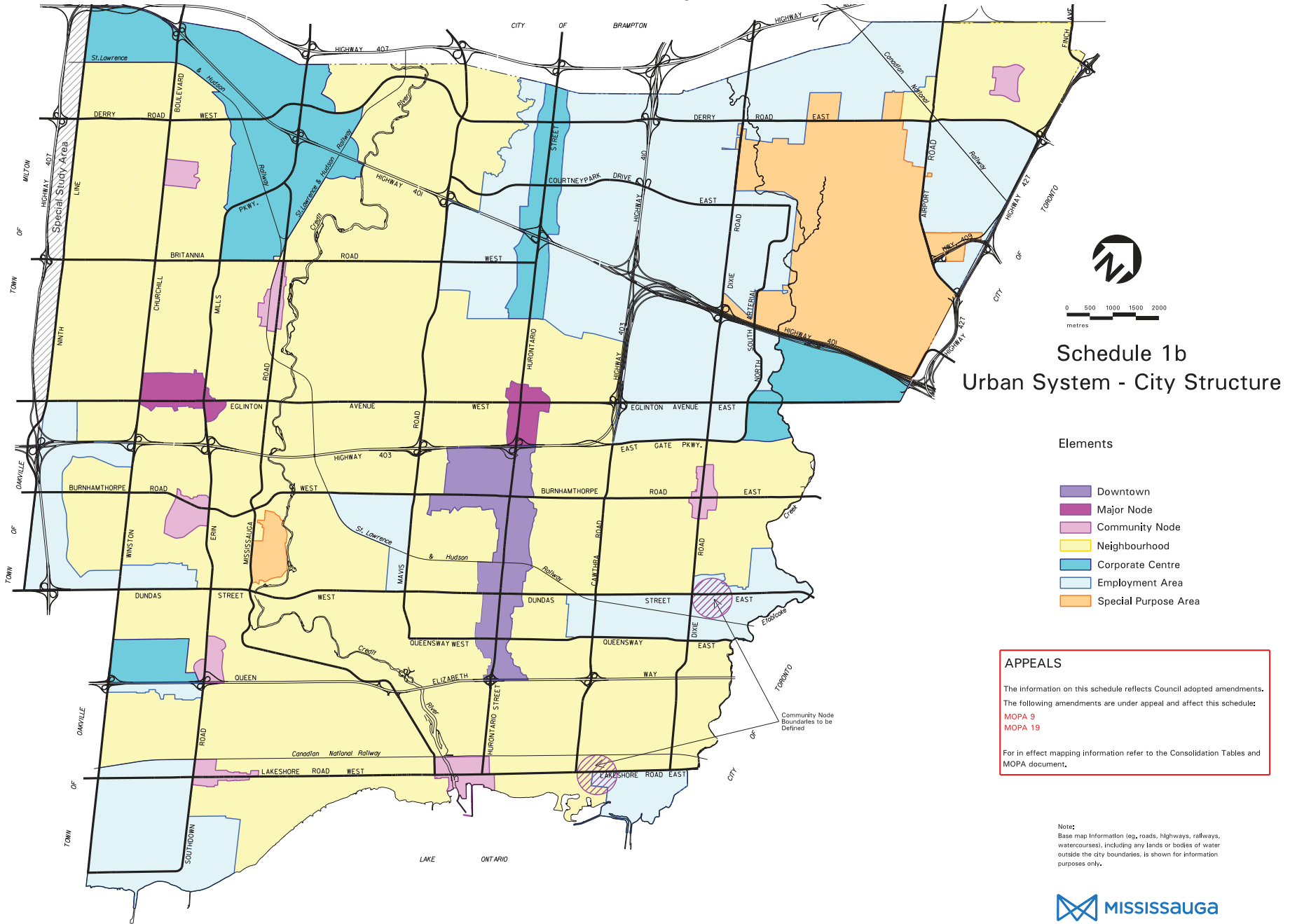
Major Transit Stations

Areas that are located within a 500m radius of Major Transit Stations are identified in the Official Plan as Intensification Areas. This includes the area around the Malton GO Station.

On the south side of Derry Road East, the lands can be intensified with Business Employment Uses. Residential intensification on the north side of Derry Road East is not permitted due to Airport Noise Policy restrictions.





Map A.1 - Excerpt from Mississauga Official Plan, Schedule 10 - Land Use Designations



Map A.2 - Excerpt from Mississauga Official Plan, Schedule 1B - City Structure



Schedule 1c Urban System - Corridors

-  Corridor
-  Intensification Corridor

APPEALS

The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and affect this schedule:
No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.

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.

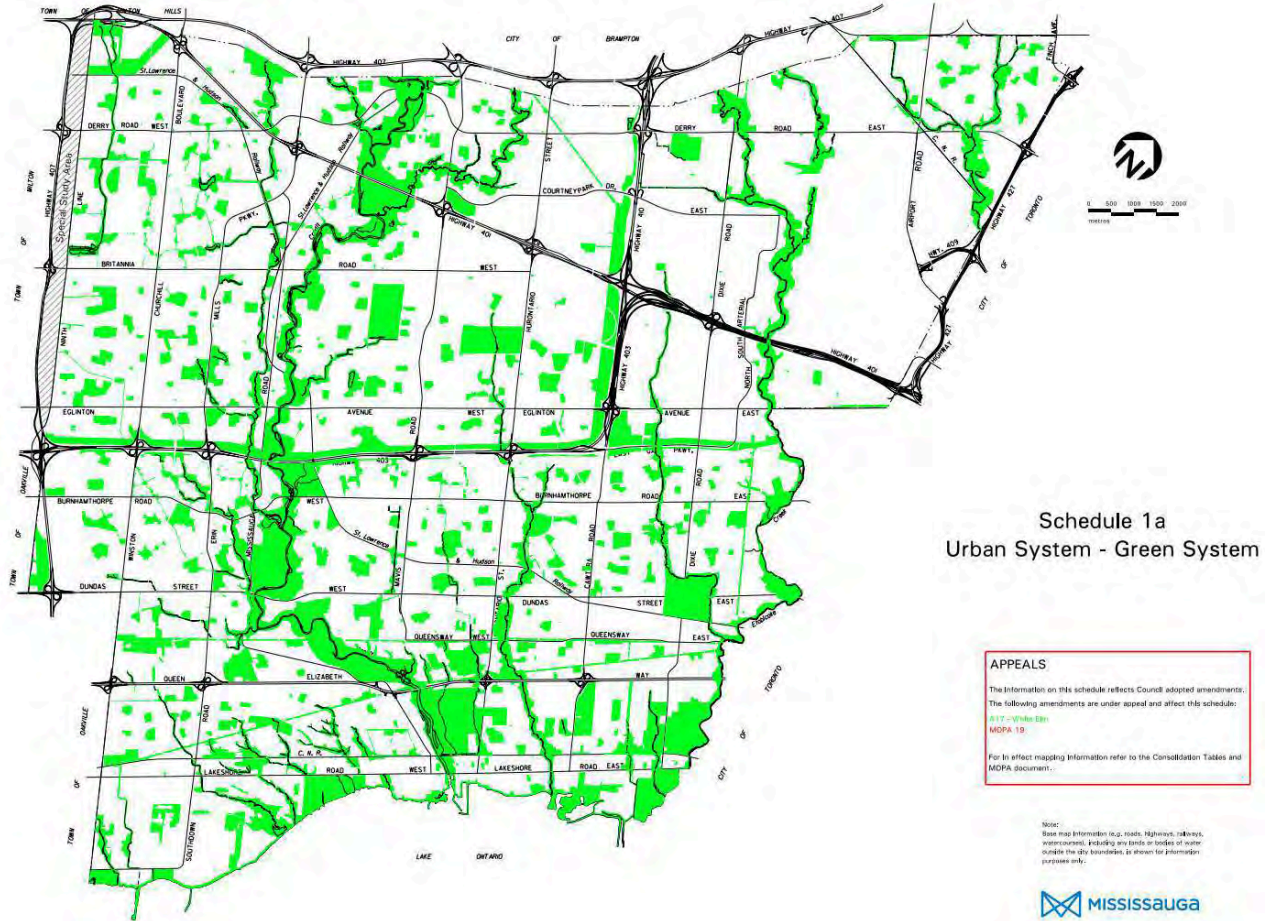


Mississauga Green System

In addition to the City Structure and Corridors, the Green System completes Mississauga’s urban system. In an urban setting such as Mississauga, the built environment must be integrated with the natural environment in a manner that protects and enhances natural systems and provides the city’s inhabitants a multitude of opportunities to connect with nature. The Green System is composed of three elements: the Natural System, lands subject to Natural Hazards, and Parks and Open Spaces (see Map A.4: Excerpt from Mississauga Official Plan, Schedule 1A - Green System). Policies within the Official Plan note that the Green System must be considered in all land use planning decisions and sets out a strategy for protecting, enhancing and restoring the system through a variety of initiatives including establishing appropriate policies, regulation and compliance, securing lands, stewardship, promotion and education, naturalization/restoration, and management of natural areas.

In Malton the majority of Green System lands are comprised of the significant natural areas and green spaces associated with the Mimico Creek (including the East and West Branches); parks adjacent to the Mimico Creek such as Elmcreek, Wildwood, Victory and Malton Village; other parks and open spaces related to school yards.

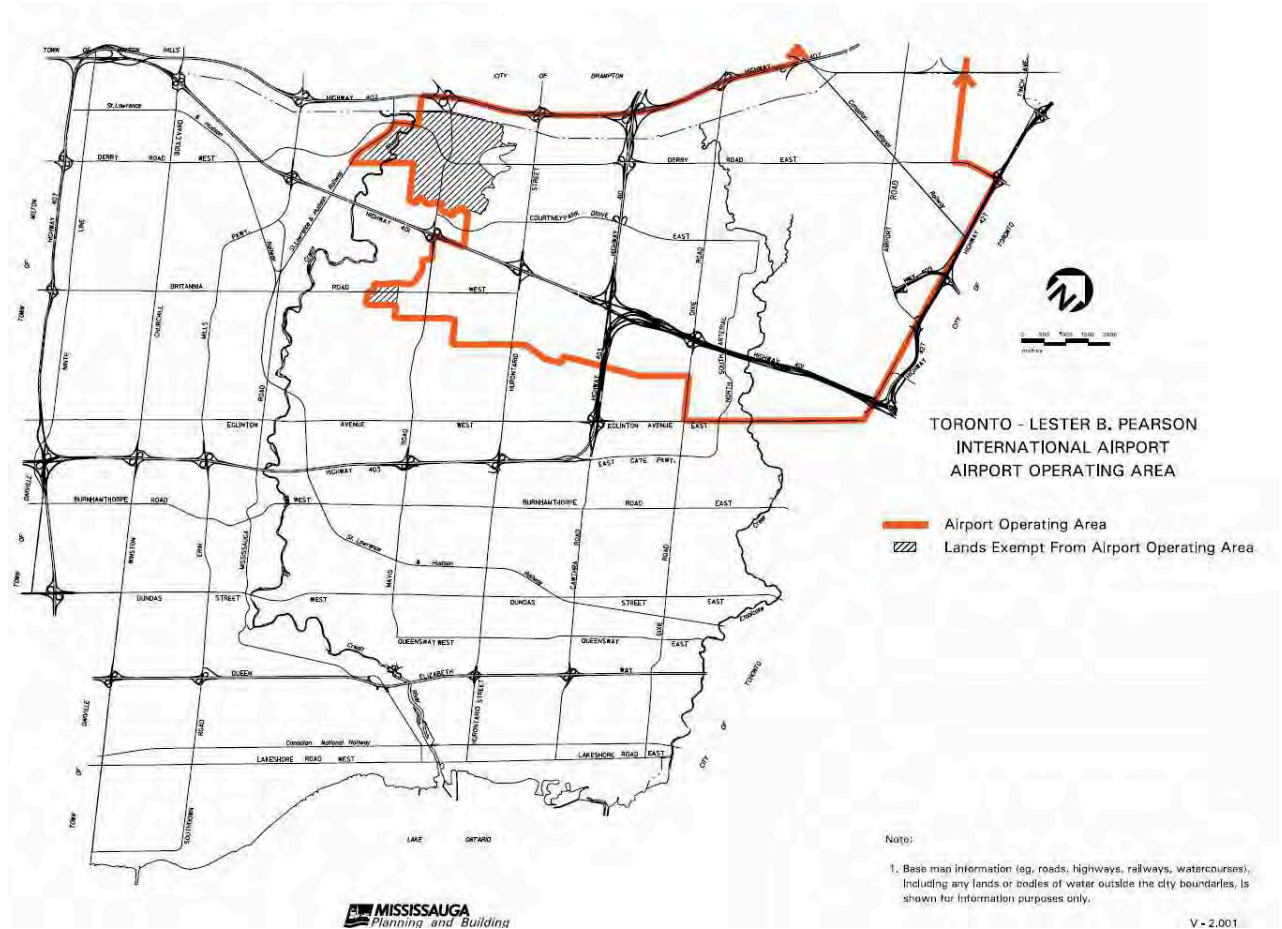
The Mimico Creek and adjacent parks are subject to Natural Hazards (see Map A.1: Excerpt from Mississauga Official Plan, Schedule 10 – Land Use Designations). These areas are generally unsafe for development due to naturally occurring processes such as flooding and erosion.



Map A.4 - Excerpt from Mississauga Official Plan, Schedule 1A - Green System

Airport Noise Policies

Due to the potential impact that aircraft noise can have on adjacent sensitive land uses, such as the residential uses, the Official Plan contains a set of restrictions on development in areas near the Toronto Pearson International Airport. Residential and other sensitive land uses in Malton are subject to these policies, with restrictions determined by the Airport Operating Area (see Map A.5) and the Composite Noise Contours, both established by Transport Canada (see Map A.6).



Map A.5 - Excerpt from Mississauga Official Plan, Map 6-1

The Airport Operating Area boundaries are depicted in red and include the area of Malton west of Goreway Drive and north of Derry Road East.

Generally, proposed residential development on lands west of Goreway Drive have restrictions. Lands which are located above the 35 Composite Noise Contour can only build the number of dwelling units that are currently permitted by the Zoning By-law. Lands which are located between the 35 Composite Noise Contour and Goreway Drive can increase the density but not greater than what is in the immediately adjacent existing residential development. Policies in this area also state the development cannot significantly increase the number of dwelling units.

These policies are a major constraint on residential development in Malton, west of Goreway Drive.



Map A.6 - Airport Noise Composite Contours, established by Transport Canada

Mississauga Culture Master Plan

The Mississauga Culture Master Plan (CMP), approved in 2009, provides a framework and a longer term vision that identifies key opportunities and strategies that the Culture Division can implement over the next several years to help transform Mississauga into a culturally significant Canadian city. The Plan recommends key actions to build financial stability and increase the organizational capacity of cultural organizations, strengthen cultural infrastructure at the neighbourhood level, strengthen the flow and access to information about cultural resources and activities and leverage public works and private sector development to enhance cultural resources and create artful, livable communities.

The actions recommended in the Culture Plan support the five pillars for change of the Strategic Plan. Its strategic directions complement those of the Growth Management Strategy and the Official Plan Review. The Culture Plan sets out strategies and processes to develop and maintain cultural vitality in Mississauga. It introduces the cultural lens that along with economic, environmental and social policies are the key tools of a sustainable plan to re-urbanize and transform Mississauga. The CMP is due for a revision in 2016 that would serve as a Plan going forward to 2021.

Heritage Legislation

The work of Heritage Planning is based on the following legislation:

- Heritage Property Bylaw
- Ontario Heritage Act
- Provincial Policy Statement, Cultural Heritage & Archeology

Public Art Master Plan

The primary intent of the Public Art Master Plan (PAMP) is to establish a design outline to guide Mississauga's public art program for the next several years. The PAMP builds upon existing planning, development, and revitalization initiatives within Mississauga, and will commence in consultation with City staff, key stakeholders and the public.

The PAMP has identified the following five (5) priority zones for Public Art with associated curatorial themes for each:

- Existing Infrastructure Projects
- Heritage Sites
- Pedestrian Zones within Intensification Areas
- Waterfront
- Major Transit Hubs and Corridors

The PAMP raises recommendations designed to guide the development and implementation of a successful public art program, detailing specific temporary and permanent public

art installments, their maintenance, an acquisition strategy, and organizational approaches. In order to successfully implement the PAMP, the Culture Division will need to continue to initiate partnerships with other institutions and the private sector, to continue to engage the public and key stakeholders, to formalize a process for considering public art at the beginning of planning and capital improvement processes, and to sufficiently staff public art initiatives.

Cultural Policy

The purpose of this project is to develop, and seek Council's approval of a cultural policy framework which defines the cultural characteristics of the City, and strengthens a sense of belonging and cultural identity. The policy will serve as a guide to future decisions related to the City's cultural development including investment and programming, and service priorities over the next 15 years.

The policy framework will also provide the foundation for future plans:

- **Revised Culture Master Plan (2016)** – a comprehensive long range plan to guide the growth and development of culture in the city. A master plan establishes a vision that is supported by priority recommendations and actions;
- **Community Cultural Plans** – an operational plan which provides direction on cultural growth and development priorities and resource allocation at the community level;

- **Strategic Plans** – plans to provide strategic direction for achieving the stated goals and objectives of the Master Plan and Community Cultural Plans; and
- **Annual Business Plan** – to identify priorities for achieving the Cultural Master Plan, Strategic Plans, and Community Culture Plans.

The 2010 Cycling Master Plan proposes a number of improvements within the Malton community, including a number of secondary routes and a variety of boulevard bike routes on major streets such as Goreway Drive, Derry Road East and Airport Road.

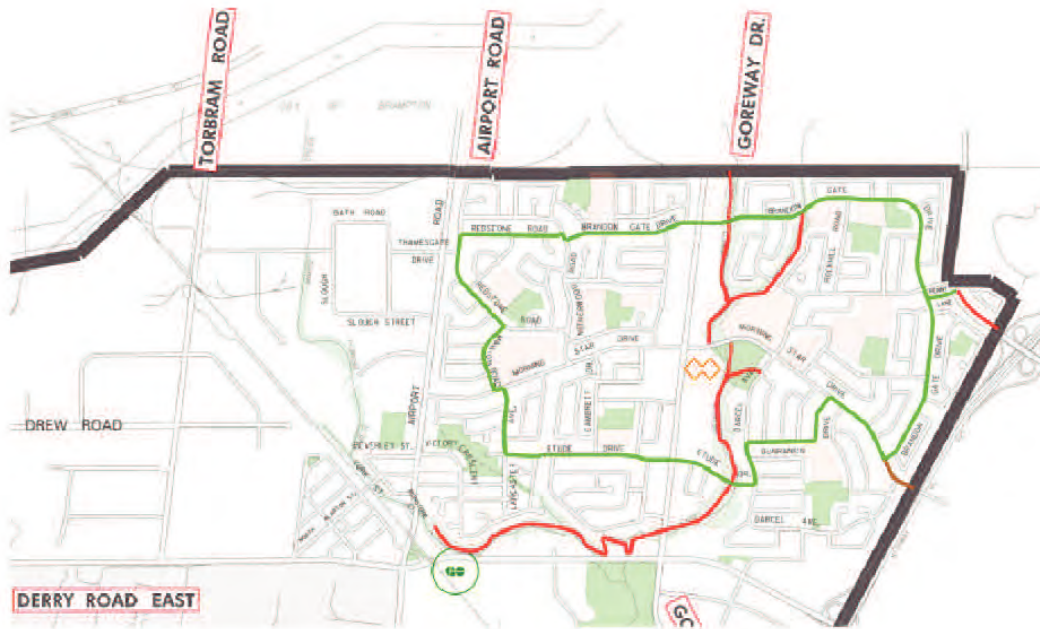
The implementation of these new bike routes, coupled with improved on-street signage of the existing bike infrastructure will enhance the safety and quality of life for the number of Malton residents who already cycle today, while encouraging cycling as a daily activity for others.

Cycling Master Plan (2010)

In 2010, the City of Mississauga developed a Cycling Master Plan to help foster a culture of daily cycling in the city, be it for recreation, health or daily commuting. This is proposed to be achieved through the design, construction and maintenance of approximately 900km of on and off-road cycling routes throughout the city by 2030.

According to the City's Existing Cycling Network map, the Malton community currently has a large on-road, shared use lane that runs throughout the community. Unfortunately, there is minimal on-road signage to indicate to cyclists and to drivers that the lane exists. The route is also referred to as the Malton Loop Trail, and though it does have small signs throughout the community, knowledge of what the Loop Trail is appears to be low.

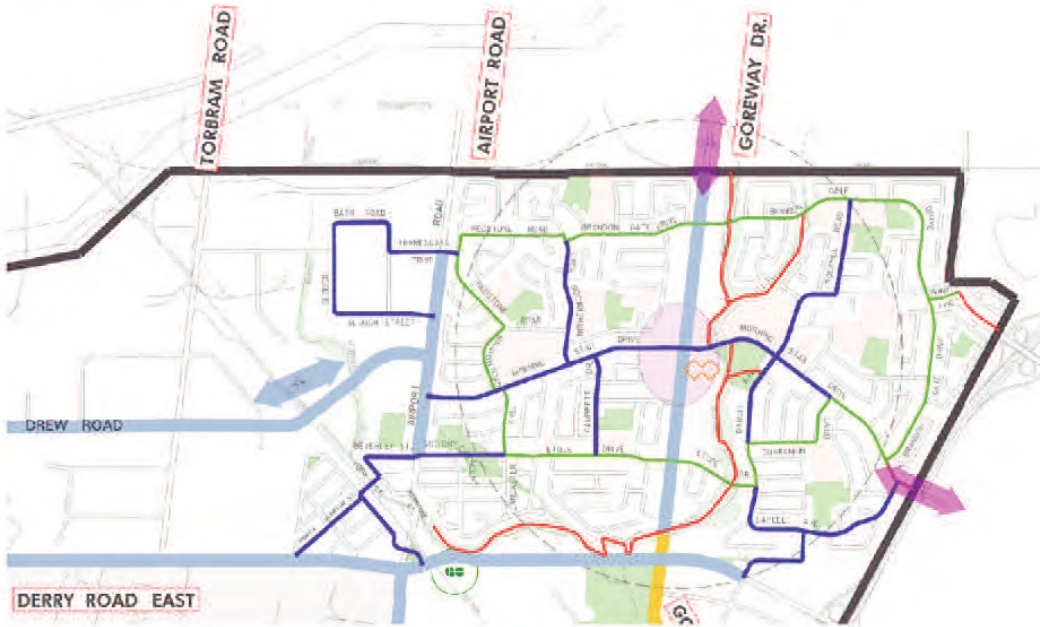
The Existing Cycling Network also notes that an off-road, multi-use trail exists within the Derry Greenway. This is misleading, as the Derry Greenway does not contain a paved route like that which can be found in the Malton Greenway. Both Greenways are identified as off-road, multi-use trails.



Legend:

- Existing On-Road Shared Use Lanes
- Existing Off-Road Multi-Use Trails

Map A.7 - City of Mississauga Existing Cycling Route Network
 Excerpted from the City of Mississauga Cycling Master Plan (2010), Map 5-1



Legend:

- Existing On-Road Shared Use Lanes
- Existing Off-Road Multi-Use Trails
- Proposed Secondary Routes
- Proposed Primary Boulevard Routes
- Proposed Primary On-Road Routes
- Proposed Municipal Connections

Map A.8 - City of Mississauga Proposed Cycling Route Network
 Excerpted from the City of Mississauga Cycling Master Plan (2010), Map 5-2

APPENDIX B

Figure References & Credits

Page	Figure	Description / Caption	Credit
ii-iii	-	Photograph of participants from MyMalton walking tour	Urban Strategies Inc.
x	-	Photograph of children playing chess at the Elmcreek Park Pop-Up Square	City of Mississauga
2	1.1	An aerial view of the Malton community	Google Maps, annotated by Urban Strategies Inc.
5	1.2	Students walking home on Morning Star Drive	Urban Strategies Inc.
7	1.3	Collage of residential, community, and commercial uses of Malton	City of Mississauga and Urban Strategies Inc.
11	1.4	Photographs from the MyMalton engagement sessions	City of Mississauga and Urban Strategies Inc.
12	1.5	Photos from the MiWay and GO Transit MyMalton surveys	City of Mississauga and Urban Strategies Inc.
14	1.6	Photos from the Malton Walking Tour	Urban Strategies Inc.
15	1.7	Photo from the October 14 Community Meeting	City of Mississauga
17	1.8	Photos from the October 14 Community Meeting	City of Mississauga
18	-	Photograph of a model Avro Arrow located outside of Wildwood Park on Derry Road	City of Mississauga
22	-	Photograph of family walking through Wildwood Park at the Malton Community Festival	Urban Strategies Inc.
28	3.1	Many residents walk through Elmcreek Park to use the variety of surrounding community and private facilities.	Google Earth, annotated by Urban Strategies Inc.
29	3.2	Photographs of areas surrounding Elmcreek Park.	Urban Strategies Inc.
30	3.3	Elmcreek Park (before)	Urban Strategies Inc.
31	3.4	Elmcreek Park (after)	Urban Strategies Inc.
32	3.5	From top to bottom, left to right: i.) Children outside of Malton Community Centre ii.) Children playing in Wildwood Park iii.) Group having dinner on a park bench iv.) Woman baking pizza in a community oven	i.) Urban Strategies Inc. ii.) Urban Strategies Inc. iii.) U of T School of Continuing Studies; http://english.learn.utoronto.ca/pt/blog/activities/toronto-island-bbq/ iv.) Woman baking pizza in a community oven: Aaron Lynett
33	3.6	Images from the Elmcreek Community Pop-Up	City of Mississauga
35	3.7	Pedestrians at the University of Toronto St. George Campus	Top image: Brown and Storey Architects; http://www.browncandstorey.com/project/st-george-street-revitalization/ Bottom image: U of T News; http://news.utoronto.ca/sites/default/files/Back-to-school-13_08_23.jpg
36	3.8	Morning Star Drive (before)	Google Maps

Page	Figure	Description / Caption	Credit
37	3.9	Morning Star Drive (after)	Modification by Urban Strategies Inc. based on original by Google Maps
41	3.10	i.) Top left: Rectory Cafe, Toronto Islands ii.) Top right: Mixed-use development in Vancouver, British Columbia iii.) Bottom left: Shops at Don Mills, Toronto, Ontario iv.) Bottom right: Outlet Collection Mall in Niagara-On-The-Lake, Ontario	i.) Flickr, user: Greg's Southern Ontario, Photo: Rectory Cafe, Toronto Islands / Ward's Island, Toronto, Ontario, Canada ii.) Urban Strategies Inc. iii.) OALA; http://oala.ca/shops-at-don-mills/ iv.) Outlet Collection; http://outletcollectionatniagara.com/stores
42	3.11	Rear of Westwood Mall (before)	Urban Strategies Inc.
43	3.12	Rear of Westwood Mall (after)	Urban Strategies Inc.
47	3.13	Images of Malton Greenway	Urban Strategies Inc.
48	3.14	i.) Top left: Houtan Park, Shanghai; Boardwalks adjacent to marsh land. ii.) Top right: Playground equipment found in park designed by Grant & Associates iii.) Bottom: Outdoor exercise equipment found in park designed by James Corner Field Operations	i.) Turenscape, Shanghai Houtan Park; http://www.turenscape.com/english/projects/project.php?id=443 ii.) Grant Associates; http://grant-associates.pr.co/46236-far-east-organization-children-s-garden-opens-at-gardens-by-the-bay iii.) James Corner Field Operations; http://www.fieldoperations.net/project-details/project/philadelphia-navy-yards-central-green.html
51	3.15	i.) Top image: Skating at Samuel Smith Park, Toronto, Ontario ii.) Middle image: Jaime Bell designed castle located in High Park, Toronto, Ontario	i.) Toronto Savvy, https://torontosavvy.files.wordpress.com/2013/12/samsmith2.jpg ii.) Benson Kua; http://ilovetoronto.com/places-in-toronto/2012/12/high-park-fall-foliage
52	3.16	Malton Arena (Before)	Google Maps
53	3.17	Malton Arena (After)	Urban Strategies (modifications based on original by Google Maps)
56	3.18	i.) Top left: Entrance to Derry Greenway ii.) Top right: Derry Greenway iii.) Bottom left: Victory Hall iv.) Bottom right: Rutherford Family Conservatory at University of Guelph, shown as an alternative use for Victory Hall	i.) Urban Strategies Inc. ii.) Urban Strategies Inc. iii.) City of Mississauga iv.) University of Guelph; http://www.uoguelph.ca/campus/map/conservatory/

Page	Figure	Description / Caption	Credit
59	3.19	i.) Top image: Airport Road (Before) ii.) Bottom image: Airport Road (After)	i.) Google Maps ii.) Urban Strategies (modifications based on original by Google Maps)
60	3.20	i.) Top left image: Airplane landing at Pearson Airport over Airport Road ii.) Top right image: Tianjin Qiaoyuan Park iii.) Bottom image: Moesgaard Musuem, shown as a hypothetical Airport Logistics Hub	i.) Flickr, user: Michael Gil, "Air France" ii.) Flickr, user: Joshua L, "Tianjin Qiaoyuan Park" iii.) Moesgaard Musuem, http://www.moesgaardmuseum.dk/
63	3.21	i.) Top image: Tensta Konsthall ii.) Middle image: Malton Village Park rendering iii.) Bottom image: Malton Village Park rendering	i.) Urban Strategies Inc ii.) City of Mississauga iii.) City of Mississauga
66	3.22	Arterial and Secondary Streets	City of Mississauga
67	3.23	Malton Loop Trail and New Bicycle Routes	City of Mississauga and Urban Strategies Inc.
68	3.24	Goreway Drive (before)	Urban Strategies Inc.
69	3.25	Goreway Drive (After)	Urban Strategies Inc.
70	3.26	Top image: Well used bicycle racks through Malton, including the Malton Community Centre Bottom image: and one of the neighbourhood secondary schools (below)	Urban Strategies Inc. Urban Strategies Inc.
71	3.27	Opposite Page (Pedestrians and cyclists on Airport Road)	Urban Strategies Inc.
72	-	Photo of a property with heritage architectural features in Malton	City of Mississauga
75	4.1	The Malton Community Node, excerpted from City of Mississauga Official Plan	City of Mississauga
76	4.2	The Malton Neighbourhood Character Area, excerpted from City of Mississauga Official Plan	City of Mississauga
78	4.3	Participants in the Mississauga Festival Youth Choir	Mississauga Festival Youth Choir, http://mfyc.ca/
79	4.4	Performances at the annual Malton Community Festival	Malton Women Council (MWC), http://maltonwomenscouncilmwc.blogspot.ca/p/mwcs-youth-wing.html
80	4.5	Public art column located at Albert McBride Park.	City of Mississauga
81	4.6	Various business establishments throughout Malton	City of Mississauga and Urban Strategies Inc.
82	4.7	Malton Greenway	Urban Strategies Inc.
83	4.8	New infill construction in Malton	Urban Strategies Inc.
84	4.9	Streetscape improvements from Streetsville's Main Street Square	Urban Strategies Inc.
85	4.10	Community Partners present in Malton	Compiled together by Urban Strategies Inc.
86	-	Open Space Area in Wildwood Park	City of Mississauga

City of Mississauga
Corporate Report



<p>Date: March 22, 2016</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: CD.21.THO W10</p>
<p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Meeting date: 2016/04/11</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 10)

To revise the official plan and zoning By-law to permit office uses, medical office, financial institution, and/or commercial school on a City-owned property that has been declared surplus, 3600 Thomas Street, southwest corner of Thomas Street and Tenth Line West

Applicant: City of Mississauga

File: CD.21.THO. W10

Recommendation

That the Report dated March 22, 2016 from the Commissioner of Planning and Building regarding the proposal by the City of Mississauga to permit office uses, medical office, financial institution, and/or commercial school on the subject property under File CD.21.THO W10, 3600 Thomas Street, southwest corner of Thomas Street and Tenth Line West, be received for information.

Report Highlights

- The City-owned property was declared surplus by Council on July 3, 2013;
- Council adopted a Resolution on November 25, 2015 directing the Planning and Building Department to rezone the surplus property to office;
- In order to implement Council's direction and to ensure that the proposed zoning conforms to the Official Plan, staff propose an official plan amendment to redesignate the property from Residential High Density to Office Special Site.

Background

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

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontage:	65.84 m (216.01 ft.)
Depth:	123.25 m (404.36 ft.)
Gross Lot Area:	0.79 ha (1.95 ac.)
Existing Uses:	The subject property is currently vacant

This City property is located in the Churchill Meadows Neighbourhood Character Area and is surrounded by a mix of residential, institutional and commercial uses.

The surrounding land uses are:

- North: Commercial plaza including free standing restaurants and retail uses
- East: Townhouse homes
- South: Townhouse homes
- West: Fire station to the immediate west and townhouse homes further west

Information regarding the history of the site is found in Appendix 1.

DETAILS OF THE PROPOSAL

This proposal to redesignate and rezone the property to permit office uses was circulated on December 22, 2015. There is no specific development proposal at this time. Additional information is provided in Appendices 1 to 8.

LAND USE CONTROLS

The subject lands are located within the Churchill Meadows Character Area and are designated **Residential High Density**. The proposed **O-Office** zone does not conform with the **Residential High Density** land use designation. An official plan amendment is required to change the designation from **Residential High Density** to **Office-Special Site** to allow for office uses.

The proposal is to also change the property zoning from **RA2-28 (Residential High Density)** to **Office-Exception (O)** to permit an office, medical office, financial institution, and/or commercial school in accordance with the proposed zone standards contained within Appendix 8.

Detailed information regarding the official plan and zoning is found in Appendices 7 and 8.

WHAT DID THE COMMUNITY SAY?

No community meetings were held and no written comments were received by the Planning and Building Department.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 5. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained?
- Is the proposal compatible with the character of the area?
- Are the proposed zoning standards appropriate?
- Have all of the technical requirements and studies related to the project been submitted and found to be acceptable?

OTHER INFORMATION

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

- An Environmental Site Screening and Questionnaire and Declaration
- Survey
- Phase One Environmental Assessment
- Record of Site Condition

DEVELOPMENT REQUIREMENTS

There are engineering matters including: traffic impacts, site access, storm water management, environmental assessment and stationary noise impacts to the adjacent residential land uses. A Development Agreement will be prepared to ensure appropriate warning clauses address the above-noted matters.

Financial Impact

When the property is developed, development charges will be payable in keeping with the requirements of the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met prior to development.

Conclusion

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

Attachments

Appendix 1: Site History

Appendix 2: Aerial Photograph

Appendix 3: Excerpt of the Churchill Meadows Character Area Land Use Map

Appendix 4: Existing Land Use and Proposed Zoning Map

Appendix 5: Agency Comments

Appendix 6: Council Resolution 0271-2015 to rezone the property

Planning and Development Committee

2016/03/22

4

Originator's file: CD.21.THO W10

Appendix 7: Summary of Existing and Proposed Mississauga Official Plan Policies and
Relevant Mississauga Official Plan Policies

Appendix 8: Summary of Existing and Proposed Zoning Provisions

Appendix 9: General Context Map



Edward R. Sajecki
Commissioner of Planning and Building

Prepared by: Lauren Eramo-Russo, Planner

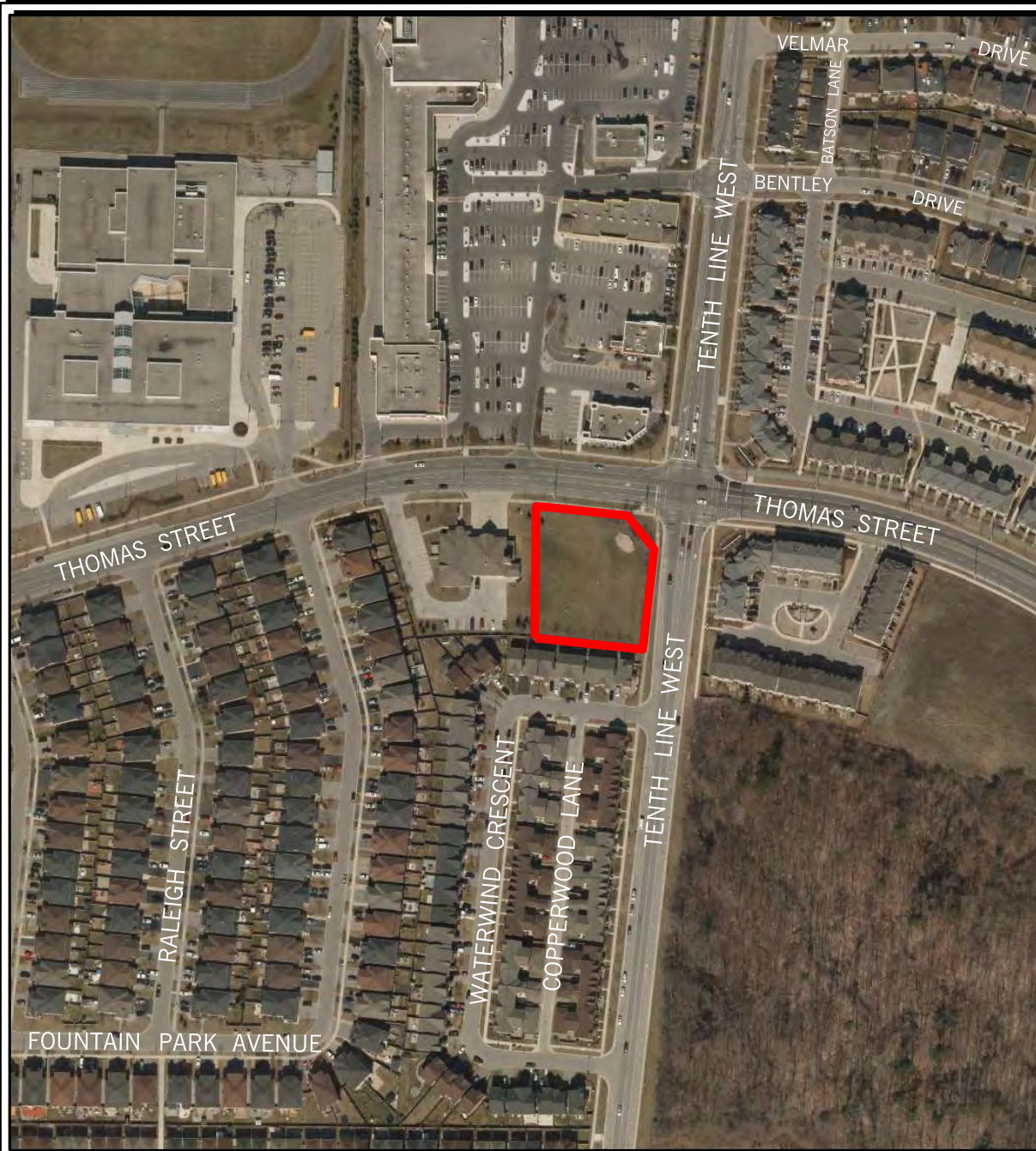
City of Mississauga

File: CD.21.THO W10

Site History

- November 14, 2012 - Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated **Residential High Density** in the Churchill Meadows Character Area.
- July 3, 2013 - The easterly portion of the property was declared surplus and approved for disposal by Council.
- February 4, 2015 - A report from the Community Services Department is presented to General Committee recommending that the "H" Holding Symbol be removed from the property prior to its sale.
- May 5, 2015 - A report from Planning and Building Department is received by Planning and Development Committee, which recommends that the "H" Holding Symbol be lifted on the easterly portion of the subject property. The By-law is approved by Council on May 14, 2015.
- November 25, 2015 - Resolution 0271-2015 is passed by Council directing staff to rezone the property to allow for an office use (Appendix 6).

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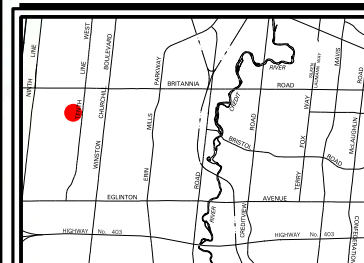
LEGEND:

 **SUBJECT LANDS**

DATE OF AERIAL IMAGERY: SPRING 2015



SUBJECT: CITY OF MISSISSAUGA



FILE NO: CD.21.THO
DWG. NO: CD.21.THO-Aerial
SCALE: 1:3000
DATE: 2016/04/11
DRAWN BY: A.SHAH

APPENDIX 2

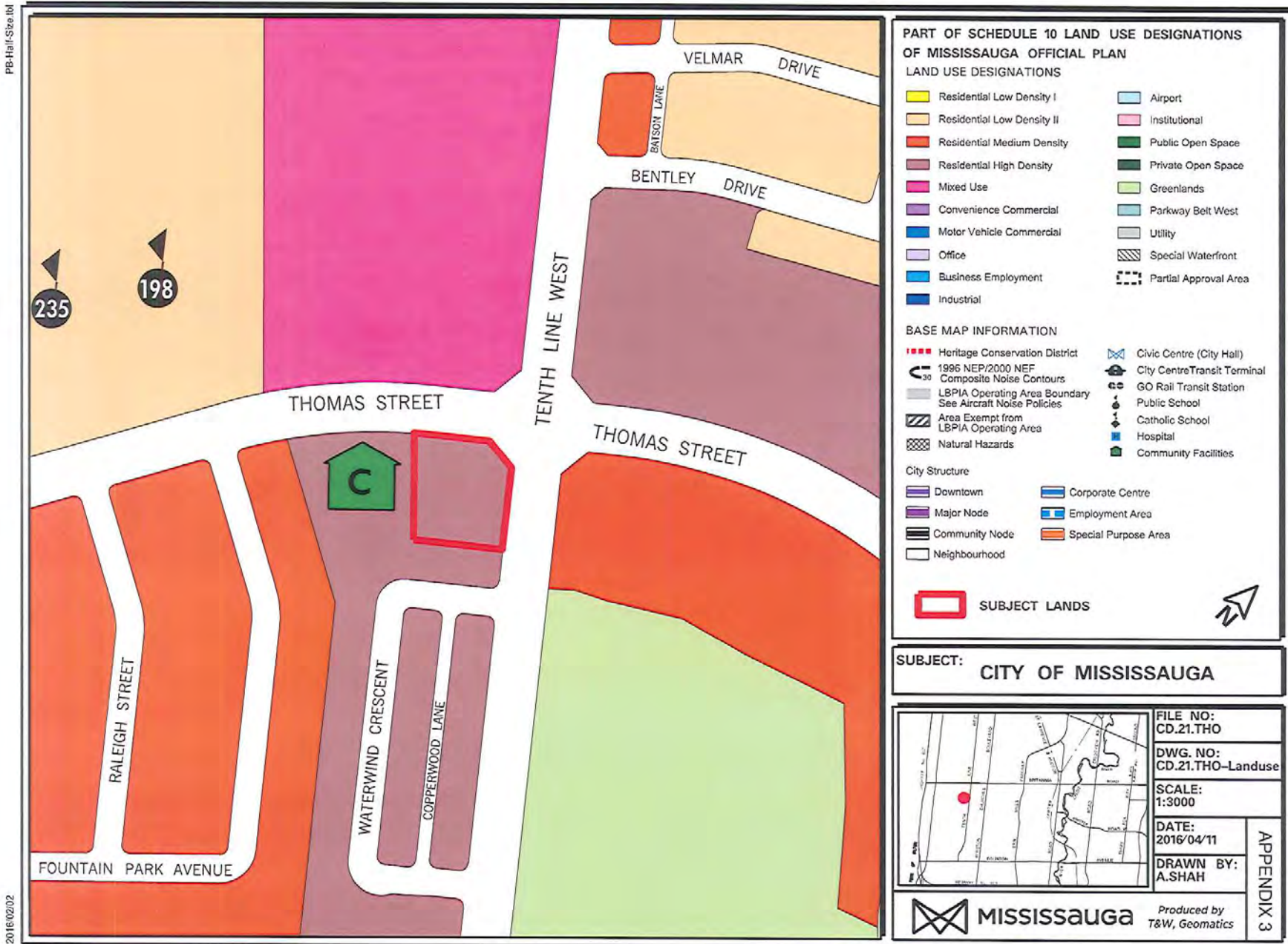


MISSISSAUGA

Produced by
T&W, Geomatics

2016/02/02

apasha

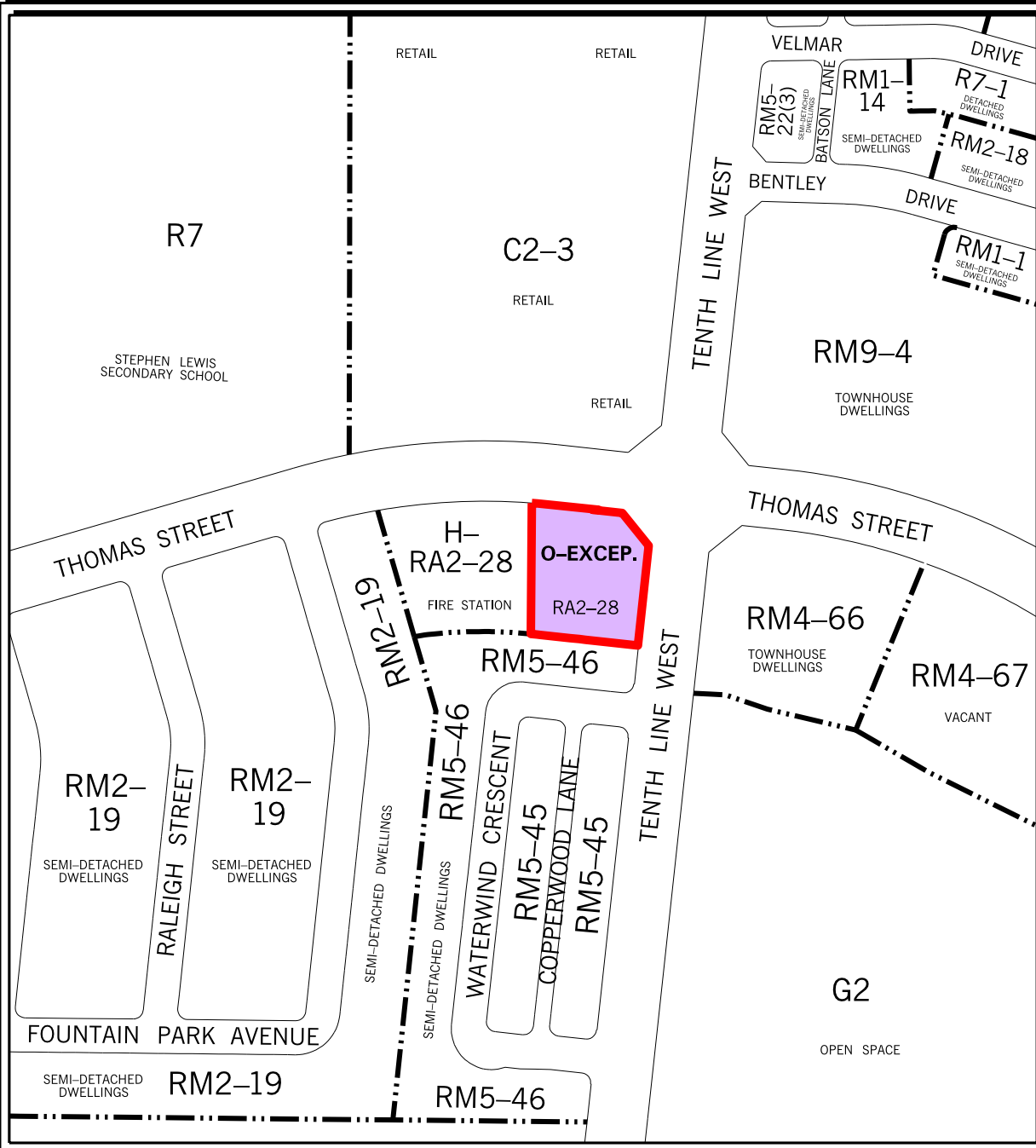


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LEGEND:

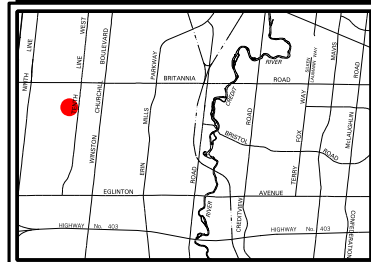


PROPOSED OFFICIAL PLAN AMENDMENT FROM 'RESIDENTIAL HIGH DENSITY' TO 'OFFICE-SPECIAL SITE' AND PROPOSED REZONING FROM 'RA2-28' (RESIDENTIAL HIGH DENSITY) TO 'O-EXCEPTION' (OFFICE).

NOTE: EXISTING ZONING DELINEATED ON THE PLAN PROPOSED ZONING INDICATED BY SHADING WITHIN THE APPLICATION AREA.
THIS IS NOT A PLAN OF SURVEY.



SUBJECT:
CITY OF MISSISSAUGA



FILE NO: CD.21.THO	APPENDIX 4
DWG. NO: CD.21.THO-Rezoning	
SCALE: 1:3000	DATE: 2016/04/11
DRAWN BY: A.SHAH	



MISSISSAUGA

Produced by
T&W, Geomatics

2016/03/07

apasha

City of Mississauga

File: CD.21.THO W10

Agency Comments

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

Agency / Comment Date	Comment
City Community Services Department, Park Planning (February 12, 2016)	Community Services supports the proposal and has no concerns.
City Community Services Department – Fire and Emergency Services Division (January 27, 2016)	Fire has reviewed the proposal from an emergency response perspective and has no concerns; emergency response time to the site and water supply available are acceptable.
T&W (January 28, 2016)	T&W indicate that their interests with respect to the development of the subject site as an office building include traffic impacts, site access, storm water management, environmental assessment and stationary noise impacts to the adjacent residential land uses. In the absence of a development proposal for the lands, the above details will be addressed as conditions of the site plan approval process for the property.
Rogers Communication (January 13, 2016)	This agency advises that there is a buried coaxial plant in this area. In the case of any Rogers cable relocation, detailed drawings will be required at that time.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> -Canada Post -Realty Services -Economic Development -Enbridge Gas -Region of Peel -MiWay Transit.



RESOLUTION NO.: 0271-2015 Page 1 of 1

Date: November 25, 2015

Moved by: [Signature]

Seconded by: [Signature]

WHEREAS the easterly portion of the property at 3600 Thomas Street has been declared surplus by Council resolution GC-0450-2013 on July 3, 2013;

AND WHEREAS the recommendation to remove the "H" holding provision was approved by Council on April 15, 2015;

AND WHEREAS the property is currently zoned RA2-28;

AND WHEREAS residential development is unsuitable and undesirable on this corner property;

AND WHEREAS changing the zoning prior to placing the land for sale on the open market will:

- a) enable the City to maintain better control over community planning;
- b) give prospective purchasers insight into what kind of development is desirable; and
- c) potentially avoid costly appeals and/or unwanted development;

AND WHEREAS Mississauga's Strategic Plan states that "Mississauga will be responsible in developing connected neighbourhoods. As part of the 'Completing our Neighbourhoods' strategic pillar for change, the objective is to develop compact, mixed-use neighbourhoods that will give residents the ability to engage safely in all aspects of their everyday lives, within walking distance and easy access;"

AND WHEREAS the best use development on this property toward completing the Churchill Meadows community will be much-needed medical amenities;

NOW THEREFORE BE IT RESOLVED THAT the Planning and Building department engage in the process of re-zoning the subject property to "O" - Office.

Carried
_____ Mayor

City of Mississauga

File: CD.21.THO W10

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

Mississauga Official Plan (2012) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 29, 2011. The Plan was appealed in its entirety; however, on November 14, 2012 the Ontario Municipal Board issued a Notice of Decision approving Mississauga Official Plan, as modified, save and except for certain appeals which have no effect on the subject application.

Current Mississauga Official Plan Designation and Policies for the Churchill Meadows Neighbourhood Character Area

Residential High Density which permits the following uses: apartment dwellings, accessory offices, home occupations, special needs housing, convenience commercial facilities, and townhouse dwellings will be permitted, where appropriate.

In addition, the subject property is located within Precinct #1 within Churchill Meadows. Specific Policies within this Precinct indicate that buildings located north and south of Thomas Street fronting onto Tenth Line West should have built forms located close to the street edge. In addition, parking facilities will be designed in a manner that is compatible with the mainstreet character of the area; incorporation of measures such as landscape space, planters or tree grates; or other elements that reinforce the urban street wall.

Proposed Official Plan Amendment Provisions

In order to implement Council's direction, the lands need to be designated **Office-Special Site**. The special site policies will include built form, parking related requirements and site design to ensure buildings are located close to the street edge. In addition, the special site policies will also ensure that the proposal is consistent with the zoning By-law amendment, which includes a maximum building height of 6 storeys.

The **Office** designation permits the following uses: major office, secondary office and accessory uses.

There are other policies in Mississauga Official Plan that are also applicable in the review of this application, which are found on the following pages.

City of Mississauga

File: CD.21.THO W10

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5- Direct Growth	Section 5.3 Section 5.4 Section 5.5	Neighbourhoods should be regarded as stable residential areas where the existing character is to be preserved. Residential intensifications within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas. Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to the surrounding development.
Section 9- Build a Desirable Urban Form	Section 9 Section 9.1 Section 9.3 Section 9.4 Section 9.5	Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill fits within the existing urban context and minimizes undue impacts on adjacent properties. Infill and development within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties. Development at intersections and on major streets should be of a highly attractive urban quality.
Section 11- General Land Use	Section 11.2.7.1 11.2.7.2	Lands designated Office will permit major offices, secondary offices, and accessory uses. Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.

City of Mississauga

File: CD.21.THO W10

	Specific Policies	General Intent
Section 16- Neighbourhoods	Section 16.1 Section 16.1.3 Section 16.6 Section 16.4.2 Section 16.4.2.2.1	<p>The lands surrounding the intersection of Thomas Street and Tenth Line West will form a community focus for the city through the development of a retail commercial facility and Residential High Density development. The form of development is to allow for transition of conventional dwellings to mixed uses.</p> <p>In addition, parking facilities should be provided and designed in a manner that is compatible with the mainstreet character of the area; incorporation of measures such as landscape space, planters or tree grates; or other elements which reinforce the urban street wall.</p>
Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

City of Mississauga

File: CD.21.THO W10

Summary of Existing and Proposed Zoning Provisions

Existing Zoning By-law Provisions

RA2-28 (High Density Residential), which permits apartment dwellings, accessory offices, home occupations, special needs housing, convenience commercial facilities, and townhouse dwellings will be permitted, where appropriate.

Proposed Zoning Standards

The lands are proposed to be zoned **O-Exception (Office)** to permit an Office Building in accordance with the following regulations.

Proposed Zoning Standards

	Existing RA2-28 (High Density Residential) Zoning By-law Standards	Proposed Office Zoning By-law Standards
Permitted Uses	Apartment dwellings, accessory offices, home occupations, special needs housing, convenience commercial facilities, and townhouse dwellings will be permitted, where appropriate.	Financial Institution, Medical Office, Office, Commercial School
Accessory uses	Accessory offices for physicians, dentists, health professionals and drugless practitioners*	Medical supply and equipment store, Pharmacy, Daycare* *Accessory uses will be permitted to a maximum of 20% of the total gross floor area-non-residential of each building
Minimum front yard	7.5 m (24.6 ft.)	4.5 m (14.76 ft.)
Minimum exterior side yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum interior side yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum rear yard	7.5 m (24.6 ft.)	7.5m (24.6 ft.)
Maximum building height	5 storeys	6 storeys
Minimum Landscape Buffer	4.5 m (14.76 ft.)	4.5 m (14.76 ft.)

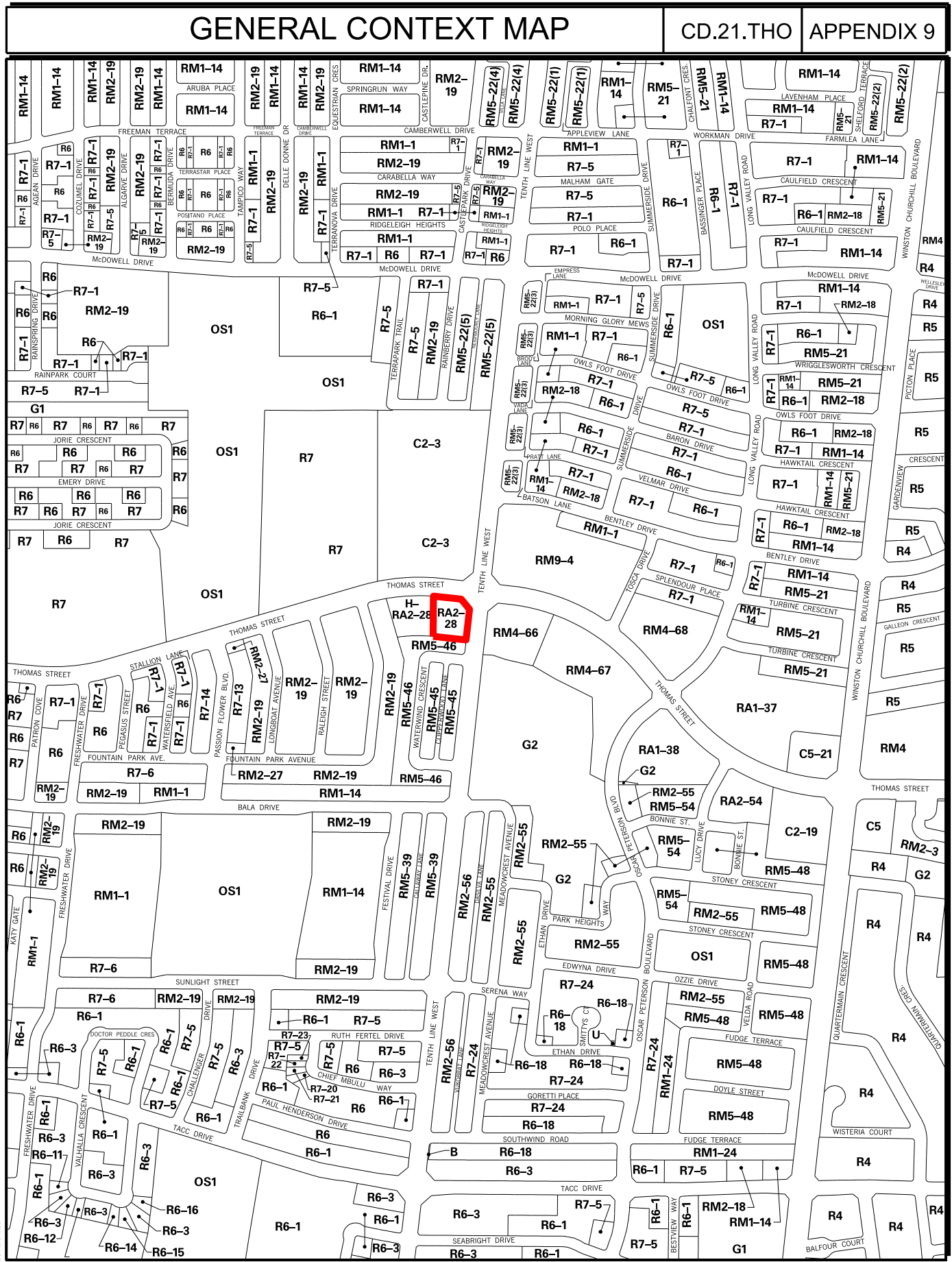
GENERAL CONTEXT MAP

CD.21.TH0

APPENDIX 9

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City of Mississauga
Corporate Report



<p>Date: March 22, 2016</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: OZ 14/009 W3</p>
<p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Meeting date: 2016/04/11</p>

Subject

PUBLIC MEETING INFORMATION REPORT (Ward 3)

Application to permit business employment uses including a banquet hall and hotel, 4598 Tomken Road, west side of Tomken Road south of Eglinton Avenue East

Owner: 2425316 Ontario Limited

File: OZ 14/009 W3

Recommendation

That the report dated March 22, 2016, from the Commissioner of Planning and Building regarding the application by 2425316 Ontario Limited (King Walia) to permit employment uses including a banquet hall and hotel under File OZ 14/009 W3, 4598 Tomken Road, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community;
- The project conforms with the Business Employment designation;
- A Councillor meeting was held on October 26, 2015 with no members of the public attending and no community concerns have been identified to date;
- Prior to the next report, matters to be addressed include urban design, parking, traffic, access and proposed details of a landscape buffer required along the west property line abutting greenbelt lands.

Background

The application has been circulated for technical comments and a community meeting was held on October 26, 2015. No members of the public attended the meeting. The purpose of this

report is to provide preliminary information on the application and to seek comments from the community.

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	Eglinton Avenue East – 101.72 m (333.72 ft.) Tomken Road - 32.37 m (106.2 ft.)
Depth:	386.67 m (1,268.6 ft.)
Gross Lot Area:	3.76 ha (9.29 ac.)
Existing Uses:	Vacant

The property is located on the west side of Tomken Road south of Eglinton Avenue East abutting a city owned woodlot. The site is irregular in shape and is currently a vacant field with few trees.

The area is in transition. Although, there are a few older homes in the area, redevelopment has occurred on both sides of Tomken Road, south of Eglinton Avenue East. These contain stand-alone restaurants, a hotel, a private school and retail plaza on the west side. Planning staff are currently processing a site plan at 4560-4586 Tomken Road (SP 86/14 W3), south of subject property to permit a new convenience restaurant (678604 Ontario Inc.).

The surrounding land uses are:

North: North and east of the single storey residential dwelling is a two storey commercial building with associated parking currently occupied by the Northstar Montessori Private School. Further north is a multi-unit industrial plaza and a single storey residential dwelling.

East: Free standing restaurants including a Tim Hortons. Across the street is the 2 storey Canadian Place, a 20 461 m² (220,235 sq. ft.) mixed use condominium project.

South: Vacant lands and a day care use in a residential home to the southeast.

West: City owned woodlot and Highway 403

Information regarding the history of the site is found in Appendix 1.

DETAILS OF THE PROJECT

The application is to permit a range of employment uses including a banquet hall and conference center, hotel, office, business activities, financial institutions, manufacturing and

warehousing, accessory sales and service, commercial school, medical offices and all types of restaurants.

Development Proposal		
Application(s) submitted:	Received: April 9, 2015 Deemed complete: May 11, 2015	
Developer Owner:	2425316 Ontario Limited (King Walia)	
Applicant:	Deanlee Management Inc.	
Height:	1 storey	
Lot Coverage:	12.14%	
Landscaped Area:	23%	
Gross Floor Area:	3 887.25 m ² (41,842 ft ²)	
Parking Total	Required 652 spaces	Proposed 622 spaces
Banquet Hall and Hotel	533 spaces	503 spaces
Business Employment Building	119 spaces	119 spaces
Green Development Standards	No Green Development Standards have been proposed	

Additional information is provided in Appendices 1 to 10.

LAND USE CONTROLS

The subject lands are located within the Northeast Employment Area and are designated **Business Employment**. The application is in conformity with the land use designation.

A rezoning is proposed from **D (Development)** to **E2 – Exception (Employment)** to permit employment uses including a banquet hall in accordance with the proposed zone standards contained within Appendix 9.

Detailed information regarding the official plan and zoning is contained in Appendices 3 and 4 respectively.

Ministry of Transportation

A portion of the site is located adjacent to Eglinton Avenue East, under the jurisdiction of the Ministry of Transportation and is designated as a Control Access Highway. The Ministry will not permit vehicular access from this land to Eglinton Avenue East.

Public Road

In 2002, City Council approved a road pattern for lands south of Eglinton Avenue East west of Tomken Road to facilitate access for properties on the west side of Tomken Road. As a condition of approval for the lands north of the subject property (4870 Tomken Road), the applicant De Zen Construction was required to transfer a portion of land required to create a public road from Tomken Road (see Appendix 11). On April 14, 2004 the land was transferred to the City (By-law 0150/2004). As part of this application, Transportation and Works is requesting the conveyance of land to complete the public road. (see Appendix 5- page 2)

WHAT DID THE COMMUNITY SAY?

A community meeting was held by Ward 3 Councillor, Chris Fonseca on October 26, 2015. No members of the community attended this event and no written comments have been received on this development application.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 7. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Demonstration of an appropriate built form as the subject property is located on one of the main corridors with the City;
- Determination of an appropriate buffer between the proposed development and the abutting city owned woodlot;
- Provision for access easements to abutting properties;
- Provision for the dedication of a public road within the site from Tomken Road to the existing public right-of-way (known as Winchester Drive);
- Satisfactory resolution of traffic impact on the surrounding road network including the review of access and number of on-site parking spaces;
- Satisfactory resolution of environmental issues including requirements for a Phase 2 Environmental Site Assessment; and
- Provision of a satisfactory Functional Servicing Report and resolution of all servicing.

OTHER INFORMATION

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

- Plan of Survey
- Master Plan and Project Images
- Site Plan, Elevations and Floor Plans
- Grading, Storm Drainage, Sanitary Drainage, and Water Distribution Plans
- Tree Inventory and Protection Plan
- Planning Justification Report
- Traffic Impact and Parking Study
- Scoped Environmental Impact Study
- Phase 1 Environmental Site Assessment
- Noise Feasibility Study
- Functional Servicing Study
- Parcel Register Documents

Development Requirements

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

Financial Impact

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

Conclusion

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

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial
- Appendix 3: Land Use
- Appendix 4: Zoning Map
- Appendix 5: Site Plan
- Appendix 6: Elevations

Planning and Development Committee

2016/03/22

6

Originator's file: OZ 14/009 W3

Appendix 7: Agency Comments

Appendix 8: Official Plan Policies

Appendix 9: Zoning Provisions

Appendix 10: Context Map

Appendix 11: Public Road Transfer



Edward R. Sajecki

Commissioner of Planning and Building

Prepared by: Michael Hynes, Development Planner

2425316 Ontario Limited

File: OZ 14/009 W3

Site History

- September 8, 1988 - 678604 Ontario Inc.(De Zen Construction) submitted a rezoning application (OZ 83/88 W3) to permit a banquet hall, hotel and restaurants at the southwest corner of Tomken Road and Eglinton Avenue East. Through this application the City requested a transfer of land to construct a public road on the west side of the property.
- March 27, 2002 – Zoning By-law (0134/02) came into effect for the lands to the south of the subject property to zone the lands M1-2594 to permit six single storey industrial multiples. As part of this rezoning application under File OZ 00/008 W3, a municipal road pattern was established for this area.
- May 5, 2003 – The Region of Peel approved Mississauga Plan policies for the Northeast District, designating the subject lands as “Business Employment”.
- April 14, 2004 – By-law 0150/2004 came into effect whereby 678604 Ontario Inc. (OZ 83/88 W3) transferred a portion of lands to the City for the construction of a public road on the west side of the subject property.
- June 20, 2007 – Zoning By-law 0025-2007 came into force. The subject lands are zoned D (Development).
- June 10, 2009 – Council approved OZ 06/004 W3 (PDC-0052-2009) to permit a range of Business Employment uses, Greenbelt and Holding symbol on a portion of the subject lands.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated Business Employment.
- April 8, 2014 - Application under File OZ 06/004 W3 was closed. The applicant did not proceed with the By-law to implement Council’s decision.

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LEGEND:

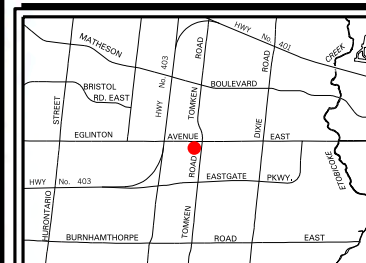


SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2015



SUBJECT: KING, WALIA



FILE NO:
OZ 14 / 009 W3

DWG. NO:
14009 - AERIAL

SCALE:
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DATE:
2016/04/11

DRAWN BY:
J. BERNARD

Appendix 2



MISSISSAUGA

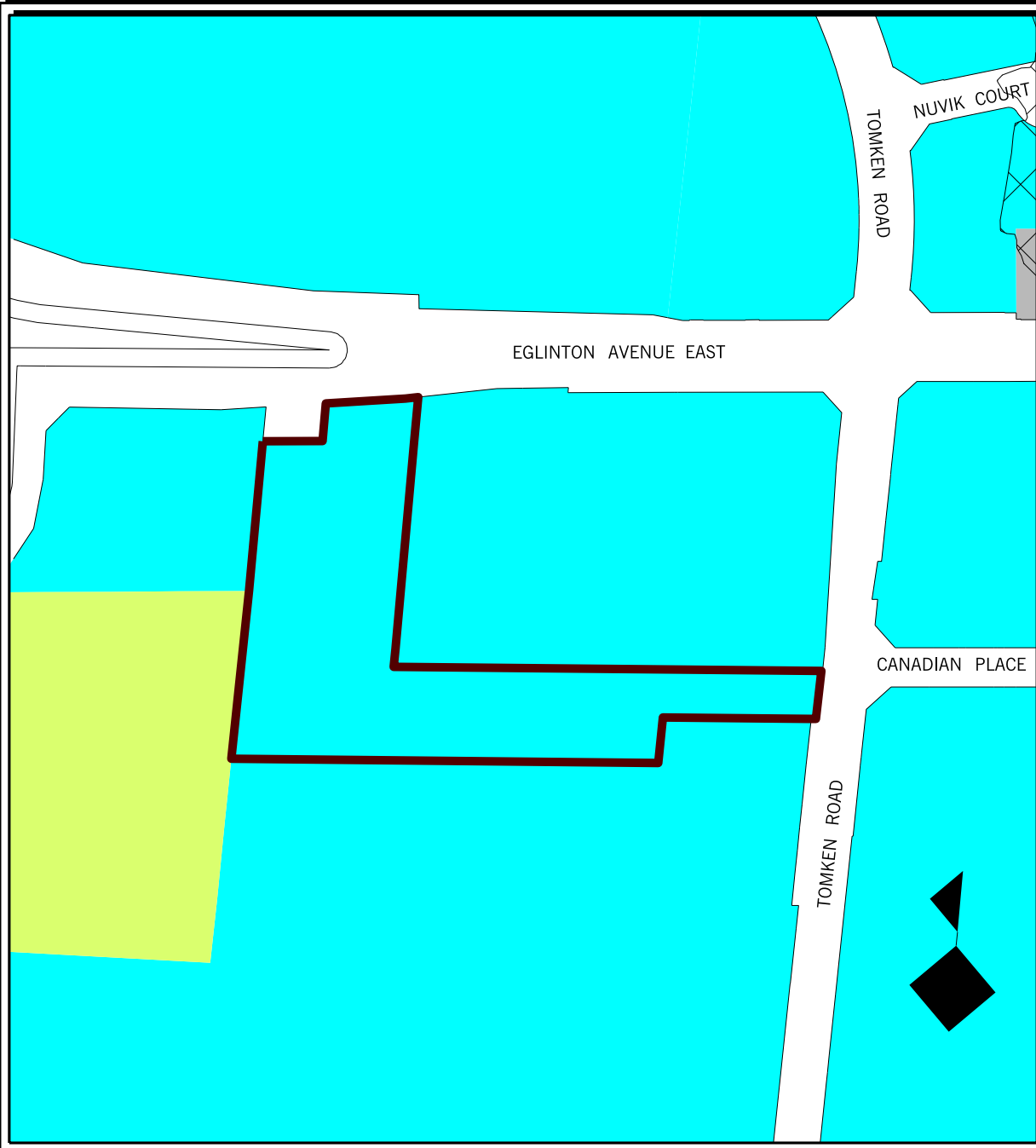
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PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

Residential Low Density I	Airport
Residential Low Density II	Institutional
Residential Medium Density	Public Open Space
Residential High Density	Private Open Space
Mixed Use	Greenlands
Convenience Commercial	Parkway Belt West
Motor Vehicle Commercial	Utility
Office	Special Waterfront
Business Employment	Partial Approval Area
Industrial	

BASE MAP INFORMATION

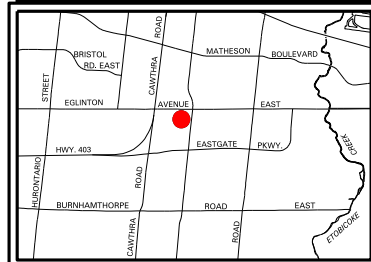
Heritage Conservation District	Civic Centre (City Hall)
1996 NEP/2000 NEF Composite Noise Contours	City Centre Transit Terminal
LBPIA Operating Area Boundary See Aircraft Noise Policies	GO Rail Transit Station
Area Exempt from LBPIA Operating Area	Public School
Natural Hazards	Catholic School
	Hospital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

City Structure

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

SUBJECT LANDS

SUBJECT: 2425316 ONTARIO LIMITED



FILE NO:
OZ 14 /009 W3

DWG. NO:
14009 - LANDUSE

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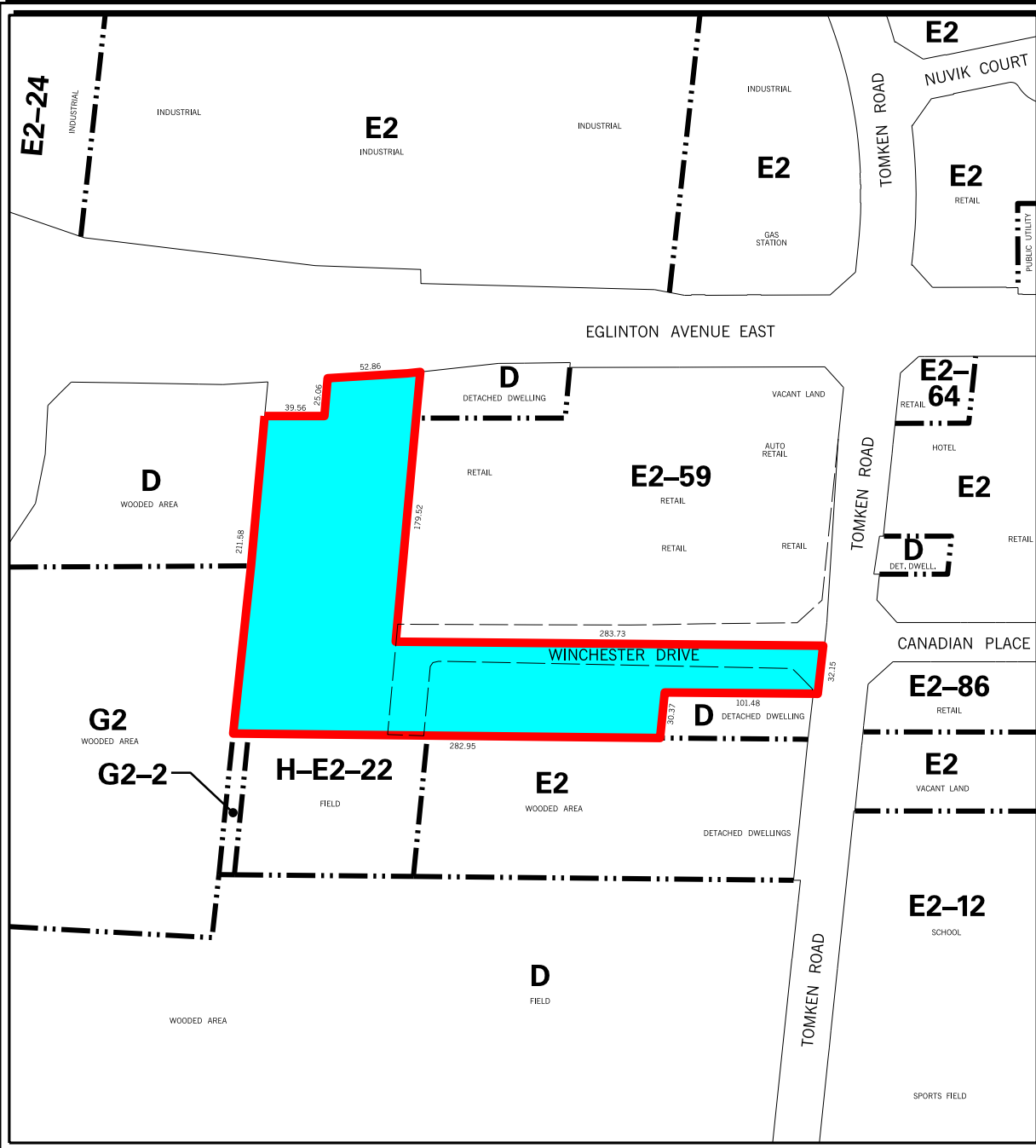
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2016/04/11


DRAWN BY:
J. BERNARD

MISSISSAUGA Produced by T&W, Geomatics


Appendix 3

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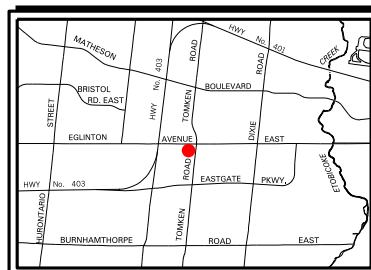


LEGEND:
 PROPOSED REZONING FROM D (DEVELOPMENT) TO E2 - EXCEPTION (EMPLOYMENT) TO PERMIT A RANGE OF BUSINESS EMPLOYMENT USES INCLUDING A BANQUET HALL AND HOTEL

NOTE: EXISTING ZONING DELINEATED ON THE PLAN PROPOSED ZONING INDICATED BY SHADING WITHIN THE APPLICATION AREA.
 THIS IS NOT A PLAN OF SURVEY.



SUBJECT:
 2425316 ONTARIO LIMITED



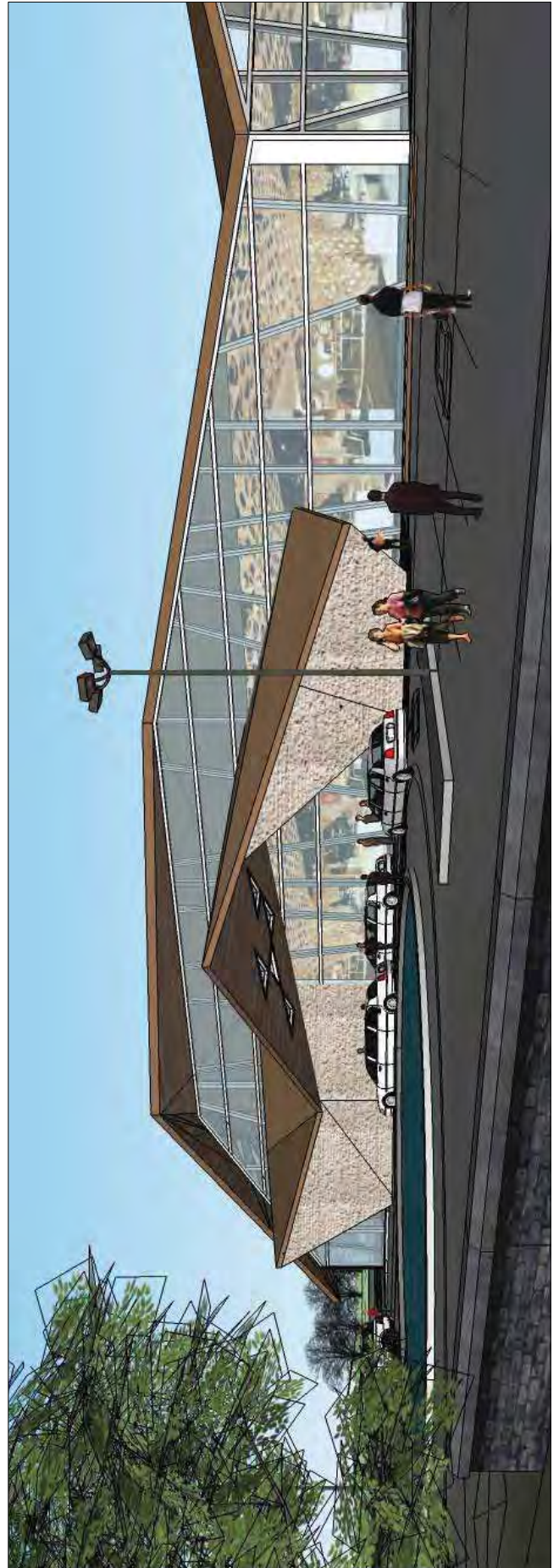
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 OZ 14 / 009 W3
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 J. BERNARD

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

Appendix 4

2016/03/10

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2425316 Ontario Limited

File: OZ 14/009 W3

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (August 25, 2015)	<p>A revised Functional Servicing Report is required that addresses the following comments received following Water modelling: a) 300mm (11.81 inches) connection to a 300mm (11.81 inches) watermain is not recommended; b) 229 L/s fireflow is difficult to achieve through a 300mm (11.81 inches) Fireflow calculations are incomplete. Please show detailed calculations as per Fire Underwriters Survey; c) Fireflow test should be conducted on Winchester Drive and included in the revised Functional Servicing Report. Please see the comments received following Waste Water modelling: The Region of Peel has no objection to discharging 2.19 L/s sanitary flows from this development to the existing 250mm (9.84 inches) sanitary sewer adjacent to the subject property.</p> <p>Submit hydrant flow test results for the review and comment of Development Engineering. Functional Servicing Reports dated March 16, 2015, prepared by Skira have been received and forwarded to Development Engineering for their review and comment. These will be forwarded for modelling, but the hydrant flow test results should be included in the analysis.</p> <p>An easement over parts of PIN 13311-003 (LT) being transferred to the City of Mississauga in favour of the Region will be required for infrastructure, until such time as the road is dedicated as a public road. Private easements for water and sanitary sewer in favour of the three (3) lots fronting on Eglinton Avenue East are also required.</p> <p>Servicing of this site may require municipal and/or private easements for construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense.</p>
Ministry of Transportation (July 23, 2015)	<p>The Ministry of Transportation (MTO) has no objection to the proposal, however the owner should be aware that any proposed development will require Ministry of Transportation approval.</p> <p>A portion of Eglinton Avenue East, where the subject site is adjacent to, is under the jurisdiction of this Ministry and is designated as a Control Access Highway therefore the Ministry will not permit any form of an access into this land</p>

2425316 Ontario Limited

File: OZ 14/009 W3

Agency / Comment Date	Comment
	<p>from Eglinton Avenue East. The applicant must ensure that all site access, including temporary construction access must be from Tomken Road.</p> <p>The site is located within the Ministry's permit control area and therefore an MTO Building and Land Use Permit is required prior to the start of construction. Please note that the minimum MTO setback for all above or below grade structures, including required parking, is 14 m (45.93 ft.) from the Ministry right-of-way.</p>
<p>City Transportation and Works Department (August 24, 2015) (March 9, 2016)</p>	<p>In comments dated August 24, 2015 (updated March 9, 2016), this Department confirmed receipt of Concept Site Grading, Servicing and Storm Drainage Plans, Functional Servicing Report, Noise Feasibility Study, Traffic Impact Study and Phase 1 Environmental Site Assessment circulated by the Planning and Building Department.</p> <p>Notwithstanding the findings of these reports and drawings, the applicant has been requested to provide additional technical details. Development matters currently under review and consideration by the department include:</p> <ul style="list-style-type: none"> • Grading, Servicing and Site Plan details, • Noise Report addendum, • Stormwater Management design, • Environmental Reports, • Land dedications and easements, • Traffic implications, • Interconnecting access arrangements <p>As per the current Council Approved Road Network for this area (By-Law 0134-2002) passed by Council on March 27, 2002, the balance of the road connection from Tomken Road to the property to the south ("L" shaped Part 4 of Plan 43R-32566) is to be dedicated to the City.</p> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (February 24, 2016)</p>	<p>In comments dated June 19, 2015, and updated on February 24, 2016 this Department notes that the subject site is adjacent to City owned woodlot (P-353) and is a significant natural site identified in the Natural Area Survey - 2013. To support the long term health of the adjacent woodlot, a 6.5 m (21.32 ft.) buffer is to be dedicated to the City prior to enactment of the zoning By-law, and shall be zoned Greenbelt. Furthermore, an additional 3.5 m (11.48 ft.) buffer</p>

2425316 Ontario Limited

File: OZ 14/009 W3

Agency / Comment Date	Comment
	<p>is to be maintained as the building set back from the newly established Greenbelt zone.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p> <p>Furthermore, should the subject application be approved, securities for hoarding, fencing and clean-up works for adjacent woodlot will be required and secured through appropriate agreements.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner.</p> <p>Rogers Cable Enersource Hydro Mississauga Bell Canada</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Greater Toronto Airport Authority Canada Post Corporation Fire Prevention Community Services – Heritage Planning</p>

2425316 Ontario Limited

File: OZ 14/009 W3

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

Mississauga Official Plan (MOP) came into force on November 14, 2012 except for those policies which have been appealed. As no policies have been appealed, the policies of MOP apply. The subject lands are designated Business Employment within the Northeast Employment Area (West) Character Area which permits a range of business employment uses.

There are other policies in Mississauga Official Plan that are also applicable in the review of this application, which are found in Appendix 8.

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5.4 Corridors	Section 5.4.1 Section 5.4.4 Section 5.4.6 Section 5.4.7 Section 5.4.8 Section 5.4.9	<p>Eglinton Avenue has been identified as a Corridor. 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 important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis.</p> <p>A Corridor is generally comprised of the road right-of-way as well as the lands on either side of the road.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.</p> <p>Land uses and building entrances will be oriented to the Corridors where possible and surrounding land use development patterns permit.</p>

2425316 Ontario Limited

File: OZ 14/009 W3

	Specific Policies	General Intent
Section 8 - Road Network	<p>Section 8.2.2.3 Section 8.2.2.5 Section 8.2.2.7 Section 8.2.3.10 Section 8.2.4.3</p>	<p>Mississauga will strive to create a fine system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city.</p> <p>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 connections and where appropriate, the creation of a denser road pattern through the construction of new roads.</p> <p>Future additions to the road network should be public roads. Public easements may be required where private roads are permitted.</p> <p>Proponents of development applications will be required to demonstrate how pedestrian and cycling needs have been addressed.</p>
Section 9 – Build a Desirable Urban Form	<p>Section 9.1.1 Section 9.1.4 Section 9.1.5 Section 9.1.6 Section 9.1.9 Section 9.1.10 Section 9.1.11</p>	<p>Development within Employment Areas and Special Purposes Areas will promote good urban design that respects the function of the area.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life.</p>

	Specific Policies	General Intent
Section 9.2 City Pattern and Section 9.3 Public Realm	Section 9.2.2.4 Section 9.2.2.6 Section 9.2.3.1 Section 9.2.3.2 Section 9.3.1.2 Section 9.3.1.4a Section 9.3.1.4d Section 9.3.1.5 Section 9.3.1.7	<p>Employment Areas adjacent to residential areas, sensitive land uses and major roads will be required to meet higher standards of design and to mitigate adverse impacts on adjacent uses.</p> <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. assemble small land parcels to create efficient development parcels; b. face the street, except where predominate development patterns dictate otherwise; e. provide entrances and transparent windows facing the street for non-residential uses; f. support transit and active transportation modes g. consolidate access points and encourage shared parking, service areas and driveway entrances; and h. provide concept plans that show how the site can be developed with surrounding lands. <p>Development will be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced and restored.</p> <p>All development will utilize sustainable design practices.</p> <p>Mississauga will ensure that urban form, street patterns and public open space systems are coherent, orderly and legible.</p> <p>Development will be designed to:</p> <ul style="list-style-type: none"> a. respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks; d. achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible; e. be pedestrian oriented and scaled and support transit use; <p>The improvement of existing streets and the design of new streets should enhance connectivity by:</p> <ul style="list-style-type: none"> a. developing a fine-grained system of roads; b. using short streets and small blocks as much as possible, to encourage pedestrian movements; c. avoiding street closures; and d. minimizing cul-de-sac and dead end streets.

	Specific Policies	General Intent
Section 9.4 Movement	Section 9.4.2 Section 9.4.2.1 Section 9.4.2.2 Section 9.4.2.3	Although a priority for Mississauga is to increase the appeal of transit and active transportation , urban form must also consider the needs of vehicular and goods movement, especially areas where it forms the dominant mode of transportation. Building and site design in employment areas must carefully consider goods movement and the potential for conflict with transit and active transportation modes.
Section 9.5 Site Development and Buildings	Section 9.5.1 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.6 Section 9.5.1.12 Section 9.5.1.13 Section 9.5.1.14	<p>Context addresses how developments demonstrate compatibility and integration with surrounding land uses and vegetation by ensuring that an effective transition in built form is provided between areas of different development densities and scale, and the protection of natural features.</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>Developments should be compatible and provide transition to existing and planned development by having regard for the following elements:</p> <ul style="list-style-type: none"> a. Natural Heritage System; d. street and block patterns; g. the size and distribution of building mass and height; h. front, side and rear yards; i. the orientation of buildings, structures and landscapes on a property; and m. the function and use of buildings, structures and landscapes. <p>Existing vegetation patterns and preservation and/or enhancement of the Urban Forest will be addressed in all new development.</p>

2425316 Ontario Limited

File: OZ 14/009 W3

	Specific Policies	General Intent
<p>Section 9.5.2 Site Development and Section 9.5.3 Buildings Section 9.5.5 Parking, Servicing and Loading</p>	<p>Section 9.5.2.1 Section 9.5.2.2 Section 9.5.2.4 Section 9.5.2.7 Section 9.5.2.8 Section 9.5.2.9 Section 9.5.2.11 Section 9.5.2.12 Section 9.5.2.13</p> <p>Section 9.5.3.1 through to Section 9.5.3.18</p> <p>Section 9.5.5.3 Section 9.5.5.4 Section 9.5.5.5 Section 9.5.5.7</p>	<p>The arrangement of elements on a site, as well as their massing and design, should contribute to achieving the City’s vision and the intended character for the area. The development of a property may include one or more buildings or structures, services and utilities, parking areas and driveways and landscaping. Site design which incorporates stormwater best management practices will assist in achieving sustainable development objectives.</p> <p>Buildings are often the most noticeable aspect of site development and therefore, the quality of their design and the materials selected is fundamental to good urban form. The articulation of a building is often what gives it a human scale and a sense of quality through attention to detail. The entrance of a building is often the most recognizable and used part of the façade and should be prominent, recognizable and accessible.</p> <p>The design of parking, servicing and loading areas is a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens less desirable aspects and provides high quality treatment of exposed areas while addressing safe and efficient movements of pedestrians and vehicles. Parking surfaces are a contributor to the urban heat island effect and, as such, should be designed to mitigate the heat effects.</p>

2425316 Ontario Limited

File: OZ 14/009 W3

	Specific Policies	General Intent
Section 11 General Land Use Designations – Business Employment	Section 11.2.11 Section 11.2.11.2 Section 11.2.11.3 Section 11.2.11.4 Section 11.2.11.5	<p>In addition to the Uses Permitted in all Designations, lands designated Business Employment will also permit the following uses:</p> <ul style="list-style-type: none"> a. adult entertainment establishment; b. animal boarding establishment which may include outdoor facilities; c. banquet hall; d. body rub establishment; e. broadcasting, communication and utility rights-of-way; f. cardlock fuel dispensing facility; g. commercial parking facility; h. commercial school; i. conference centre; j. entertainment, recreation and sports facilities; k. financial institution; l. funeral establishment; m. manufacturing; n. motor vehicle commercial; o. motor vehicle body repair facilities; p. motor vehicle rental; overnight accommodation; q. research and development; r. restaurant; s. secondary office; t. self storage facility; u. transportation facility; v. trucking terminals; w. warehousing, distributing and wholesaling; x. waste processing stations or waste transfer stations and composting facilities; and y. accessory uses. <p>The maximum floor space index (FSI) for secondary offices is 1.0.</p> <p>Permitted uses will operate mainly within enclosed buildings.</p>

2425316 Ontario Limited

File: OZ 14/009 W3

Summary of Existing and Proposed Zoning Provisions

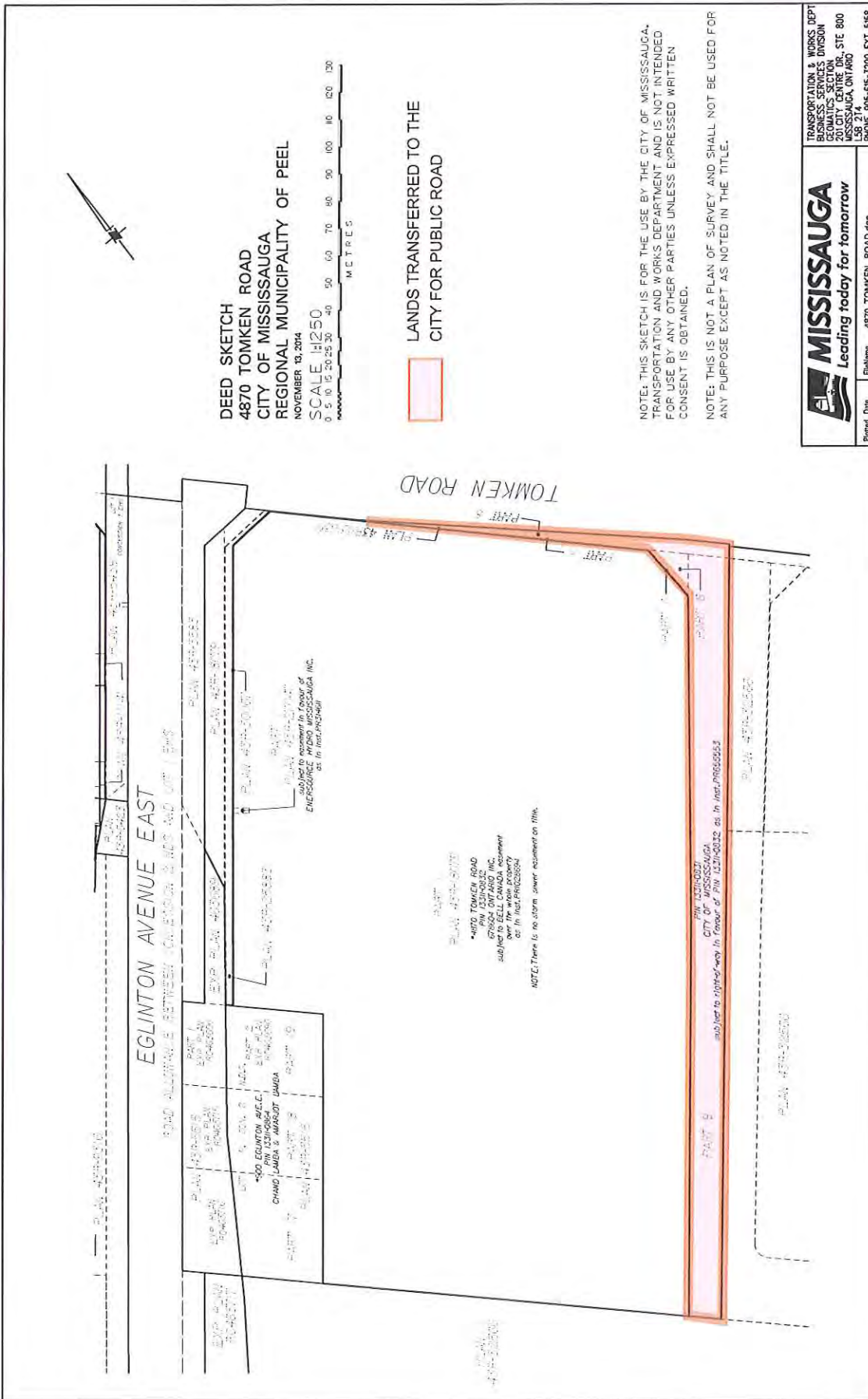
Existing Zoning By-law Provisions

D- Development which permits uses legally existing on the date of the passing of the zoning by-law. The property is currently vacant.

Proposed Zoning Standards

E2 – Exception (Employment) to permit a range of employment uses, a banquet hall and conference center, 5 storey hotel, office, business activities, financial institutions, manufacturing and warehousing, limited commercial, commercial school, medical office and all types of restaurants.

	Existing D Zoning By-law Standards	Required E2 Zoning By-law Standards	Proposed E2 Zoning By-law Standards
Minimum Lot Area	N/A	N/A	21,727.85 m ² (233,876.63 ft ²)
Minimum Lot Frontage	N/A	30.0 m (98.42 ft.)	32.37 m (106.2 ft.) on Tomken Road
Front Yard Setback	N/A	7.5 m (24.60 ft.)	30.86 m (101.25 ft.)
Rear Yard Setback	N/A	7.5 m (24.60 ft.)	10 m (32.80 ft.)
Maximum Height	N/A	N/A	13.46 m (44.16 ft.)
Maximum Lot Coverage	N/A	N/A	N/A
Landscape Buffer From Street Line	N/A		
Onto Winchester Drive		4.5 m (14.76 ft.)	1.2 m (3.93 ft.)
Onto Proposed Rd		4.5 m (14.76 ft.)	0.2 m (.66 ft.)
Abutting Greenbelt Zone		4.5 m (14.76 ft.)	10.0 m (32.80 ft.)
Abutting Employment Zone		0.0 m (0 ft.)	1.2 m (3.93 ft.)
Abutting D Zone		4.5 m (14.76 ft.)	1.2 m (3.93 ft.)
Number of on-site parking spaces			
Total:	N/A	652 spaces	622 spaces
Banquet Hall & Hotel	N/A	533 spaces	503 spaces
Business Employment Building	N/A	119 spaces	119 spaces



City of Mississauga
Corporate Report



Date: March 22, 2016

To: Chair and Members of Planning and Development Committee

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

Originator's files:
 OZ 15/002 W2
 T-M15001 W2

Meeting date:
 2016/04/11

Subject

INFORMATION REPORT

Applications to permit employment and industrial uses; to protect the natural features and to create 22 blocks of land on a new public road, including the extension of Orr Road west to Winston Churchill Boulevard, 701 and 805 Winston Churchill Boulevard, east side of Winston Churchill Boulevard, south of Royal Windsor Drive

Owner: Lifetime Winston Churchill Inc.

Files: OZ 15/002 W2 & T-M15001 W2

Recommendation

That the report dated March 22, 2016, from the Commissioner of Planning and Building regarding the applications by Lifetime Winston Churchill Inc. to permit employment and industrial uses; to protect the natural features; and to create 22 blocks of land on a new public road, including the extension of Orr Road west to Winston Churchill Boulevard under Files OZ 15/002 W2 and T-M15001 W2, 701 and 805 Winston Churchill Boulevard, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community.
- The project does not conform to the **Industrial** land use designation as **Business Employment** uses are proposed along Winston Churchill Boulevard and requires an official plan amendment, rezoning and draft plan of subdivision.
- No community concerns have been identified to date.
- Prior to the next report, matters to be addressed include demonstrating that proper preservation efforts have been incorporated for Clearview Creek and its associated natural features.

Background

The properties were formerly owned by Sithe Energies and were rezoned in 2002 as a result of an Ontario Municipal Board (OMB) decision to permit a natural gas power plant. The project was never built and the site has remained vacant. Within the last two years, the current owner removed approximately 100 trees from the site without the benefit of a tree permit. Charges laid by By-law Enforcement were appealed to the Normal Farm Practices Board by the applicant. In March 2015, a settlement was reached whereby the owner agreed to pay \$43,760 in fines as well as submit securities in the amount of \$41,000 for 100 replacement trees.

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

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontage:	388 m (1,273 ft.)
Depth:	399 m (1,309 ft.)
Gross Lot Area:	19 ha (47 ac.)
Existing Use:	vacant

The site consists of two properties within the Southdown Employment Character Area. The area is mostly industrial although agricultural and residential uses still exist along Winston Churchill Boulevard to the south towards Lakeshore Road West. The site is traversed by Clearview Creek and its associated natural features along the southwesterly edge, including a wetland and woodland feature. Orr Road, an east/west local collector road which currently intersects with Hazelhurst Road to the east, currently ends in a cul-de-sac at the east edge of the site.

The surrounding land uses are:

North: CN Railway spur line and industrial beyond
 East: Industrial
 South: Industrial, agricultural and woodlot
 West: Vacant (Town of Oakville)

Information regarding the history of the site is found in Appendix 1.

DETAILS OF THE PROJECT

The applications are to permit business employment uses along Winston Churchill Boulevard and industrial uses internal to the site. The southwesterly corner of the site will remain a preservation area for Clearview Creek and its associated natural features. While a layout of the

proposed parcels of land and public roads has been illustrated through the draft plan of subdivision shown on Appendix 5, no buildings are proposed at this time.

Development Proposal	
Applications submitted:	Received: May 8, 2015 Deemed complete: June 1, 2015
Developer Owner:	Lifetime Winston Churchill Inc.
Applicant:	John D. Rogers & Associates
Number of parcels/blocks:	19 industrial blocks 1 business employment block 2 natural features blocks
Road type:	Public - Orr Road extension and new north/south road

Additional information is provided in Appendices 1 to 9.

LAND USE CONTROLS

The lands are located within the Southdown Employment Character Area and are designated **Industrial** and **Greenland**. The applicant has requested to redesignate the lands to **Business Employment, Industrial** and **Greenlands** as illustrated in Appendix 3.

A rezoning is proposed from **E3-2 (Industrial)** and **D (Development)** to **E2-Exception (Employment)**, **E3-Exception (Industrial)** and **G2 (Greenbelt – Natural Features)** to permit employment and industrial uses and to protect the natural features in accordance with the proposed zone standards contained within Appendix 8.

Detailed information regarding the Official Plan and Zoning is in Appendices 7 and 8.

A draft plan of subdivision is required in order to create the proposed business employment, industrial and natural features blocks on a new public road, including the extension of Orr Road west to Winston Churchill Boulevard.

WHAT DID THE COMMUNITY SAY?

No community meetings were held and no written comments were received by the Planning and Building Department.

DEVELOPMENT ISSUES

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

- Determination of the appropriate size and location of the proposed stormwater management pond so that it doesn't interfere with the wetland wildlife habitat;
- Identification of sufficient compensation for the loss of the wetland areas;
- Further refinement of the alignment of the proposed Orr Road extension as it continues to traverse existing natural features, and;
- Submission of a Heritage Impact Statement to address the adjacent heritage property located to the south.

OTHER INFORMATION

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

- Draft Plan of Subdivision
- Planning Justification Report
- Plan of Survey
- Functional Servicing Report
- Scoped Environmental Impact Study
- Clearview Creek Channel Restoration Plan
- Phase 1 Environmental Site Assessment and Supplemental Investigations
- Transportation Impact Study
- Archeological Assessment
- Draft Official Plan and Zoning Bylaw Amendments

Development Requirements

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to servicing, storm water management and natural features preservation which will require the applicant to enter into the appropriate agreements with the City, the details of which will be dealt with during the processing of the plan of subdivision.

Prior to any development proceeding on lands which abut Winston Churchill Boulevard and which abut or include lands zoned **Greenbelt**, the City will require the submission and review of an application for Site Plan Approval.

Financial Impact

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

Conclusion

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

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Excerpt of Mississauga Official Plan
- Appendix 4: Existing Land Use and Zoning Map
- Appendix 5: Subdivision Plan
- Appendix 6: Agency Comments
- Appendix 7: Relevant Mississauga Official Plan Policies
- Appendix 8: Proposed Zoning Standards
- Appendix 9: General Context Map



Edward R. Sajecki,
Commissioner of Planning and Building

Prepared by: David Breveglieri, Development Planner

Lifetime Winston Churchill Inc.**File: OZ 15/002 W2
T-M15001 W2**

Site History

- August 1981 – Committee of Adjustment granted a minor variance under file 'A' 466/81 W2 to permit the operation of golf driving range for the temporary period of 3 years;
- July 1984 – Committee of Adjustment granted a minor variance under file 'A' 341/84 W2 to continue to permit the operation of golf driving range for an additional 3 year period;
- April 1988 – Committee of Adjustment granted a minor variance under file 'A' 165/88 W2 to continue to permit the operation of golf driving range for an additional 3 year period;
- March 2000 – Rezoning application under file OZ 00/013 W2 submitted by Sithe Energies to permit a 800 megawatt natural gas power plant;
- September 2000 – Sithe Energies appeals Rezoning application to the Ontario Municipal Board (OMB) due to lack of decision;
- June 2001 – Council approves Sithe Energies Rezoning application to permit a 800 megawatt natural gas power plant;
- November 2001 – OMB issues decision allowing the appeal of the Rezoning application by Sithe Energies subject to all City requirements being satisfied and appropriate amending By-law being brought back to the OMB; thereby permitting a 800 megawatt natural gas power plant;
- March 2002 – Admin. Zoning By-law passed by Council (By-law 0139-2002) to implement the OMB Order;
- February 19, 2009 – Committee of Adjustment granted a minor variance under file 'A' 044/09 W2 to permit parking, offices and the storage of materials and equipment associated with the construction of a natural gas power plant for a temporary period of 5 years.

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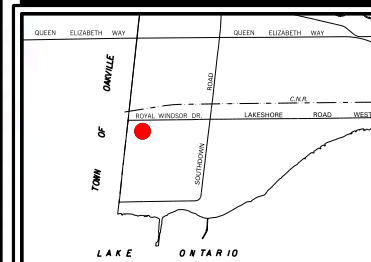
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LEGEND:

 **SUBJECT LANDS**



SUBJECT:
LIFETIME WINSTON CHURCHILL INC.



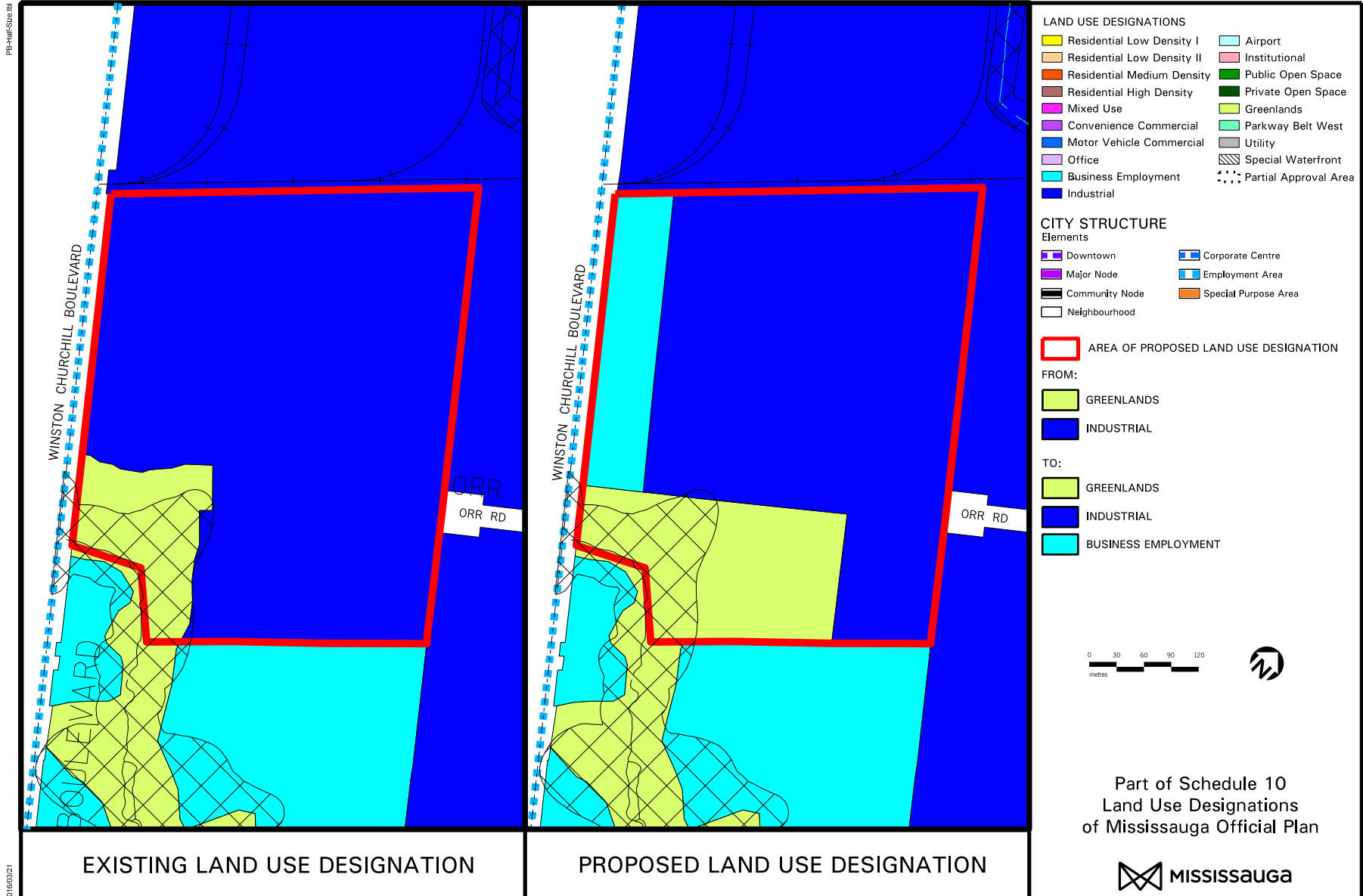
FILE NO: TM15/001 & OZ15/002
DWG. NO: 15001A/15002A
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DATE: 2016/04/11
DRAWN BY: J. BERNARD

Appendix 2

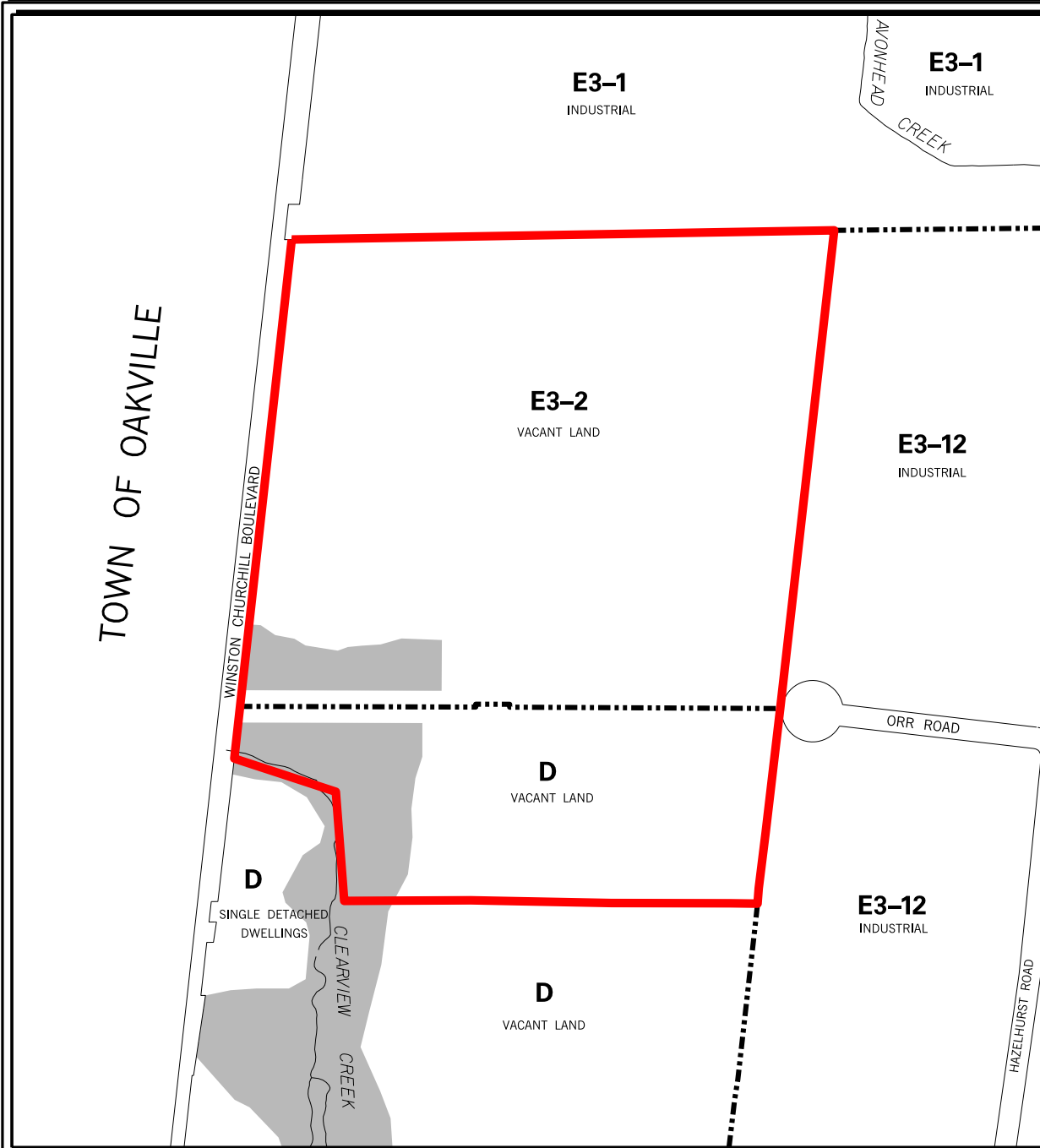


MISSISSAUGA

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T&W, Geomatics



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LEGEND:

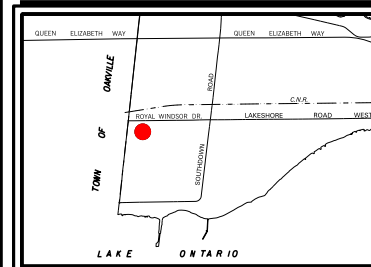


"PROPOSED OFFICIAL PLAN AMENDMENT FROM 'INDUSTRIAL' AND 'GREENLANDS' TO 'BUSINESS EMPLOYMENT', 'INDUSTRIAL' AND 'GREENLANDS', PROPOSED REZONING FROM 'E3-2' (INDUSTRIAL) AND 'D' (DEVELOPMENT) TO 'E2-EXCEPTION' (EMPLOYMENT), 'E3-EXCEPTION' (INDUSTRIAL) AND 'G2' (GREENBELT - NATURAL FEATURES) AND PROPOSED PLAN OF SUBDIVISION TO PERMIT EMPLOYMENT AND INDUSTRIAL USES, TO PROTECT THE NATURAL FEATURES AND TO CREATE 22 BLOCKS OF LAND ON A NEW PUBLIC ROAD, INCLUDING THE EXTENSION OF ORR ROAD WEST TO WINSTON CHURCHILL BOULEVARD"



SUBJECT:

LIFETIME WINSTON CHURCHILL INC.



FILE NO: TM15/001
 & OZ15/002
 DWG. NO:
 15001R/15002R
 SCALE:
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 DATE:
 2016/04/11
 DRAWN BY:
 J. BERNARD

Appendix 4

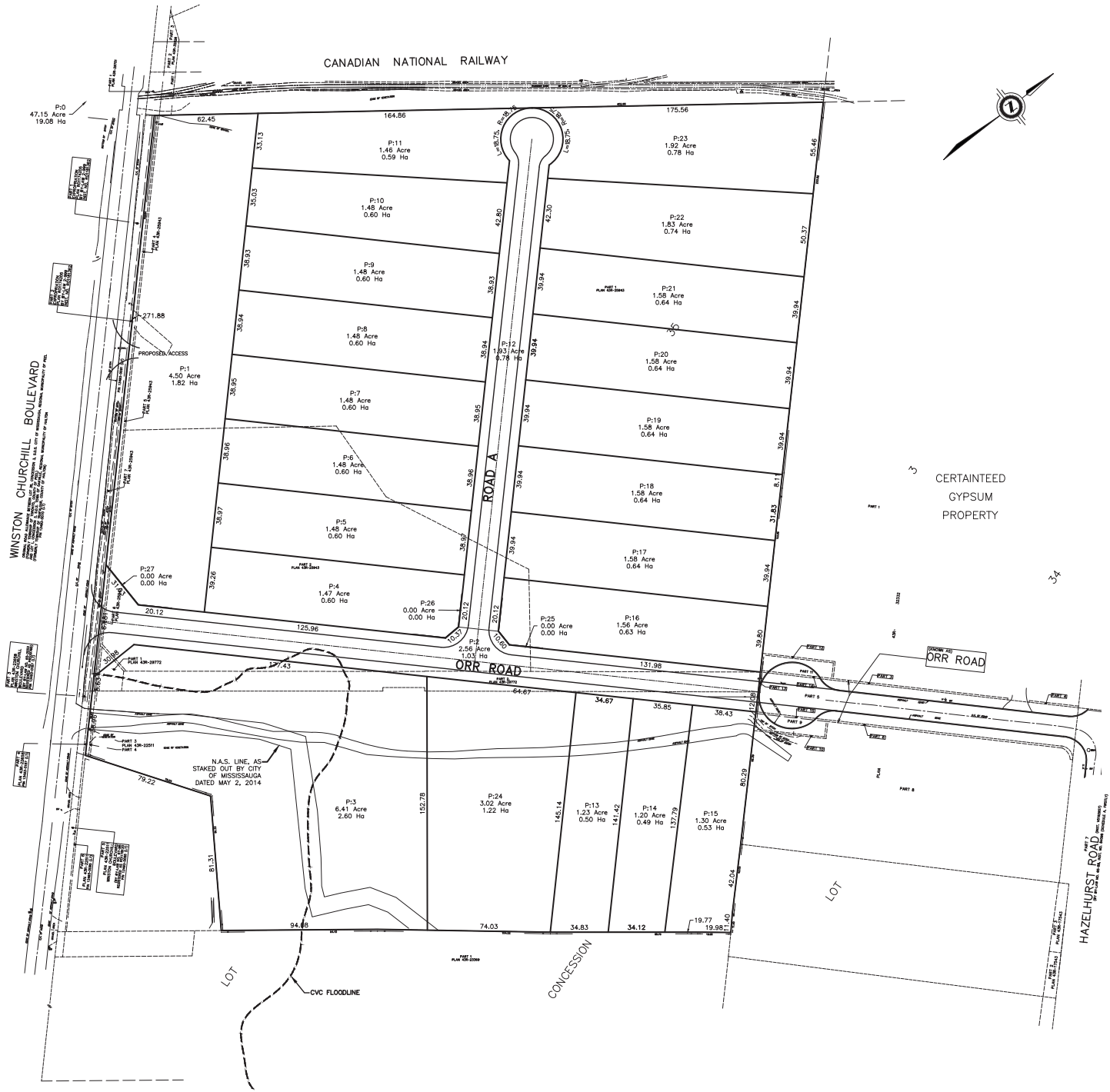


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 T&W, Geomatics

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Lifetime Winston Churchill Inc.

File: OZ 15/002 W2
T-M15001 W2**Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (March 7, 2016)	<p>A revised FSR is to be submitted that addresses the comments provided below. Following this resubmission, further analysis will be conducted by Program Planning.</p> <p>a) The peak sanitary flow should be calculated based on the Peel sanitary sewer design criteria,</p> <p>b) The results of sanitary sewer analysis for 5 year storm indicated capacity constraint in the existing 250 mm (10") sewer on Orr Road and also in some sections of 525 mm (21") sewer on Lakeshore Road West. As an alternative option, draining the sanitary flow to 375 mm (15") sewer south of the subject property should be evaluated.</p> <p>c) The subject site is situated within the serviceable range of Pressure Zone 1. Existing PZ1 infrastructure includes a 300 mm (12") water main on the east side of Winston Churchill Boulevard and a 300 mm (12") water main on Orr Road terminating at the south property limit.</p> <p>The Region does not have any plans to construct additional water infrastructure in the vicinity of the proposed development. The proponent proposes to service the development by extending the 300 mm (12") water main along the extension of Orr Road and looping the water main with the existing 300 mm (12") water main on Winston Churchill Boulevard. The proponent also intends to install a 300 mm (12") dead-end water main on the future cul-de-sac. Looping the water distribution system in this way will improve water supply and security for the proposed development. Program Planning staff does not have any significant concerns with regards to water servicing for the proposed development.</p> <p>A revised Traffic Impact Study (TIS) is to be submitted as per Region of Peel Traffic Development comments on the Terms of Reference for the TIS.</p>

Lifetime Winston Churchill Inc.

File: OZ 15/002 W2
T-M15001 W2

Agency / Comment Date	Comment
City Community Services Department – Parks and Forestry Division/Park Planning Section (March 14, 2016)	<p>Prior to issuance of building permits for each block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i>, and in accordance with the City's Policies and By-laws.</p> <p>It is the understanding of this Department that limits of development and block configuration in relation to hazard lands are still being determined. Community Services require that all blocks identified for stormwater management purposes as well as all lands below the established top-of-bank, the Regional storm floodplain, and within the stability/erosion component of the valley slope shall be gratuitously dedicated to the City and appropriately zoned through the processing of these applications.</p> <p>Cash contributions for planting of street trees on Winston Churchill Boulevard, Orr Road and "Street A" at a standard rate of one tree per 10 m (32.8 ft.) of public road frontage will be required through the appropriate development/servicing agreement. Cash contributions for street trees are subject to the Community Services Department - Park Planning Section's latest requirements prior to draft approval.</p>
City Community Services Department – Fire and Emergency Services Division (June 15, 2015)	Fire has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable.
Credit Valley Conservation (CVC) (February 25, 2016)	<p>While CVC has not provided formal comments based on the last submission of the Environmental Impact Study, the following items are still unresolved and will have to be addressed prior to the Recommendation Report:</p> <ul style="list-style-type: none"> • The proposed road continues to traverse the natural heritage system (ie. coastal wetland, regulatory floodplain, significant habitat and associated setbacks); • The Stormwater Management Facility is proposed within a wetland identified as significant wildlife habitat. The loss of this wetland does not conform with CVC policy; • Sufficient compensation has not been identified for the loss of the minor wetland pockets located on the north and east portions of the property; • Proposed mitigation for the loss of the minor wetland

Lifetime Winston Churchill Inc.

File: OZ 15/002 W2
T-M15001 W2

Agency / Comment Date	Comment
	<p>pockets is partly located within an existing natural area and within the buffer areas to the remaining coastal wetlands and significant woodlands. Mitigation in the areas already vegetated would not result in appropriate compensation as they are already viable;</p> <ul style="list-style-type: none"> • Appropriate planting areas have not been identified to compensate for the significant tree cutting and vegetation removal that has occurred. <p>Outstanding information includes:</p> <ul style="list-style-type: none"> • An analysis to demonstrate there would be no negative impacts to the floodplain; • Feature Based Water Balance; • Functional Servicing Report; • Formal to scale constraints plan (ie. by a lands surveyor). <p>The proposal does not reflect the extent of impacts to the natural heritage features/system/hazards on the property or address how all functions will be maintained in the short and long-term. More discussion concerning the ultimate goals, size, and function of the mitigation/restoration areas and how it will be achieved must be provided. CVC does not have a level of comfort with the proposed Draft Plan of Subdivision and continues to work with the City and the applicant.</p>
City Transportation and Works Department (T&W) (March 10, 2016)	<p>The Applicant was engaged by staff from the City and CVC with respect to the management of ecological features as well as stormwater management measures. There is an existing wetland on the site that CVC staff have asked to be maintained. T&W staff are working through this matter with the applicant and CVC to ensure adequate environmental protection and stormwater management measures are proposed. Further information is to be provided by the applicant to confirm the approach on these items as there are outstanding concerns.</p> <p>Additionally, the applicant has been requested to respond to comments on the proposed development and provide additional technical details. Development matters currently under review and consideration by T&W include:</p>

Lifetime Winston Churchill Inc.

File: OZ 15/002 W2
T-M15001 W2

Agency / Comment Date	Comment
	<ul style="list-style-type: none"> • Revised Draft Plan of Subdivision; • Acoustical Report/Feasibility Study; • Environmental Site Assessment ; • Traffic Impact Study; • Access approval from Region of Peel and Canadian National Railway. <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
Culture Division, Community Services Department (February 18, 2016)	<p>The property is located directly adjacent to 381 Winston Churchill Boulevard, which is a Designated property under Part 4 of the <i>Ontario Heritage Act</i>. Pursuant to Section 7.4.1.12 of the City's Official Plan, the applicant is required to submit a Heritage Impact Statement (HIS) to ensure that the proposed development does not negatively impact the heritage resource. More comments may be forthcoming once the HIS is accepted.</p> <p>A Stage 1 Archaeological report dated January 21, 2016 has been received. A corresponding letter from the Ministry of Tourism and Culture (MTCS) confirming that all archaeological resource concerns have met licensing and resource conservation requirements has yet to be received.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Economic Development - CN Rail - Bell Canada - Enersource - Canada Post - Enbridge Gas Distribution Inc. - Rogers Cable
	<p>The following City Department was circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Realty Services, Corporate Services Department

Lifetime Winston Churchill Inc.

**File: OZ 15/002 W2
T-M15001 W2**

Relevant Mississauga Official Plan Policies

Existing Official Plan Provisions

Industrial which permits, but is not limited to, a mix of manufacturing, warehousing, trucking terminals, outdoor storage and display, and office uses with a maximum FSI of 0.5.

Greenlands which permit lands for conservation and flood control.

Schedule 5, Long Term Road Network, shows the Orr Road extension west to Winston Churchill Boulevard as a Future Minor Collector.

Proposed Official Plan Amendment Provisions

The applicant is proposing to designate the lands **Business Employment, Industrial and Greenlands**.

	Specific Policies	General Intent
Southdown Local Area Plan	Section 9.1 Section 9.2 Section 9.3 Section 9.4 Section 10.1 Section 10.2	<p>Buildings should be oriented to have a strong relationship to the street with parking located to the side or rear of the building and entrances facing the street. Manufacturing, warehousing and industrial facilities are encouraged to orient office components towards the street. Buildings brought forward to the street should be a minimum of two storeys in height.</p> <p>Facades visible to the street should have upgraded elevations and active frontages. Buildings and landscaping should screen views of facility operation and storage areas.</p> <p>Enhance and reinforce features such as swales and wetlands.</p> <p>Trucking terminals will not be permitted.</p> <p>Continuous sidewalks should be provided along all streets.</p> <p>Outdoor storage of material will be within enclosed containers, a structure with a minimum of three sides with a roof or otherwise covered to mitigate the effects of dust or particulate matter.</p>

Lifetime Winston Churchill Inc.

File: OZ 15/002 W2
T-M15001 W2

Section 5 – Direct Growth	Section 5.2.1 Section 5.2.2 Section 5.3.6	<p>The City's strategy for protecting, enhancing and restoring the Green system consists of initiatives such as naturalization, restoration and management of natural areas.</p> <p>Mississauga will maintain a sustainable diversified employment base by providing opportunities for a range of economic activities.</p>
Section 6 – Value the Environment	Section 6.1.1 Section 6.3.3 Section 6.3.4 Section 6.3.7 Section 6.3.24 Section 6.3.37 Section 6.3.47 – Section 6.3.55	<p>Mississauga will encourage stewardship and enhancement of the Green System especially where it contributes to the linkage of the Natural Heritage system.</p> <p>Buffers will be established to separate development from natural heritage features.</p> <p>Development shall protect and maintain natural heritage features through tree preservation, grading, landscaping and appropriate location of buildings and parking.</p> <p>Mississauga in consultation with the conservation authority shall improve the ecological function of watercourses.</p>
Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Lifetime Winston Churchill Inc.

File: OZ 15/002 W2
T-M15001 W2**Summary of Existing Zoning By-law Provisions**

"E3-2" (Industrial), which permits a variety of industrial uses in addition to an electrical power generating facility.

"D" (Development), which permits a building legally existing on site and the existing legal use of such building.

Summary of Proposed Zoning By-law Provisions

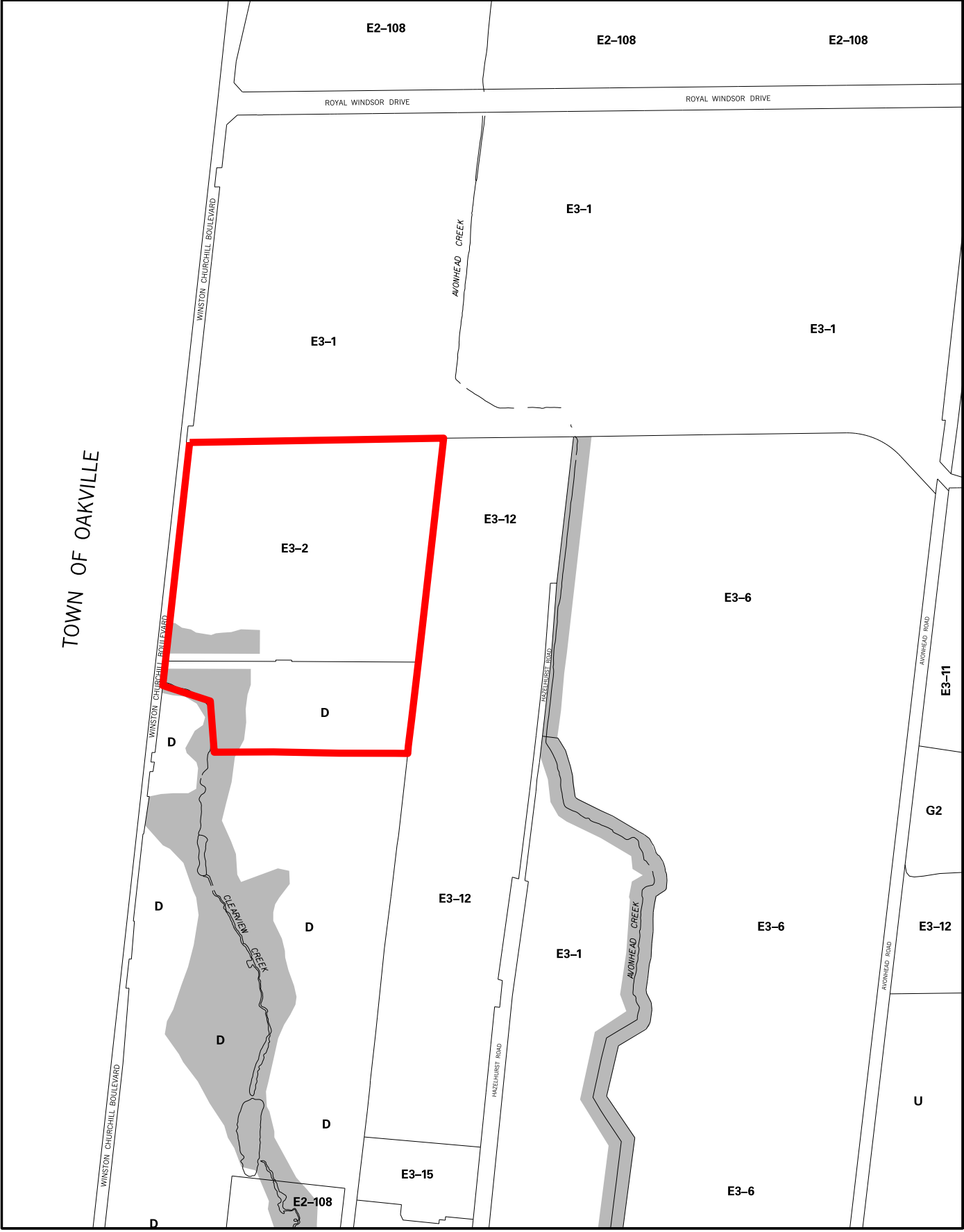
Zone Standards	Existing E3-2 Zoning Standards	Proposed E3- Exception Zoning Standards	Proposed E2-Exception Zoning Standards
Use	Permits most uses allowed in a E3 zone and adds permission for an electric power generating facility. Exclusions include truck terminal, motor vehicle body repair facility and other uses.	Permissions for power generating facility to be removed. Outdoor storage will be permitted provided is contained with a structure with three sides and a roof or cover.	Permits most uses allowed in a E2 zone with exception to truck terminal, waste processing, overnight accommodation and other uses.
Minimum front yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum interior side yard	The greater of 10% of the frontage or 4.5 m (14.7 ft.)	The greater of 10% of the frontage or 4.5 m (14.7 ft.)	The greater of 10% of the frontage or 4.5 m (14.7 ft.)
Minimum exterior side yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum rear yard setback	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)

GENERAL CONTEXT MAP

TM15/001
OZ 15/002

Appendix 9

TOWN OF OAKVILLE



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2016/02/24

jusbern

City of Mississauga
Corporate Report



<p>Date: March 22, 2016</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: CD.05.SHE W2</p>
<p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Meeting date: 2016/04/11</p>

Subject

2ND RECOMMENDATION REPORT

Proposed revisions to the Sheridan Park Corporate Centre policies to permit an Education Campus at 2270 and 2300 Speakman Drive, Muslim Association of Canada
File: CD.05.SHE W2

Recommendation

That the Report dated March 22, 2016, from the Commissioner of Planning and Building regarding requested revisions to the proposed Official Plan policies for the Sheridan Park Corporate Centre to allow an Education Campus on lands located at 2270 and 2300 Speakman Drive, be adopted in accordance with the following:

1. That in accordance with Council Resolution 0253-2015 dated October 28, 2015, the amending documents to implement the proposed amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Sheridan Park Corporate Centre be brought to the next available Council meeting for adoption.

Report Highlights

- On October 28, 2015, Council approved the staff report containing recommendations for updated land use policies and zoning regulations for Sheridan Park Corporate Centre;
- At its meeting on January 20, 2016, Council directed staff to meet with the Muslim Association of Canada (MAC) on their request for an Education Campus in Sheridan Park Corporate Centre and report back to Planning and Development Committee with next steps;
- MAC has provided staff with documentation in support of their request for an Education Campus in Sheridan Park;
- It is not appropriate to deal with a site specific development proposal through the Sheridan Park Land Use Master Plan process;

- Staff recommends that the policies and zoning regulations contained in the staff report at the October 28, 2015 Council meeting be brought forward for final implementation.

Background

The proposed amendments to Mississauga Official Plan (MOP) and the Zoning By-law for the Sheridan Park Corporate Centre (Sheridan Park) were before Planning and Development Committee (PDC) at its meeting on October 26, 2015 (see Appendix 1, Planning and Building Department Recommendation Report). The amendments were recommended for approval by PDC and subsequently adopted by Council on October 28, 2015 (Resolution 0253-2015).

Prior to the final implementing documents being brought before Council, representatives from MAC-OGS (Muslim Association of Canada - Olive Grove School) made a deputation at the January 20, 2016 Council meeting. They requested that the proposed land use policies also be revised to permit an Education Campus on their properties at 2270 and 2300 Speakman Drive. The Education Campus would be constructed in 3 stages: the continuation and expansion of the existing private elementary school at 2300 Speakman Drive (Stage 1); a private secondary school (Stage 2) and private post-secondary facility (Stage 3) at 2270 Speakman Drive (see Appendix 2, MAC Master Concept Plan).

At the January 20, 2016 Council meeting, three other deputations were made with regard to this matter. Two were by landowners, and one by a representative from the Sheridan Park Association. Their comments are summarized as follows:

- The increase in employees at the SNC-Lavalin facility on the north side of Speakman Drive will exacerbate the traffic concerns with respect to student drop off and pick up at the school and some parents using SNC-Lavalin's parking lot;
- The expansion of the private school does not meet the objectives of the revised Sheridan Park Corporate Centre land use policies.

Council directed staff to meet with MAC with respect to their request and to report back to Planning and Development Committee on the next steps.

A meeting was held on February 1, 2016 with MAC representatives. Subsequently, they submitted a letter confirming that the documentation provided to Council for the January 20, 2016 meeting comprised their submission in support of the Education Campus and the requested revisions to the Sheridan Park policies.

Comments

COMMUNITY COMMENTS

Other than the above noted concerns that were expressed through the deputations made at the Council meeting on January 20, 2016, no other comments have been received regarding this proposal.

PLANNING COMMENTS

Origin of School Site

The original private school use at 2300 Speakman Drive (Cedar Grove Private School) was established through a consent application approved by the Committee of Adjustment in December 2000 to create a new lot. A proposal for a private elementary school use was deemed to comply with the zoning by-law regulations in effect for the lands at the time. The Sheridan Park Association (SPA) and two landowners expressed opposition to the school. To address these concerns and to ensure no additional elementary or secondary schools could be established in Sheridan Park, the policies and zoning regulations for the Park were revised in 2002 while allowing the existing private school to continue. Site Plan approval for the school was issued on February 3, 2003.

Land Use Master Plan, Urban Strategies, December 2014

One of the objectives of the study was to reinforce and grow Sheridan Park as a unique science and technology business park. The intent was not to fundamentally alter the long term vision of the Park, but rather to update the policies with respect to uses that complement traditional science and technology facilities. One of the conclusions of the Study, which remains unchanged from the previous policy regime, is that elementary and secondary level education not be permitted in Sheridan Park. These uses may cause compatibility issues with other businesses located in the Park, as they are sensitive land uses. Sensitive land uses require separation from certain types of businesses, which may preclude expansion of existing facilities or the introduction of new science and technology businesses to carry on research. This is consistent with MOP Policy 5.3.6.8 which discourages non-residential uses that are intended to serve residential communities, such as places of religious assembly and schools, from locating in employment areas. The recommended land use policies in the Land Use Master Plan completed by Urban Strategies were reflected in the proposed policies for Sheridan Park.

An "Exempt Site policy" was included in the proposed planning documents for the site at 2300 Speakman Drive. This policy would permit the existing private school to continue but encourage that over time it be redeveloped for other **Business Employment** uses. The land use designation for the site at 2270 Speakman Drive is proposed to remain the same, but would allow additional **Business Employment** uses. Elementary and secondary schools are not one of the additional uses but post-secondary education facilities are proposed as one of the additional permitted **Business Employment** uses.

MAC Proposal

The proposal for an Education Campus requires a revision to the proposed land use policies for Sheridan Park, specifically:

- Delete the phrase "but excluding a public school or private school used for elementary or secondary level education and training" in Section 15.5.4.1.2 (b);
- Delete Section 15.5.7.2 (Exempt Site 2) pertaining to 2300 Speakman Drive, and;
- Add a new Section 15.5.6.2 (Special Site 2) for both properties that will permit an Education Campus, and include a definition for this use.

Documentation submitted by MAC in support of the proposal notes that the private elementary and secondary schools meet two of the objectives of the Land Use Master Plan by reinforcing and growing Sheridan Park as a unique science and technology business park, and facilitating growth of existing businesses. It also notes that they contribute to the broader range of uses permitted in the **Business Employment** designation, as included in the Basis section of the draft Official Plan Amendment (OPA).

The reference to reinforcing and growing Sheridan Park as a unique science and technology park and facilitating the growth and evolution of existing businesses in the Context section of the draft OPA was not intended to include elementary and secondary schools as these are not included in the list of permitted uses. The broader range of uses that is referenced in the Basis section of the draft OPA relates to expanded office permissions, as well as businesses such as professional design services, broadcasting, communication and information technology uses, which are included in the **Business Employment** land use designation.

The proposal, as presented to Council on January 20, 2016, does not adequately take into account the existing context and does not meet the intent and vision of the Land Use Master Plan prepared by Urban Strategies, the proposed land use policies for Sheridan Park or many of the general land use policies in MOP.

Finally, the review of Character Area policies for Sheridan Park through the Land Use Master Plan is not the forum to address site specific development proposals. A specific proposal such as this one is more appropriately dealt with through the development application approval process, wherein detailed studies, including Traffic Impact, Parking and Noise studies, concept plans and other relevant information, is required to be submitted and reviewed by City Departments and external agencies. Input from surrounding businesses and the community would also be taken into consideration in evaluating the application prior to making a recommendation on its merits to Planning and Development Committee and Council.

Financial Impact

Not applicable.

Conclusion

A review of the MAC proposal to amend the proposed Sheridan Park land use policies to allow an expansion to the elementary school and a proposed high school on the property to the east, against the Official Plan policies and the recommendations contained in the Sheridan Park Land Use Master Plan has been completed. It has been determined that requesting consideration for revisions to the Sheridan Park policies to permit an Education Campus on these properties is not consistent with the conclusions of the Land Use Master Plan or Mississauga Official Plan.

In addition, site specific land use changes are more appropriately addressed through the submission and evaluation of a development application through the Planning and Building Department, and not as an adjunct to a Character Area land use review. This process would allow for a full technical review of the issues. Therefore, the planning documents for Sheridan Park Corporate Centre that were before Council in October 2015 should not be amended and can be brought to a future Council meeting for final approval.

Attachments

Appendix 1: Planning and Building Department Recommendation Report

Appendix 2: MAC Master Concept Plan



Edward R. Sajecki,
Commissioner of Planning and Building

Prepared by: Lisa Christie, Zoning By-law Planner

City of Mississauga Corporate Report



<p>Date: October 2, 2015</p>	<p>Originator's file: CD.05-SHE</p>
<p>To: Chair and Members of Planning and Development Committee</p> <p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Meeting date: 2015/10/26</p>

Subject

Recommendation Report (Ward 2)

Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Sheridan Park Corporate Centre

Recommendation

That the Report dated October 2, 2015 from the Commissioner of Planning and Building titled "Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Sheridan Park Corporate Centre" be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, revisions to the proposed Zoning By-law amendments are being recommended, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendments is hereby waived.
2. That the proposed amendments to Mississauga Official Plan to revise the existing Sheridan Park Corporate Centre Character Area policies be approved in accordance with Appendix 5 of this report.
3. That the proposed amendments to Zoning By-law 0225-2007 to revise the existing zoning regulations for lands in the Sheridan Park Corporate Centre be approved in accordance with Appendix 7 of this report.

Report Highlights

- A public meeting was held on June 22, 2015 to hear comments regarding the proposed amendments to Mississauga Official Plan (MOP) and Zoning By-law 0225-2007 for the Sheridan Park Corporate Centre;
- The proposed amendments include changes to the Sheridan Park Corporate Centre Character Area policies by updating the Urban Design policies, introducing new Land Use, Transportation and Environment policies, including new Special and Exempt sites, and to modify the **E2-5 (Employment - Exception)** zone to permit increased density and a

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broader range of uses in the Corporate Centre;

- Revisions to the Zoning By-law provisions are recommended in response to comments from Credit Valley Conservation for lands that are part of the Sheridan Creek watershed and that are included in the City's Natural Area Survey;
- Responses are provided to written and verbal comments received; and,
- The recommendation is to approve the proposed amendments as revised, and to forward the implementing documents to Council for adoption.

Background

In March, 2015, the draft Land Use Master Plan for Sheridan Park Corporate Centre (Master Plan) was circulated to landowners and agencies for comments. A Public Meeting was held on June 22, 2015, at which time a Planning and Building Department Information Report (Appendix 1) was presented and received for information. The Planning and Development Committee passed Recommendation PDC-0043-2015 which was adopted by Council and is attached as Appendix 2.

The purpose of this report is to provide a summary of the comments received from both the circulation of the draft Master Plan and the comments received with respect to the policy and zoning direction that was presented at the Public Meeting, the response to each, and to identify the changes that have been made to the proposed land use policies (Appendix 4) and zoning regulations (Appendix 6). In addition, draft Official Plan and Zoning By-law amendment documents have been prepared and are attached as Appendices 5 and 7.

Comments

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

LANDOWNER COMMENTS

In addition to the comments noted in the Information Report, additional comments were received at, and following, the Public Meeting. All of the comments on the draft Land Use Master Plan, and on the policy and zoning direction contained in the Information Report, are summarized in Appendix 3.

OTHER COMMENTS

Other comments were received that are not applicable in land use planning documents, but can be explored through other processes. Transit improvements, tax-based incentives, reduction in Development Charges, a dedicated bus to/from Clarkson GO Station and programs to encourage the connectivity of businesses within the Park were included in the correspondence.

At the Public Meeting, the President of the Sheridan Park Association (SPA) spoke on behalf of the SPA with respect to the collaboration between the City and the SPA on this project. He noted that the initial landowner interviews and staff attendance at SPA meetings were a positive means of ensuring input from the local businesses and maintaining regular updates on the project.

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UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

Credit Valley Conservation (CVC)

Further to their comments dated March 27, 2015, CVC has provided the City with updated Natural Hazard Lands mapping specific to Sheridan Park and the Sheridan Creek watershed. These are areas that have potential for flooding and/or are regulated by the CVC. This new information is incorporated on MOP Schedules 1, 1a, 3, 4 and 10. Schedule "A" of the Zoning By-law Amendment has also been updated to incorporate the **G1 (Greenbelt – Natural Hazards)** zone for the Hazard Lands.

City Transportation and Works Department (T&W)

In comments updated on September 10, 2015, T&W advised that the Transportation Policies as included in the draft Mississauga Official Plan Amendment are acceptable.

City Economic Development Office (EDO)

In comments received on August 25, 2015, EDO advised that they support the updated policies and zoning regulations. The only remaining concern following the Public Meeting in June was in relation to the exclusion of manufacturing as an accessory use. The proposed policies and permitted uses have been revised to include this permission.

PLANNING COMMENTS

Official Plan

Proposed policy changes were included as Appendix I-4 to the Information Report (see Appendix 1). Updates to these proposed changes are outlined in Appendix 4, and have been incorporated in the draft Official Plan Amendment attached to this Report as Appendix 5. A new Context Section is added, which includes wording from CVC comments to emphasize the importance of the natural areas within the Park. A new Environmental Areas section has also been added, which retitles the formerly proposed Greenlands section, and addresses the need for a Master Drainage Plan. Lands identified as Significant Natural Areas (ecologically significant) in the City's Natural Areas Survey are shown as **Greenlands** designation, and include Natural Hazard Lands (flood prone) mapping from CVC.

All other sections have been renumbered, and the Urban Design policies were streamlined to remove repetition from Section 9 - Build a Desirable Urban Form in Mississauga Official Plan. The "Buildings and Spaces" subsection has been renamed to "Buildings and Landscape" and minor changes with respect to terminology and green architecture were added to this section.

The remainder of the proposed sections have been renumbered accordingly, but the policy direction with respect to Business Employment and Transportation policies has not been substantially amended.

The revised policies continue to reflect and implement the objectives and strategies of the draft Land Use Master Plan prepared for the City in December 2014. To reinforce and grow Sheridan Park as a unique science and technology business park, the science and technology and engineering uses are further complemented by uses such as general offices and post-secondary education facilities. This allows flexibility for redevelopment within the Park, and should facilitate the growth and evolution of existing businesses, as well as encourage the development of vacant properties.

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Accessory commercial uses continue to be permitted, and a policy has been added which considers that one site in the Park may be appropriate for small scale commercial uses to provide further employee amenities.

The revised policies will also protect and enhance the natural areas in the Park by identifying and designating ecologically significant lands known as Significant Natural Areas as **Greenlands** where they are designated **Business Employment**. Also, the policies are encouraging linkages across private property to promote active transportation for employees and local residents. The modernization of the policies reflects the step toward opening up the Park for more land uses, while retaining the original intent of the importance of research and development in the City of Mississauga and maintaining the campus-like character of the Park.

Zoning By-law

Comments were received from Economic Development and the landowner of 2333 North Sheridan Way with respect to manufacturing as a permitted use in Sheridan Park (see Appendix 3 for comments). In response, the **E2-5 (Employment - Exception)** zone has been updated to include permission for the existing manufacturing businesses and their permitted outdoor storage, as well as adding manufacturing as an accessory use to the permitted uses to a maximum of 15% of the gross floor area.

Day care uses were also added as an accessory use to the **E2-5 (Employment - Exception)** zone provided they are not more than 15% of the Gross Floor Area of the building as they could be viewed as providing a convenience for workers to have child care services.

As noted above with respect to environmentally significant lands in the vicinity of Sheridan Creek, and the requirements of Mississauga Official Plan Amendment No. 27 to include all environmentally significant lands as **Greenlands**, the zoning for lands identified as flood prone and ecologically significant will be zoned **G1 (Greenbelt - Natural Hazards)** and **G2 (Greenbelt - Natural Features)**. The remaining "Bodycote" lands in the vicinity of Sheridan Creek will be zoned **H-E2-5 (Employment - Exception with Holding Provision)**, until the Environmental Impact Study is completed. If the EIS identifies lands that should be included or removed from the Greenbelt areas, additional amendments will be brought forward to adjust the mapping.

Lands proposed to be rezoned **G1 (Greenbelt - Natural Hazards)** will no longer be subject to the Greenbelt Overlay, and it will be removed from the zoning map. These changes to the Zoning By-law ensure that the zone categories proposed for Sheridan Park are in conformity with the revised land use designations.

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Financial Impact

Not applicable.

Conclusion

In accordance with subsection 34 (17) of the *Planning Act*, Council is given the authority to determine if further public notice is required. Since the proposed revisions with respect to the proposed land use policies and zoning regulations that were before Planning and Development Committee on June 22, 2015 are considered to be minor, it is recommended that no further public notice be required regarding these proposed changes.

The proposed Official Plan and Zoning By-law Amendments, as revised, should be approved for the following reasons:

1. The proposed amendments to Mississauga Official Plan - Sheridan Park Corporate Centre policies and to Zoning By-law 0225-2007, as amended, meet the overall intent, goals, objectives and policies of Mississauga Official Plan and will help direct the type and form of future development for the Corporate Centre.
2. The proposed amendments implement the Objectives and Strategies of the draft Land Use Master Plan that was prepared for the City in December 2014, and incorporate most of the proposed Official Plan and Zoning By-law amendments contained in that document.
3. The proposed new Environmental Areas, Business Employment and Transportation policies are appropriate to ensure that the natural areas of the Corporate Centre are protected, while providing a policy framework for existing and future businesses to grow and/or relocate to the Sheridan Park Corporate Centre.
4. The revised **E2-5 and E2-101 (Employment - Exceptions)** zoning standards are appropriate as they bring the zoning regulations into conformity with the updated land use policies.

Attachments

Appendix 1: Information Report

Appendix 2: Recommendation PDC-0043-2015

Appendix 3: Landowner Comments

Appendix 4: Recommended Mississauga Official Plan Amendments

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Appendix 5: Draft Mississauga Official Plan Amendment No. 40

Appendix 6: Recommended Zoning By-law Amendments

Appendix 7: Draft Amendment to Zoning By-law 0225-2007



Edward R. Sajecki
Commissioner of Planning and Building

Prepared by: Lisa Christie, Zoning By-law Planner



Corporate Report

Clerk's Files

Originator's
Files CD.05-SHE W2

PDC JUN 22 2015

DATE: June 2, 2015

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 22, 2015

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed Amendments to Mississauga Official Plan and
Zoning By-law 0225-2007: Sheridan Park Corporate Centre**

Public Meeting/Information Report **Ward 2**

- RECOMMENDATION:**
1. That the Report dated June 2, 2015, from the Commissioner of Planning and Building titled "Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007: Sheridan Park Corporate Centre", be received for information.
 2. That staff report back to Planning and Development Committee on any submissions made with respect to the June 2, 2015 report.

**REPORT
HIGHLIGHTS:**

- This report has been prepared for the public meeting of June 22, 2015 to report on comments received from the circulation of the Draft Land Use Master Plan in March 2015, and to hear any additional comments from the community;
- The outcome of this project will be new Sheridan Park Corporate Centre Character Area policies and implementing Zoning By-law;
- Community concerns identified to date include individual land owners within the Park wanting to protect their current land uses; less focus on science and technology, greater permission for office uses, greater restrictions on manufacturing and,

permission to expand uses not aligned with the conclusions of the draft Master Plan;

- Prior to the next report, matters to be addressed include adding policies to address active transportation; identifying opportunities to enhance the green space in the Park; property requirements for the Ministry of Transportation to expand the Queen Elizabeth Way; and resolving the opposing views of landowners with respect to future land uses.

BACKGROUND:

At its meeting on February 2, 2015, Planning and Development Committee considered a report titled "Sheridan Park Corporate Centre – Draft Land Use Master Plan". The report was received for information and Planning staff was given direction to circulate the Draft Land Use Master Plan to City Departments, external agencies, affected landowners and the Sheridan Homelands Residents Association for review and comment. Recommendation PDC 0009-2015 was adopted by Council on February 11, 2015 and is attached as Appendix I-1.

Both the Corporate Report, which provides background information on the Master Plan project, and the Sheridan Park Corporate Centre Draft Land Use Master Plan, are available on-line at: <http://www.mississauga.ca/portal/residents/sheridanparkmasterplan>

The purpose of this Report is to provide a summary of the comments received from the circulation of the Draft Land Use Master Plan ("Master Plan"), and to present a summary of proposed Official Plan and Zoning By-law amendments for Sheridan Park Corporate Centre at a public meeting of Planning and Development Committee for further discussion and comment. Based on any additional comments received, Planning and Building staff will prepare draft Official Plan and Zoning By-law amendments for approval.

COMMENTS:

From the circulation of the Master Plan, which included over 60 landowners within the Park, comments were received from 5 landowners, the Transportation and Works Department and 3 external agencies. No comments were received from the

neighbouring Sheridan Homelands Residents Association or any further comments from the Sheridan Park Association.

The 5 landowners that commented on the Master Plan had varying opinions with respect to the recommendations in that document. Points of consensus include:

- the Master Plan is a positive step to revitalize and promote the Park;
- flexibility is needed in the policies and zoning to attract complementary and supportive land uses;
- permitting office as a principle use;
- increasing the Floor Space Index from 0.4 to 0.6;
- balance increased density with maintaining the character of the Park;
- reinforcing the science and technology component of the Park;
- the need to facilitate growth and for existing businesses to evolve; and
- protect and enhance the natural areas in the Park, including consideration of private landscaped areas.

Issues with the recommendations in the Master Plan include:

- do not provide percentage caps for Floor Space Index in the policies; they should be included only in the Zoning By-law;
- change the Exempt Site policy for 2333 North Sheridan Way to a Special Site policy;
- do not change any current site specific land use permissions;
- do not prohibit overnight accommodation;
- do not require science and technology uses as a component of an office building;
- allow freestanding restaurant, fitness facility and other employee amenities;
- restrict light industrial and manufacturing uses; suggest that Airport Corporate Centre be used as a guide;
- do not increase the minimum lot frontage requirement;
- do not add either maximum lot coverage or landscaped area requirements;

- do not amend the land use designation at 0 Sheridan Park Drive ("Bodycote" lands) until an ongoing Environmental Impact Study is completed; and
- allow elementary and secondary schools.

Other issues raised that require further consideration include requests for:

- a dedicated bus service to the Clarkson GO station;
- tax based incentive programs to attract new development; and
- reduced Development Charges.

Issues raised by the landowners and any further comments received at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

Agency comments are summarized in Appendix I-2.

Current Sheridan Park Corporate Centre Character Area policies are attached as Appendix I-3. Current Zoning By-law regulations for Sheridan Park are summarized in Section 2.1.6 of the Master Plan.

Based on the recommendations contained in the Master Plan, the City's Strategic Plan, Official Plan policies and the feedback received to date, there are a number of amendments proposed to Mississauga Official Plan and the Zoning By-law.

Appendices I-4 and I-5 contain a summary of the proposed revised policy framework and zoning by-law amendments for the Sheridan Park Corporate Centre Character Area. The key policy changes include:

- delete the restriction for offices only associated with science and technology uses;
- add major office and secondary office uses;
- add post-secondary education facility;
- add an Exempt Site policy for the existing elementary school;

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June 2, 2015

Planning and Development Committee - 5 -

- add a policy to permit freestanding restaurant uses, fitness facility and other employee amenities on a site central to the Park; and
- include Greenlands and Transportation policies to recognize environmentally significant land and how it can support linkages for active transportation.

The key proposed zoning changes include:

- the creation of one zone (E2-5, as revised) for most lands designated Business Employment, to create consistency in the land uses across the Park;
- permission for a broader range of uses that are complementary to a science and technology park, such as universities and colleges, offices, pilot plants and prototype production facilities;
- remove permission for manufacturing from the E2-6 and E2-7 zones and replace with pilot plants and prototype production facilities in the revised E2-5 zone (see above);
- allow overnight accommodation only where it currently exists in the Park;
- increase the floor space index (FSI) to 0.6 where a science and technology related use is part of the building, in lieu of the recommended 67% cap of office space unrelated to science and technology uses, as this is difficult to administer through a zoning by-law regulation;
- increase the minimum lot frontage to 60 m (197 ft.) to reflect the existing lot pattern; and
- increase the front and exterior side yards and landscape requirements to maintain the character of the Park.

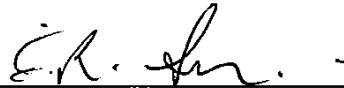
FINANCIAL IMPACT: Not applicable.

CONCLUSION: Following the Public Meeting, a Recommendation Report will be prepared for consideration by the Planning and Development Committee, which will address comments received from any external agency and City department, landowners, the public and the Committee and, where necessary, recommend modifications to

the proposed amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Sheridan Park Corporate Centre.

ATTACHMENTS:

- Appendix I-1: PDC Recommendation 0009-2015
- Appendix I-2: Agency Comments
- Appendix I-3: Current Sheridan Park Corporate Centre Character Area Policies
- Appendix I-4: Summary of Proposed Mississauga Official Plan Amendments
- Appendix I-5: Summary of Proposed Zoning By-law Amendments



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Lisa Christie, Zoning By-law Planner

Sheridan Park Corporate Centre**File: CD.05-SHE W2****Planning and Development Committee Recommendation**

- PDC-0009-2015
1. That the report titled "Sheridan Park Corporate Centre – Draft Land Use Master Plan" dated January 13, 2015, from the Commissioner of Planning and Building, be received for information.
 2. That the "Sheridan Park Corporate Centre – Draft Land Use Master Plan" by Urban Strategies Inc., dated December 2014 and attached as Appendix I-1 to this report, be circulated to City Departments, external agencies, affected landowners and the Sheridan Homelands Residents Association for review and comment.
 3. That the letter dated January 30, 2015 from Richard E. Perrier, President, Sheridan Park Association, be received."

Sheridan Park Corporate Centre

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Agency Comments

The following is a summary of comments from agencies and departments regarding the Draft Land Use Master Plan.

Agency / Comment Date	Comment
Ministry of Transportation (MTO) (March 30, 2015)	<ul style="list-style-type: none"> • MTO has no objections to proposed policy updates; • The Queen Elizabeth Way is to be widened from Winston Churchill to Flavelle Boulevard as part of the Preliminary Design and Environmental Assessment work for HOV lanes from Trafalgar Road to Winston Churchill Boulevard. This will require the shift of North Sheridan Way to the north; • Approximately 17 m (56 ft.) will be needed in the future for work from Flavelle Boulevard to Erin Mills Parkway; and • The minimum setback for all required site works will be 14 m (46 ft.) for site development adjacent to MTO lands.
Region of Peel (April 16, 2015)	<ul style="list-style-type: none"> • Add policies to the Character Area Policies to address opportunities to increase the share of trips using active transportation; • Set long terms goals for the creation of public/private pathway systems to improve site interconnectivity and link to residential lands to the north and commercial lands to the east and west; • Identify Transportation Demand Management initiatives to achieve changes in the modal split; and • Regional Official Plan policies are no longer under appeal (Section 2.1.3).
Credit Valley Conservation (March 27, 2015)	<ul style="list-style-type: none"> • Highlight the importance of the study area to natural heritage protection and water management on a Provincial, Regional and City scale; • Encourage that further study of natural areas is required; • Objective is to ensure that private landscaped areas contribute to an interconnected green space network; • Supports the update of MOP schedules 1, 1a, 3, 4 and 10 to reflect CVC Regulation limits, and investigate further the boundaries of natural heritage features/areas;

Sheridan Park Corporate Centre

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Agency / Comment Date	Comment
	<ul style="list-style-type: none"> • Greenbelt Overlay to be used to highlight "Future Green Network"; • Removal of proposed "H" holding provision in the Zoning By-law should be contingent on receipt of appropriate stormwater and natural area studies; • Supports a proposed Headwaters and Natural Areas Strategy, including impact from proposed completion of Sheridan Park Drive; • Promote "Sustainable Neighbourhood Retrofit Action Plans" and "Partners in Project Green" as part of the overall promotion of the Park.
<p>City Transportation and Works Department (March 27, 2015)</p>	<ul style="list-style-type: none"> • Identify MiWay Transit Routes 45, 71 and 31; • Strongly supports the extension of Sheridan Park Drive to improve existing traffic circulation, add alternate access and complete the collector road network - within the City's 10-year Capital Plan; • Include multi-use trail on the north and south sides of Sheridan Park Drive; • Policies noted with respect to the <i>Environmental Protection Act</i> and Environmental Site Assessment for all future development applications; • Promote active transportation by providing a north/south multi-use trail to improve pedestrian and cyclist connections in the Park; • Active transportation facilities will be achieved through integration with facilities on private property; • Encourage companies to become members of Mississauga's Smart Commute Network.
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Economic Development - Community Services - Enersource Hydro Mississauga - Hydro One - Trans Northern Pipelines - Enbridge Gas Distribution Inc. - Bell Canada

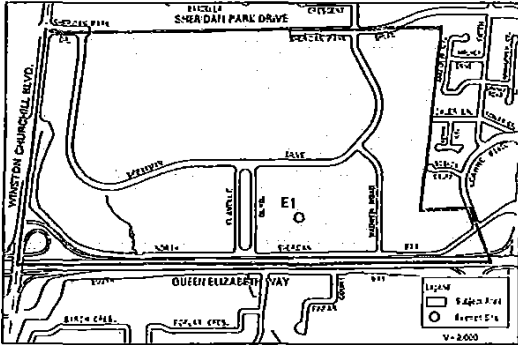
Sheridan Park Corporate Centre

File: CD.05-SHE W2

Agency / Comment Date	Comment
	<ul style="list-style-type: none">- Rogers Cable- Canada Post- Trillium Health Partners- Go Transit (Metrolinx)- Town of Oakville- Region of Halton

Current Sheridan Park Corporate Centre Character Area Policies

15.5 Sheridan Park



Map 15-5: Sheridan Park Corporate Centre Character Area

15.5.1 Urban Design Policies

15.5.1.1 The campus setting development is characterized by a highly developed landscape plan to enhance the building design and siting. Landscaping is an important architectural element of the overall development, thus requiring buildings to be sited on large lots with generous setbacks from streetlines to maximize landscaping opportunities. The integration of buildings through public pathways and open spaces will further strengthen this development image. Towards the achievement of City urban design objectives, development proposals should address the following:

- a. the enhancement of views to existing visually important natural and built features;
- b. the development of building forms which are sensitive to the existing character of the Character Area;
- c. the maintenance and enhancement of visual and physical links to the City at large, ensuring integration of the Character Area into its broader context;
- d. avoiding reverse frontage lots which contribute negatively to the system of public streets; and
- e. loading and service areas which are not located adjacent to streets and are not exposed to public areas.

Community Identity and Design

15.5.1.2 The campus setting development image will be reinforced through appropriate standards for the siting of buildings, building heights, parking and loading spaces, site access, lighting, signage, screening and landscaping. These will be established during the rezoning and site plan approval process and should include enhanced opportunities for natural surveillance, natural access control and territorial reinforcement of the site. Special care will be exercised in the determination of lot size and building coverage in order to attain an acceptable and compatible appearance of development and ensure the preservation and integration of existing natural features and their ecological functions.

Buildings and Spaces

15.5.1.3 To achieve and enhance the campus setting development image, the following design guidelines will be used to evaluate the design aspects of development proposals:

- a. buildings and structures will be sited and designed with generous setbacks from streetlines to maximize open space/landscaped areas. Vistas to the buildings may be created through the strategic location of landscape features;
- b. building designs are characterized by ceremonial approach features with well defined front entrances, for example a row of trees and turning circle for passenger drop-off;
- c. the preservation and integration of natural features such as woodlands into future development, is a priority; alterations to the existing topography, natural drainage system, and vegetation are to be minimized;
- d. landscaping and planting for a campus setting should incorporate the following:
 - water features, for example fountains, ponds;
 - ceremonial planting schemes;

- tree planting to define the street edge;
 - interconnecting pathways and open spaces between buildings for public and/or semi-private use;
 - define pedestrian and vehicular routes, and accent entrance ways;
 - provide year round shelter and enhancement to outdoor pedestrian areas;
 - provide summer shade and protection from winter winds; and
 - create clear visual and spatial distinction between publicly accessible and private open space; and
- e. the design of parking and service areas will be integrated with the landscape plan for the site with planting and berms to screen parking from the street. Large expanses of surface parking are to be softened by landscaped islands;
- f. visual and functional relationships between individual buildings and groups of buildings, the promotion of an open space system within the business park, and the relationship of buildings to adjacent streets will be important considerations in evaluating satisfactory design;
- g. the creation of an identifiable street edge will be encouraged on lands adjacent to, and visible from Winston Churchill Boulevard; and
- h. a high standard of building design should have regard for context, level of detail, modulation of façade and consistency of design content.
- laboratories, pilot plants and prototype production facilities;
- b. education and training facilities, but excluding a public school or private school used for elementary or secondary level education and training;
- c. data processing centres;
- d. engineering services;
- e. offices associated with science and technology uses;
- f. hotels; and
- g. accessory commercial uses, namely, conference facilities, fitness facilities, banks and restaurants within buildings provided they do not exceed 15% of the overall floor space.
- 15.5.2.2 Notwithstanding the above, a private school used for elementary and secondary level education and training is permitted on the lands described as Part 2 on Reference Plan 43R-25302 at 2300 Speakman Drive.
- 15.5.2.3 Development will be subject to the following policies:
- a. uses will not exceed a *floor space index (FSI)* of 0.40;
- b. operations must be carried out within enclosed buildings and structures; and
- c. private landowners will be encouraged to provide opportunities for active and passive forms of outdoor recreation.

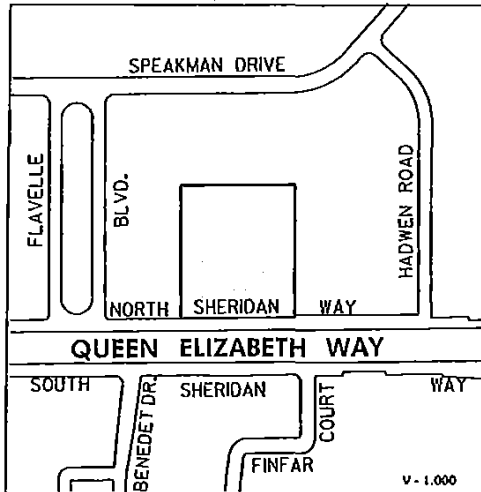
15.5.2 Land Use

15.5.2.1 Notwithstanding the Business Employment policies of this Plan, lands designated Business Employment will only be used for the following uses:

- a. facilities involved with scientific and engineering research and development, including:

15.5.3 Exempt Site Policies

15.5.3.1 Site 1



15.5.3.1.1 The lands identified as Exempt Site 1 are located on the north side of North Sheridan Way, east of Flavelle Boulevard and west of Hadwen Road and are municipally known as 2333 North Sheridan Way.

15.5.3.1.2 Notwithstanding the Business Employment Policies of this Plan, the following additional uses will be permitted:

- a. industrial uses within enclosed buildings including manufacturing, warehousing, distributing and wholesaling;
- b. office and accessory uses within industrial buildings or in separate buildings within a complex of associated industrial buildings; and
- c. limited outdoor storage areas accessory to an existing permitted use provided they are screened from public view.

Sheridan Park Corporate Centre

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Summary of Proposed Mississauga Official Plan Amendments

15.5 Introduction and Objectives

- Add introductory paragraphs to describe the objectives of the Character Area policies reinforcing Sheridan Park as a unique science and technology business park; facilitating growth of existing businesses; encouraging development of vacant and under-utilized sites in the Park; encouraging complementary uses that support businesses and provide amenities for employees in the Park; protecting and enhancing the natural areas and open spaces in the Park; and ensuring private landscaped open spaces contribute to an interconnected green space network.

15.5.1 Urban Design Policies

- Most Urban Design policies remain relevant;
- Campus like setting is still desirable, while permitting increased development densities;
- Community Identity and Design (Section 15.5.1.2) is further refined through proposed amendments to the Zoning By-law (front and side yard regulations, for example);
- In Section 15.5.1.3, Buildings and Spaces, update policies as follows:
 - a) delete "generous setbacks" as the proposed zoning regulations require 12.5 m (41 ft.) front yard setbacks;
 - b) delete reference to a ceremonial approach and drop off area and define front entrances by landscaped front yards (see proposed zoning regulations for revised regulations with respect to landscaped front yards, front yard setbacks and lot frontage);
 - d) remove reference to "ceremonial planting schemes" and replace with policies encouraging low impact development and best stormwater management practices, also update policies with respect to promoting public/private pedestrian connections;
 - h) remove "consistency of design content" from building design section.

15.5.2 - Land Use**15.5.2.1 Greenlands**

- Add Greenlands designation to the Land Use Map and include policies to recognize environmentally significant properties;
- Identify and designate all sites subject to Provincial, Regional and municipal natural heritage system and stormwater policies as Greenlands (subject to completion of EIS for 0 Sheridan Park Drive – "Bodycote" lands);
- Show expansion of the City's Natural Heritage System on Schedules 3 and 10;
- Incorporate sustainable stormwater management policies and Low Impact Development policies to ensure future development does not degrade the natural areas or contribute to downstream flooding – note the importance of the campus like setting (significant amount of permeable surfaces) to achieve sustainable future development in the Park;

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- Note the importance of public acquisition of all environmentally significant/sensitive lands;
- Support linkages across private property to connect park users on off-street trails - specific focus on North Sheridan Way, Flavelle Boulevard and Hadwen Road to connect to Speakman Drive and transit routes;
- Undertake a Streetscape Master Plan to coordinate street tree planting to link the Park and soften the wide streets;
- Manage green spaces in connection with Region and CVC and promote as an amenity for employees and local residents;
- Identify the need for a stormwater management facility and future public access to the Sheridan Creek headwaters through a Headwaters and Natural Area Strategy.

15.5.2.2 - Business Employment

- Add post-secondary education facility to Section 15.5.2.1(b);
- Add professional design services to engineering services to Section 15.5.2.1 (d);
- Delete restriction for offices only associated with science and technology facility from Section 15.5.2.1(e);
- Add secondary office and major office uses;
- Add broadcasting, communication and information technology uses;
- Retain accessory commercial uses in Section 15.5.2.1(g);
- Change reference to bank to financial institution in Section 15.5.2.1(g);
- Add a policy to permit freestanding restaurant uses, fitness facility and other employee amenities on one site central to the Park;
- Delete Section 15.5.2.2 (private school site at 2300 Speakman Drive) and add a new Exempt Site 2 (see below);
- Delete FSI from Section 15.5.2.3(a) as it is more appropriate in the Zoning By-law.

15.5.3 - Transportation Policies (new Section, former 15.5.3 to be renumbered)

- Future Ministry of Transportation land requirements may impact the alignment of North Sheridan Way, which will also impact existing landscaping and other features adjacent to that road;
- Show the completion of Sheridan Park Drive on land use schedules;
- Use the completion of Sheridan Park Drive to demonstrate innovative "green" road engineering methods to preserve the Special Management Area that it traverses;
- Include policies to promote Transportation Demand Management, active transportation by utilizing linkages through the Greenlands;
- Promote public/private partnerships to create pedestrian/cycling linkages where it is not feasible to construct municipal sidewalks or a multi-use trail;
- Support construction of Long Term Cycling Routes through the Park, and amend Schedule 7 to show future connections.

Sheridan Park Corporate Centre

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15.5.4 - Special Site Policies (new)

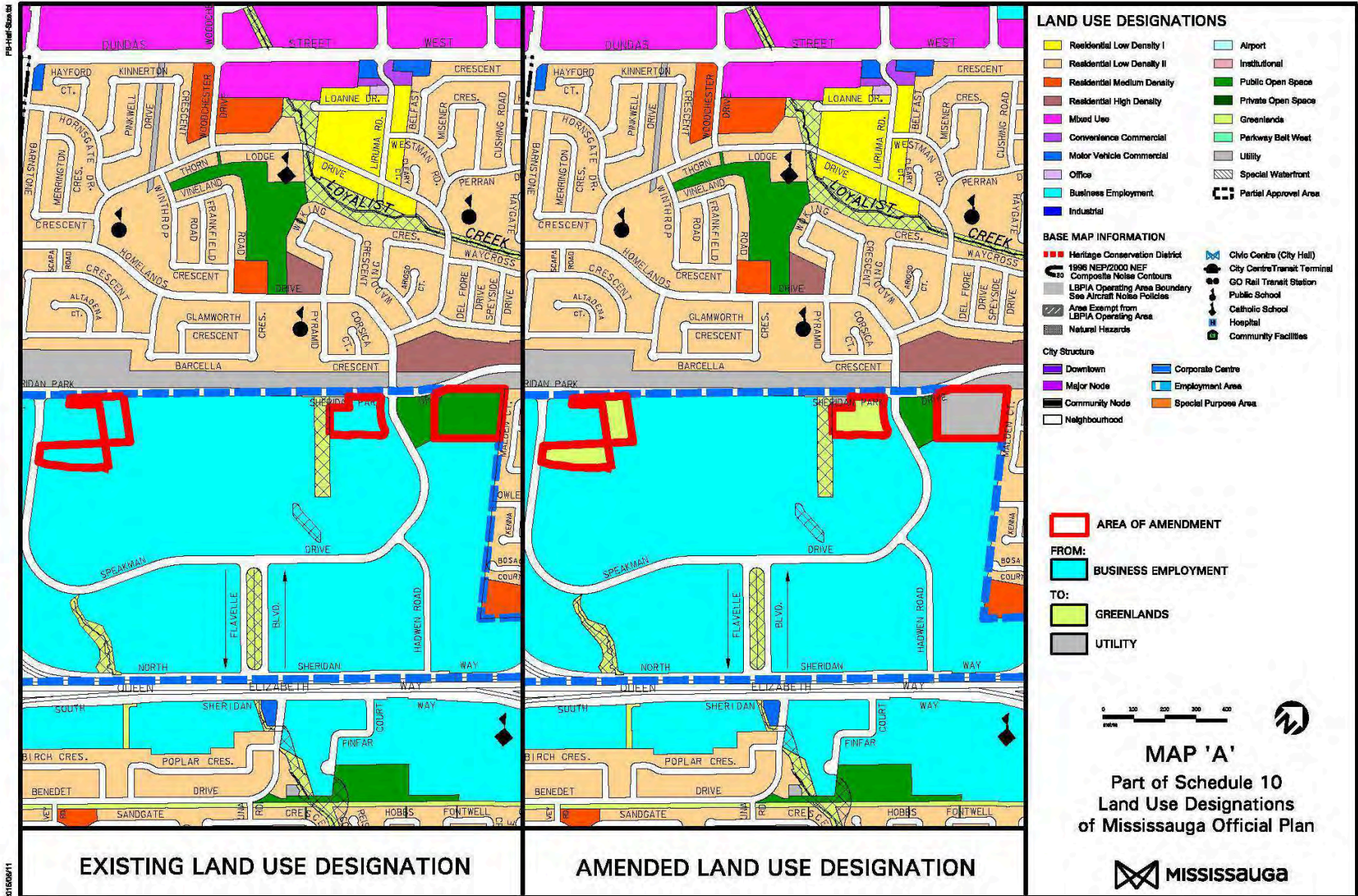
- **Add Special Site 1** to recognize the existing overnight accommodation developments at the southeast quadrant of the Park, and continue to permit other uses as proposed for the Business Employment land use designation, as appropriate for the site's location adjacent to residential dwellings.
- **Add Special Site 2** for 0 Sheridan Park Drive ("Bodycote" lands) to recognize that the land use designation boundaries (Employment and Greenlands), cannot be determined until the ongoing EIS is complete.

15.5.5 - Exempt Site Policies (formerly 15.5.3)

- **Retain Exempt Site 1** – 2333 North Sheridan Way – refine policies as per Ontario Municipal Board settlement with landowner; site to stay exempt as traditional employment uses such as warehousing, distributing, wholesaling and outdoor storage are not part of the long term vision for the Park as a science, technology and engineering hub.
- **Add Exempt Site 2** – 2300 Speakman Drive – elementary and secondary schools are not part of the long term vision for the Park as a critical part of the City's employment base; (also see draft Municipal Comprehensive Review).
- **Add Exempt Site 3** – 2185 North Sheridan Way – manufacturing as a primary use of a building is not part of the long term vision for Sheridan Park.

Mapping Changes

- **Schedules 1, 1a and 3** – amend to reflect CVC Regulatory Areas, Regional Core Greenlands, Natural Area Survey, results of on-going EIS, watercourse expansion areas.
- **Schedule 4** – amend as necessary to identify Public and Private Open Spaces.
- **Schedule 7** – amend to show new cycling routes that link Sheridan Park to other existing or proposed cycling routes
- **Schedule 10** – amend to identify the Utility and Greenlands sites.



EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION

Sheridan Park Corporate Centre

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Summary of Proposed Zoning By-law Amendments

Revised definition of **Science and Technology Facility**:

Science and Technology Facility means a **building, structure** or part thereof, used for one or more of the following: scientific and technological research and development including laboratories, **pilot plants, prototype production facilities**, computer and information technology development, including hardware and software, data processing services and engineering and professional design services.

Replace current E2-5, E2-6, E2-7 and E2-31 zones with new E2-5 zone, as follows:

8.2.3.5	Exception: E2-5	Map # 18	By-law:
In an E2-5 zone the applicable regulations shall be as specified for an E2 zone except that the following uses/regulations shall apply:			
Permitted Uses			
8.2.3.5.1	Lands zoned E2-5 shall only be used for the following:		
	<ul style="list-style-type: none"> (1) Science and technology facility within an enclosed building (2) Education and Training Facility (3) Broadcasting/Communication Facility (4) Information and communications technology (5) Office (6) Pilot Plant (7) Prototype Production Facility (8) University/College 		
8.2.3.5.2	Maximum percentage of total gross floor area - non-residential that may be used for a banquet hall/conference centre/convention centre, fitness centre, financial institution, restaurant and take-out restaurant provided that such uses are located within, and form an integral part of, the building used for one (1) or more of the uses in Sentence 8.2.3.5.1 of this Exception		15%
Regulations			
8.2.3.5.3	Minimum lot area		0.8 ha
8.2.3.5.4	Minimum lot frontage		60 m
8.2.3.5.5	Maximum floor space index - non-residential for all uses		0.6

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8.2.3.5	Exception: E2-5	Map # 18	By-law:
8.2.3.5.6	Maximum floor space index - non-residential for office		0.4
8.2.3.5.7	Minimum front yard		12.5 m
8.2.3.5.8	Minimum exterior side yard		12.5 m
8.2.3.5.9	Minimum landscape buffer		4.5 m
8.2.3.5.10	Maximum lot coverage		40%
8.2.3.5.11	Minimum landscaped open space area - front yard		50%
Holding Provision			
- details for removal to be finalized upon further discussion with property owner/consultant			

8.2.3.101	Exception: E2-101	Map # 18	By-law: 0248-2009
In an E2-101 zone the applicable regulations shall be as specified for an E2 zone except that the following uses/regulations shall apply:			
Permitted Uses			
8.2.3.101.1	Lands zoned E2-101 shall only be used for the following:		
	<ul style="list-style-type: none"> (1) Office (2) Broadcasting/Communication Facility (3) Science and Technology Facility (4) Restaurant (5) Take-out Restaurant (6) Commercial School (7) Financial Institution (8) Banquet Hall/Conference Centre/Convention Centre (9) Overnight Accommodation (10) Active Recreational Use (11) Recreational Establishment (12) Private Club (13) Parking Lot (14) University/College (15) Courier/Messenger Service (16) Education and Training Facility 		
Regulations			
8.2.3.101.2	The provision contained in Subsection 8.1.4 of this By-law shall not apply		

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8.2.3.101	Exception: E2-101	Map # 18	By-law: 0248-2009
8.2.3.101.3	For the purposes of this By-law, all lands zoned E2-101 shall be consider one (1) lot		
8.2.3.101.4	Maximum total floor space index - non-residential used for office and overnight accommodation		0.7
8.2.3.101.5	Minimum landscaped area		30% of the lot area
8.2.3.101.6	The lot line abutting North Sheridan Way shall be deemed to be the front lot line		
8.2.3.101.7	Maximum height		5 storeys
8.2.3.101.8	Minimum depth of a landscaped buffer measured from a lot line that abuts a Residential Zone		4.5 m

Other Mapping Changes:

E2-5 to H-E2-5 (0 Sheridan Park Drive "Bodycote lands")

E2-5 to G1 (2400 Flavelle Boulevard - drainage ditch)

OS2 to U (Region of Peel Herridge reservoir)

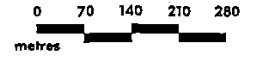
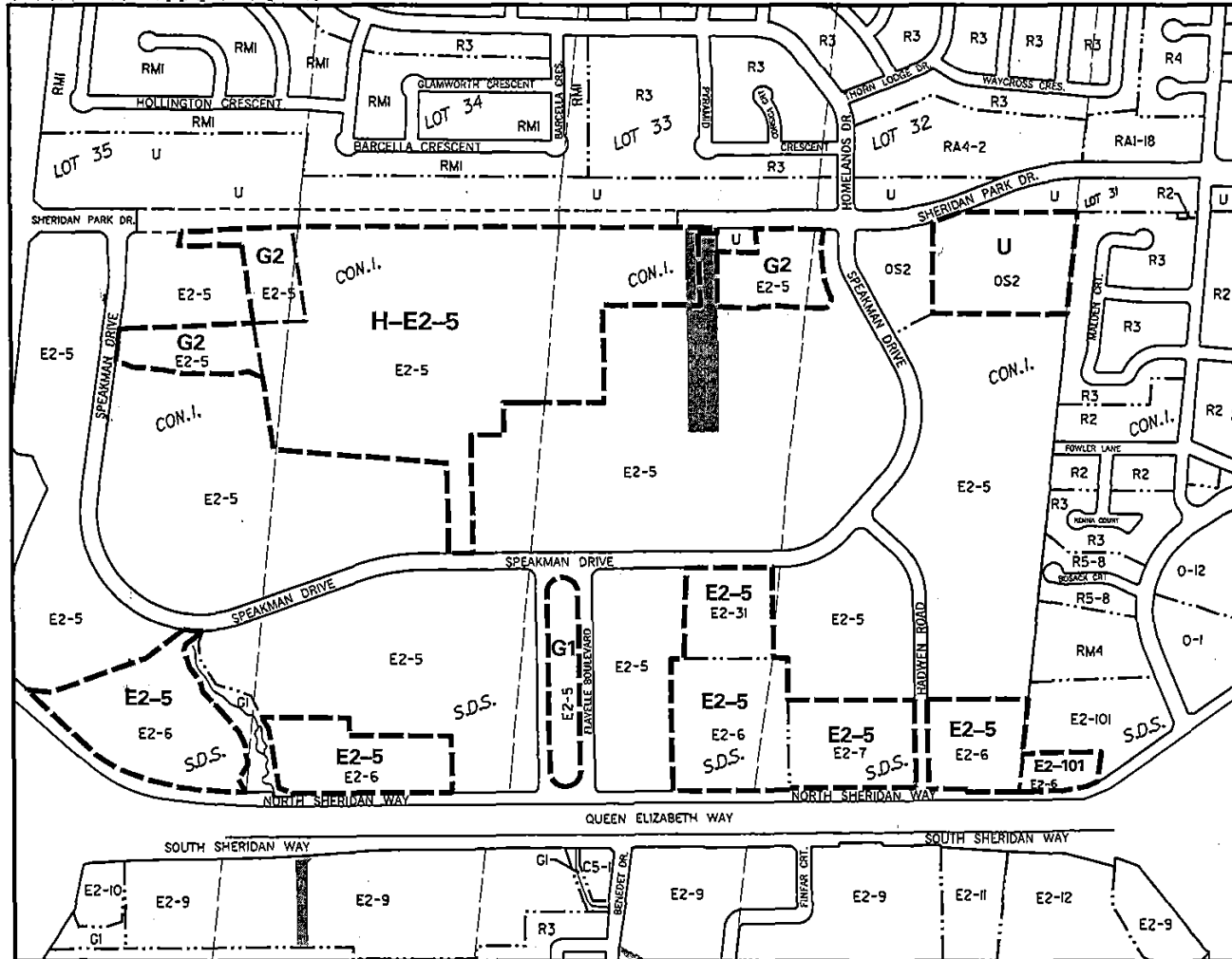
Note:

Schedule "A" - illustrates proposed zoning changes

Appendix "B" - hatched areas represent proposed text only changes to existing zones.

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GREENBELT OVERLAY

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CITY OF MISSISSAUGA

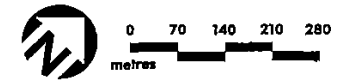
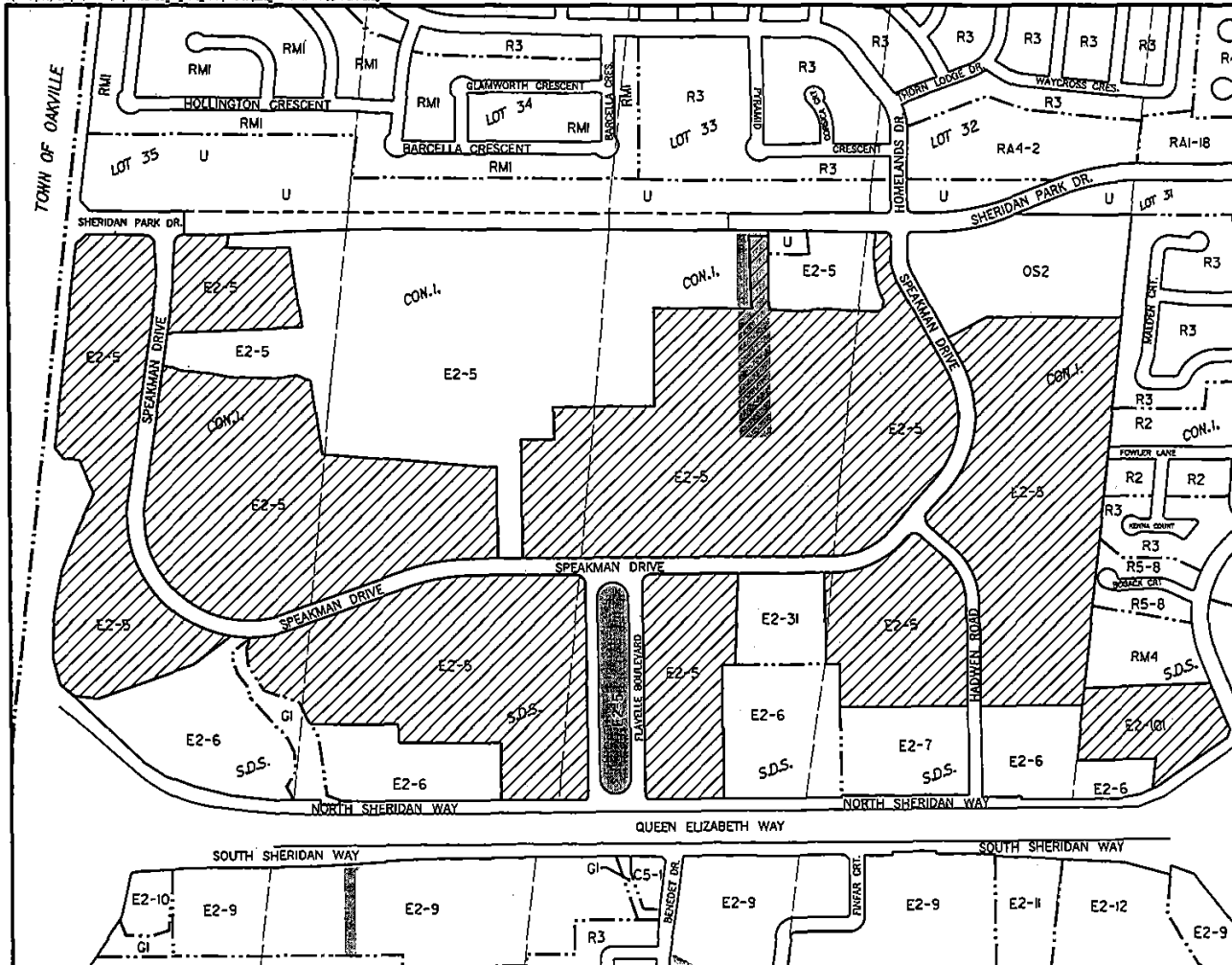
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**THIS IS SCHEDULE "A" TO
BY-LAW _____
PASSED BY COUNCIL ON
_____**

Z-18 A.S.

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Z-18 A.S.

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Sheridan Park Corporate Centre**File: CD.05-SHE W2****Recommendation PDC-0043-2015**

1. That the Report dated June 2, 2015, from the Commissioner of Planning and Building titled "Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007: Sheridan Park Corporate Centre", be received for information.
2. That staff report back to Planning and Development Committee on any submissions made with respect to the June 2, 2015 report.
3. That the following correspondence be received:
 - (a) Letter March 27, 2015 from Ryan Guetter, Vice President, Weston Consulting;
 - (b) Letter dated June 17, 2015, from Brian Parker, Gowling Lafleur Henderson LLP;
 - (c) Letter dated June 22, 2015 from Ken Szekely, Astra Capital Properties Inc.

Landowner Comments

	Respondent	Comment	Staff Response/Action
1	Multiple landowners and the Sheridan Park Association	Support for the proposed increase in Floor Space Index (FSI) from 0.4 to 0.6.	The increased FSI is contingent upon maintaining a science and technology component on the site, in keeping with the recommendations of the Master Plan.
2	F. Theiss, Hatch - 2599, 2725 & 2800 Speakman Drive	Continue to permit overnight accommodation throughout the Sheridan Park Corporate Centre.	Allowing overnight accommodation throughout the Park will not necessarily address the concerns with respect to type/quality of accommodation, and does not mean that the location will reduce automobile travel within the Park. Overnight accommodation will continue to be permitted in the eastern end of the Park through a new Special Site policy and revised exception zone. There is a vacant site in this area should market conditions warrant additional construction.
3	F. Theiss, Hatch - 2599, 2725 & 2800 Speakman Drive; D. Shipp, Slate Properties - 2251, 2285 & 2599 Speakman Drive and 2655 & 2699 North Sheridan Way; J. Keyser representing Conor Pacific Development Inc. - 2240 Speakman Drive	Do not restrict office gross floor area and/or require science and technology uses/Rezone to "E2" (Employment) zone.	The conclusions of the Master Plan state that it is important to maintain the original character of the Sheridan Research Park, and to support science, technology and engineering as core uses. To complement these uses, and recognize the changing nature of research, other uses such as communication and information technology are added as permitted uses to the Park.
4	F. Theiss, Hatch - 2599, 2725 & 2800 Speakman Drive; D. Shipp, Slate Properties - 2251, 2285 & 2599 Speakman Drive and 2655 & 2699 North Sheridan Way	Allow freestanding commercial services/Do not allow large concentrations of stand-alone retail and large format retail.	One site in the Park will be considered for redesignation for commercial uses only. It will also be subject to a rezoning application to ensure appropriate location, size and uses are properly assessed.

Landowner Comments

	Respondent	Comment	Staff Response/Action
5	J. Keyser representing Conor Pacific Development Inc. - 2240 Speakman Drive	Allow residential uses in Sheridan Park Corporate Centre.	Residential uses are not permitted in Corporate Centres. These Character Areas are for employment uses only, as supported by the recent Municipal Comprehensive Review. To the immediate north of Sheridan Park Corporate Centre is the Sheridan Neighbourhood Character Area, which consists of a mix of dwelling types and tenures, accessible to all current and potential employees in the Park.
6	F. Theiss, Hatch - 2599, 2725 & 2800 Speakman Drive	Zoning regulations to increase the minimum lot frontage, and add an amount for lot coverage and landscaped open space are not necessary.	The conclusions of the Master Plan state that the campus like setting is important to many current Sheridan Park tenants and owners. There is currently a regulation for minimum lot size in the Park, so adding a minimum frontage complements that regulation and ensures that land severances do not result in the Park being subdivided into small parcels. The maximum coverage and landscaped open space regulations (front yards) also contribute to the goal of maintaining a campus like setting.
7	D. Shipp, Slate Properties - 2251, 2285 & 2599 Speakman Drive and 2655 & 2699 North Sheridan Way	Restrict new industrial/light industrial/manufacturing uses and when heavy industrial uses vacate, the site should conform to the new Policies.	Two businesses in the Park are primarily manufacturing, and one is an Exempt site, which permits the use to continue but encourages redevelopment of the property to uses in alignment with the new policies. It is recommended in the Master Plan that manufacturing, as an accessory use, continue to be permitted to allow businesses to grow and develop without having to relocate from the Park. This is reflected in an amendment to the proposed zoning regulations and is supported by the Economic Development Office. Existing manufacturing is also added to the list of permitted uses under the amended E2-5 (Employment Exception) zone.

Landowner Comments

	Respondent	Comment	Staff Response/Action
8	R. Guetter, Weston Consulting representing 2333 NSW Inc. - 2333 North Sheridan Way	Do not restrict expansion policies for currently exempted site AND leave the exempted site in the new Policy document./Create a site specific policy instead of an exempt policy./Do not remove any currently permitted uses.	<p>As noted in the comments received from the planning consultant, the Exempt Site policies for 2333 North Sheridan Way were the result of an Ontario Municipal Board settlement, therefore no policy changes are proposed for this site.</p> <p>With respect to zoning permissions, some of the uses in the former E2-6 and E2-7 (Employment Exception) zones have been removed to bring the zoning into conformity with Mississauga Official Plan. It is recommended in the Master Plan that typical E2 (Employment) zone uses such as warehousing, distribution facilities, self-storage facilities, and animal boarding establishments no longer be permitted in order that future development/redevelopment be compatible with the remainder of the Park. However, manufacturing as an accessory use has been added to the proposed zoning regulations, as has permission for existing manufacturing and the outdoor storage associated with those existing uses throughout the Park.</p>
9	K. Szekely, Astra Capital Properties Inc. - 2213 North Sheridan Way	Do not remove any currently permitted uses at 2213 North Sheridan Way and create an Exempt site policy to recognize a future redevelopment scheme.	<p>See above with respect to the zoning permissions in Sheridan Park Corporate Centre.</p> <p>With respect to creating an Exempt Site policy, a site will not be pre-designated or pre-zoned for an unspecified project. Should a development application be submitted to the City, it will be reviewed on its merit and amendments to Mississauga Official Plan and the Zoning By-law will be considered through the development approval process at that time.</p>

Landowner Comments

	Respondent	Comment	Staff Response/Action
10	S. Sharafeldin, Muslim Association of Canada and A. Bakbak, Olive Grove School - 2270 and 2300 Speakman Drive	Identify these properties as exempt sites to permit elementary and secondary schools, and do not restrict expansion of/conversion to these uses.	Elementary and secondary schools are not part of the long term vision for Sheridan Park Corporate Centre. The conclusions of the Master Plan recommend that 2300 Speakman Drive be identified as an Exempt site to continue to permit the elementary school use, but that over time it be replaced with Business Employment uses. It is further recommended that the existing Exception Zone be replaced to permit the amended E2-5 (Employment Exception) uses.
11	T. Taus, Kidszone Childcare Centre - 2275 Speakman Drive	Legalize the existing daycare through the amendments to the Zoning By-law.	The existing daycare was originally approved by the Committee of Adjustment in 2003 on a temporary basis. All extensions to the timelines, and expansions to the business, have occurred through variance applications. To make this use permanent, planning applications for an Official Plan Amendment and a rezoning are the more appropriate processes for a change in land use.
12	B. Parker, Gowling Lafleur Henderson representing Bodycote Canada Property Inc. - 0 Sheridan Park Drive (the "Bodycote" holdings) (continued on next page)	Do not show any of the property as Greenlands ; support a Special Site for the lands; no land use/zone/mapping changes until an Environmental Impact Study (EIS) is completed as the boundaries of the City's Natural Areas System and Natural Heritage System were questioned.	Section 6.3.26 of Mississauga Official Plan states "Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation." Therefore, any lands within Sheridan Park Corporate Centre that meet this criteria must be redesignated to Greenlands and zoned G2 (Greenbelt - Natural Features) . The balance of the property will remain Business Employment with an H-E2-5 (Employment Exception with Holding Provision) zone until the ongoing EIS is completed.

Landowner Comments

Respondent	Comment	Staff Response/Action
	<p>Add the "Potential Character Street" that was identified in a 2012 draft version of the Master Plan.</p>	<p>When the EIS is complete and deemed satisfactory to the City and CVC, the policies of Section 6.3.10 will apply. It states "The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study." The designation boundaries can be refined, possibly without amendment to the Plan. The extent of the E2-5 (Employment Exception) zone will be adjusted and the removal of the "H" holding provision will also be addressed at that time.</p> <p>The Natural Hazard Lands mapping was updated by CVC, and is shown on Schedules 1, 1a, 3, 4 and 10 in the official plan amendment, and will be zoned G1 (Greenbelt - Natural Hazards) consistent with CVC comments on the Master Plan. A Greenbelt Overlay will also be added to the zoning maps for the portions of the Natural Hazards lands that overlap with the H-E2-5 and E2-5 (Employment Exception and Employment Exception with Holding Provision) zones. The additional natural hazard lands are associated with Sheridan Creek, and are located primarily on the "Bodycote" property.</p> <p>The "Potential Character Street" was removed from subsequent versions of the Master Plan and is no longer contemplated as an addition to the road network.</p>

Sheridan Park Corporate Centre

File: CD.05-SHE W2

Proposed and Final Recommended Amendments to Mississauga Official Plan

Proposed Policy Change	Final Change
<p>15.5 Introduction and Objectives</p> <ul style="list-style-type: none"> • Add introductory paragraphs to describe the objectives of the Character Area policies reinforcing Sheridan Park as a unique science and technology business park; facilitating growth of existing businesses; encouraging development of vacant and under-utilized sites in the Park; encouraging complementary uses that support businesses and provide amenities for employees in the Park; protecting and enhancing the natural areas and open spaces in the Park; and ensuring private landscaped open spaces contribute to an interconnected green space network. 	<ul style="list-style-type: none"> • Rename Section 15.5.1 to Context to more accurately describe the intent of the information in this Section. • Include the following wording from CVC comments (March 27, 2015) to further clarify the importance of Sheridan Creek: <p style="margin-left: 20px;">"Sheridan Creek is a 1 035 ha (2,557 ac.) watershed that drains into Rattray Marsh and Lake Ontario. Rattray Marsh is designated as an Environmentally Significant Area, Provincially Significant Wetland and Area of Natural and Scientific Interest. It represents one of the last remaining baymouth bar coastal wetlands on the western end of Lake Ontario. There are opportunities to restore and create unique natural features that were lost when the Sheridan Creek Watershed became urbanized, without compromising the economic value of the land."</p>
<p>15.5.1 Urban Design Policies</p> <ul style="list-style-type: none"> • Most Urban Design policies remain relevant; • Campus like setting is still desirable, while permitting increased development densities; • Community Identity and Design (Section 15.5.1.2) is further refined through proposed amendments to the Zoning By-law (front and side yard regulations, for example); • In Section 15.5.1.3, Buildings and Spaces, update policies as follows: <ul style="list-style-type: none"> a) delete "generous setbacks" as the proposed zoning regulations require 12.5 m (41 ft.) front yard setbacks; b) delete reference to a ceremonial approach and drop off area and define front entrances by landscaped front yards (see proposed zoning regulations for revised regulations with respect to landscaped front yards, front yard setbacks 	<ul style="list-style-type: none"> • Renumber Section to 15.5.2. • Streamline Urban Design Policies (Sections 15.5.2.1 and 15.5.2.2) to remove policies that have a similar intent to those in Section 9 - Build a Desirable Urban Form. • Move reference to Streetscape Master Plan to this Section.

Sheridan Park Corporate Centre

File: CD.05-SHE W2

Proposed Policy Change	Final Change
<p>and lot frontage); d) remove reference to "ceremonial planting schemes" and replace with policies encouraging low impact development and best stormwater management practices, also update policies with respect to promoting public/private pedestrian connections; h) remove "consistency of design content" from building design section.</p>	
<p>15.5.2 - Land Use</p>	
<p>15.5.2.1 Greenlands</p> <ul style="list-style-type: none"> • Add Greenlands designation to the Land Use Map and include policies to recognize environmentally significant properties; • Identify and designate all sites subject to Provincial, Regional and municipal natural heritage system and stormwater policies as Greenlands (subject to completion of EIS for 0 Sheridan Park Drive – "Bodycote" lands); • Show expansion of the City's Natural Heritage System on Schedules 3 and 10; • Incorporate sustainable stormwater management policies and Low Impact Development policies to ensure future development does not degrade the natural areas or contribute to downstream flooding – note the importance of the campus like setting (significant amount of permeable surfaces) to achieve sustainable future development in the Park; • Note the importance of public acquisition of all environmentally significant/sensitive lands; • Support linkages across private property to connect park users on off-street trails - specific focus on North Sheridan Way, Flavelle Boulevard and Hadwen Road to connect to Speakman Drive and transit routes; • Undertake a Streetscape Master Plan to coordinate street tree planting to link the Park and soften the wide streets; 	<ul style="list-style-type: none"> • Replace with 15.5.3 - Environmental Areas. • Redesignate lands from Business Employment to Greenlands on Schedule 10 to reflect Natural Heritage policies (see Mapping Changes). • New policy deemed unnecessary as parent Official Plan policies address these matters. • Expansion of the Natural Heritage System must also be shown on Schedules 1, 1a and 4 (see Mapping Changes). • New policy deemed unnecessary as parent Official Plan policies address these matters. • New policy deemed unnecessary as parent Official Plan policies address these matters. • Move to Section 15.5.5 Transportation, but no change to policy intent/content. • Move to Section 15.5.2 Urban Design.

Sheridan Park Corporate Centre

File: CD.05-SHE W2

Proposed Policy Change	Final Change
<ul style="list-style-type: none"> • Manage green spaces in connection with Region and CVC and promote as an amenity for employees and local residents; • Identify the need for a stormwater management facility and future public access to the Sheridan Creek headwaters through a Headwaters and Natural Area Strategy. 	<ul style="list-style-type: none"> • Recently approved MOPA No. 27, which updated the Living Green section of the Plan, addresses these issues in Sections 6.2.2, 6.2.5 and 6.2.12. • Move to 15.5.3 Environmental Areas and renamed to Master Drainage Plan.
<p>15.5.2.2 - Business Employment</p> <ul style="list-style-type: none"> • Add post-secondary education facility to Section 15.5.2.1(b); • Add professional design services to engineering services to Section 15.5.2.1 (d); • Delete restriction for offices only associated with science and technology facility from Section 15.5.2.1(e); • Add secondary office and major office uses; • Add broadcasting, communication and information technology uses; • Retain accessory commercial uses in Section 15.5.2.1(g); • Change reference to bank to financial institution in Section 15.5.2.1(g); • Add a policy to permit freestanding restaurant uses, fitness facility and other employee amenities on one site central to the Park; • Delete Section 15.5.2.2 (private school site at 2300 Speakman Drive) and add a new Exempt Site 2 (see below); • Delete FSI from Section 15.5.2.3(a) as it is more appropriate in the Zoning By-law. 	<ul style="list-style-type: none"> • Renumber to 15.5.4. • No change from Public Meeting. • No change from Public Meeting. • No change from Public Meeting. • No change from Public Meeting. • No change from Public Meeting. • Add daycare and manufacturing as accessory uses to a maximum of 15% of the gross floor area. • No change from Public Meeting. • No change from Public Meeting. • No change from Public Meeting. • No change from Public Meeting. • No change from Public Meeting.
<p>15.5.3 - Transportation Policies (new Section, former 15.5.3 to be renumbered)</p> <ul style="list-style-type: none"> • Future Ministry of Transportation land requirements may impact the alignment of North Sheridan Way, which will also impact existing landscaping and other features adjacent to that road; • Show the completion of Sheridan Park Drive on land use schedules; 	<ul style="list-style-type: none"> • Renumber to 15.5.5. • No change from Public Meeting. • New policy deemed unnecessary, road is shown on Schedules 5 and 8 in the

Sheridan Park Corporate Centre

File: CD.05-SHE W2

Proposed Policy Change	Final Change
<ul style="list-style-type: none"> • Use the completion of Sheridan Park Drive to demonstrate innovative "green" road engineering methods to preserve the Special Management Area that it traverses; • Include policies to promote Transportation Demand Management, active transportation by utilizing linkages through the Greenlands; • Promote public/private partnerships to create pedestrian/cycling linkages where it is not feasible to construct municipal sidewalks or a multi-use trail; • Support construction of Long Term Cycling Routes through the Park, and amend Schedule 7 to show future connections. 	<p>Official Plan.</p> <ul style="list-style-type: none"> • New policy deemed unnecessary as the Environmental Assessment for road construction will consider the environmental issues. • New policy deemed unnecessary as parent Official Plan policies address these matters. • No change from Public Meeting. • Remove reference to amending Schedule 7, but add policy to identify Speakman Drive as part of the Proposed Secondary Cycling Route Network in the Cycling Master Plan.
<p>15.5.4 - Special Site Policies (new)</p> <ul style="list-style-type: none"> • Add Special Site 1 to recognize the existing overnight accommodation developments at the southeast quadrant of the Park, and continue to permit other uses as proposed for the Business Employment land use designation, as appropriate for the site's location adjacent to residential dwellings. 	<ul style="list-style-type: none"> • No change from Public Meeting.
<ul style="list-style-type: none"> • Add Special Site 2 for 0 Sheridan Park Drive ("Bodycote" lands) to recognize that the land use designation boundaries (Employment and Greenlands), cannot be determined until the ongoing EIS is complete. 	<ul style="list-style-type: none"> • Special Site deemed unnecessary, changes are being made to the Schedules in the Plan to reflect Greenlands and Natural Heritage Areas.
<p>15.5.5 - Exempt Site Policies (formerly 15.5.3)</p> <ul style="list-style-type: none"> • Retain Exempt Site 1 – 2333 North Sheridan Way – refine policies as per Ontario Municipal Board settlement with landowner; site to stay exempt as traditional employment uses such as warehousing, distributing, wholesaling and outdoor storage are not part of the long term vision for the Park as a science, technology and engineering hub. 	<ul style="list-style-type: none"> • No change from Public Meeting.

Sheridan Park Corporate Centre

File: CD.05-SHE W2

Proposed Policy Change	Final Change
<ul style="list-style-type: none"> • Add Exempt Site 2 – 2300 Speakman Drive – elementary and secondary schools are not part of the long term vision for the Park as a critical part of the City's employment base. 	<ul style="list-style-type: none"> • No change from Public Meeting.
<ul style="list-style-type: none"> • Add Exempt Site 3 – 2185 North Sheridan Way – manufacturing as a primary use of a building is not part of the long term vision for Sheridan Park. 	<ul style="list-style-type: none"> • Exempt site deemed unnecessary as future development of the site will be subject to new policies and zoning regulations.
<p>Mapping Changes</p> <ul style="list-style-type: none"> • Schedules 1, 1a and 3 – amend to reflect CVC Regulatory Areas, Regional Core Greenlands, Natural Area Survey, results of on-going EIS, watercourse expansion areas. 	<ul style="list-style-type: none"> • Amend Schedules 1, 1a and 3 to reflect CVC, Natural Hazard lands and Natural Area Survey (NAS) information.
<ul style="list-style-type: none"> • Schedule 4 – amend as necessary to identify Public and Private Open Spaces. 	<ul style="list-style-type: none"> • Update Schedule 4 to show Greenlands designations for the NAS areas and the utility designation for the Herridge Water Reservoir.
<ul style="list-style-type: none"> • Schedule 7 – amend to show new cycling routes that link Sheridan Park to other existing or proposed cycling routes. 	<ul style="list-style-type: none"> • No change to Schedule 7 (amendments will be made to the Cycling Master Plan).
<ul style="list-style-type: none"> • Schedule 10 – amend to identify the Utility and Greenlands sites. 	<ul style="list-style-type: none"> • Also add all changes to Greenlands in Schedules 1, 1a, 3 and 4, including the most current natural hazard lands mapping from Credit Valley Conservation (note that this mapping is considered base information and will be updated through amendment to Schedules 1, 1a and 3 and does not require an amendment to Mississauga Official Plan).

Amendment No. 40

to

Mississauga Official Plan

for the

City of Mississauga Planning Area

DRAFT

By-law No. _____

A by-law to Adopt Mississauga Official Plan Amendment No. 40

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. 40, 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 and Maps "A", "B", "C", "D" and "E" attached constitute Amendment No. 40 to Mississauga Official Plan, specifically the Sheridan Park Corporate Centre Character Area Policies of Mississauga Official Plan, of the City of Mississauga Planning Area, are adopted.

ENACTED and PASSED this _____ day of _____, 2015.

Signed _____
MAYOR

Signed _____
CLERK

Amendment No. 40

to

Mississauga Official Plan

for the

City of Mississauga Planning Area

The following text and Maps "A", "B", "C", "D" and "E" attached constitute Amendment No. 40.

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

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 2, 2015, pertaining to this Amendment.

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PURPOSE

The purpose of this Amendment is to update the Sheridan Park Corporate Centre Character Area Policies to reflect the Sheridan Park Corporate Centre Draft Land Use Master Plan. New Context, Urban Design, Environmental Areas and Transportation polices have been added, and to update the Business Employment land use policies within the Sheridan Park Corporate Centre ("Sheridan Park"). New Special and Exempt Sites have been added, and new mapping recognizes additional Greenlands located within the Corporate Centre. While respecting the history of the research park, the amended policies allow a broader range of uses to encourage redevelopment to occur in Sheridan Park.

LOCATION

The lands affected by this Amendment are located north of the Queen Elizabeth Way, between Erin Mills Parkway and Winston Churchill Boulevard, and constitute the entirety of the Sheridan Park 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 subject lands are primarily designated "Business Employment" which permits a variety of office and employment uses. Other land use designations within the Corporate Centre are "Greenlands" and "Public Open Space". A "Utility" designation is being added to the Region of Peel's Herridge Reservoir, to recognize the existing use. Sheridan Park contains significant Natural Areas including the headwaters of Sheridan Creek and large woodlots. These lands are being redesignated to "Greenlands" to recognize these areas.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The changes to the Business Employment land use designation allow a broader range of uses to create greater opportunities for redevelopment of underutilized lands in the Corporate Centre.
2. The new range of land uses will assist the City to meet the employment goals identified in the 2015 Municipal Comprehensive Review.
3. The changes to the Greenlands mapping reflect the presence of significant natural areas and **natural hazard lands** associated with Sheridan Creek.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 15.5 Sheridan Park is hereby amended by revising the site numbers on Map 15-5: Sheridan Park Corporate Centre Character Area in accordance with the changes to the Special and Exempt Site Policies.
2. Section 15.5.1 Urban Design Policies and 15.5.2 Land Use are hereby deleted and replaced with the following:

15.5.1 Context

The Sheridan Park Corporate Centre Character Area is one of the City's four Corporate Centres. It was originally developed as a research park in the 1960's, and retains much of the characteristics of an industrial development of that era.

The objectives of the policies are to reinforce and grow Sheridan Park as a unique science and technology park; facilitate the growth and evolution of the existing businesses; encourage the development of vacant and under-utilized sites and the full occupancy of buildings; and, encourage complementary accessory uses that support businesses and provide amenities for employees.

Additional objectives of the policies are to protect and enhance the natural areas and other open spaces, and to ensure that private landscaped open spaces contribute to an interconnected green space network and an attractive setting for development. Sheridan Park also contains significant natural areas, including the headwaters of the Sheridan Creek and large woodlots.

Sheridan Creek is a 1 035 ha watershed that drains into Rattray Marsh and Lake Ontario. Rattray Marsh is designated as an Environmentally Significant Area, Provincially **Significant Wetland** and **Significant Area of Natural and Scientific Interest**. It represents one of the last remaining baymouth bar coastal wetlands on the western end of Lake Ontario. There are opportunities to restore and create unique natural features that were lost when the Sheridan Creek Watershed became urbanized, without compromising the economic value of the land.

15.5.2 Urban Design Policies

Community Identity and Design

15.5.2.1 A business park within a natural setting creates the identity of Sheridan Park Corporate Centre that distinguishes it from other office parks. The campus like setting is achieved by a combination of public and private open spaces of various sizes, forms and functions. To achieve the City's urban design objectives for Sheridan Park Corporate Centre, development proposals should address the following:

- a. the appropriate balance of revitalization and intensification to ensure that public and private open spaces are prominent features;

- b. building forms that are sensitive to the existing character;
- c. the location and orientation of buildings to form clearly defined frontages and entry points facing onto public streets;
- d. a well-connected pedestrian/bicycle network that links developments to the overall City network;
- e. the layout, design and screening for parking, loading and service areas to minimize the visual impact on the public streets;
- f. the natural features will be protected from development and promoted as amenities for employees and the broader community; and
- g. a **Streetscape** Master Plan will be prepared to coordinate street tree planting and right-of-way design.

Buildings and Landscape

15.5.2.2 To achieve and enhance the campus like setting, the following design guidelines will be used to evaluate development proposals:

- a. buildings should be set back from streets to maintain generous landscaped areas in the front and to preserve vistas to the building entrances by strategically located landscape elements;
- b. main entrances will be located facing the street frontage with highly transparent windows to engage the landscape and public realm around the building;
- c. the preservation and integration of Natural Heritage Systems and their ecological functions will be achieved by minimizing alterations to the existing topography, natural drainage patterns and vegetation;
- d. landscape design should incorporate the following:
 - **stormwater best management practices;**
 - native plants with low maintenance requirements;
 - a consistent pattern of trees lining the streets to unite the elements of the open space system and refresh the green identity within Sheridan Park Corporate Centre;
 - interconnecting and barrier-free pedestrian pathways, open spaces between buildings, and wayfinding features;
 - well-defined vehicular routes with proper signage;

- accessible outdoor amenity spaces with comfortable microclimates and a proper balance of sun and shade year round provided by structural shelters and/or planting; and
 - clear visual and spatial identification of publicly accessible areas on private lands.
- e. large expanses of surface parking will be softened by landscaped islands with canopy trees;
 - f. an identifiable street edge will be encouraged on lands visible from Winston Churchill Boulevard and the Queen Elizabeth Way;
 - g. a high standard of building materials will be used for the architectural treatment of all facades;
 - h. buildings will be oriented and designed with best practises of green architecture to provide a higher level of comfort and minimize energy consumption.

15.5.3 Environmental Areas

15.5.3.1 The City and Credit Valley Conservation will work collaboratively to develop a Master Drainage Plan for all, or portions of Sheridan Park Corporate Centre and the Sheridan Creek **sub-watershed**, to explore opportunities to mitigate flood hazards, flood risks, erosion and/or impacts to water quality, and may identify additional lands as Greenlands. An official plan amendment would be required for the redesignation of lands as determined by the Master Plan.

15.5.4 Land Use

15.5.4.1 Business Employment

15.5.4.1.2 Notwithstanding the Business Employment policies of this Plan, lands designated Business Employment will only be used for the following uses:

- a. scientific and engineering research and development facilities, including: laboratories, pilot plants and prototype production facilities;
- b. education and training facilities and post-secondary education facilities, but excluding a public school or private school used for elementary or secondary level education and training;
- c. data processing centres;
- d. engineering and professional design services;
- e. major offices and **secondary offices**;
- f. broadcasting, communication and information technology facilities; and
- g. commercial and manufacturing accessory uses.

15.5.4.1.3 Accessory uses will be a maximum of 15 percent of the total Gross Floor Area and limited to commercial, daycare and manufacturing activities within enclosed buildings.

15.5.4.1.4 A freestanding building with commercial uses intended to serve the employees in the Sheridan Park Corporate Centre Character Area will be permitted, the location of which is to be determined. An official plan amendment will be required for the redesignation of lands to accommodate commercial uses. **Major retail** uses will not be permitted.

15.5.4.1.5 Development will be subject to the following policies:

- a. operations must be carried out within enclosed buildings and structures; and
- b. private landowners will be encouraged to provide opportunities for active and passive forms of outdoor recreation.

15.5.5 Transportation Policies

15.5.5.1 Development along Queen Elizabeth Way may be impacted by planned improvements to the highway by the Ministry of Transportation, including a potential realignment of North Sheridan Way.

15.5.5.2 Where it is not feasible to construct a sidewalk or multi-use trail on municipal property, private/public partnerships will be promoted to create internal pedestrian and cycling connections.

15.5.5.3 Support linkages across Greenlands to create connections within Sheridan Park Corporate Centre, with specific focus on north-south connections from Speakman Drive to the extension of Sheridan Park Drive and to transit routes.

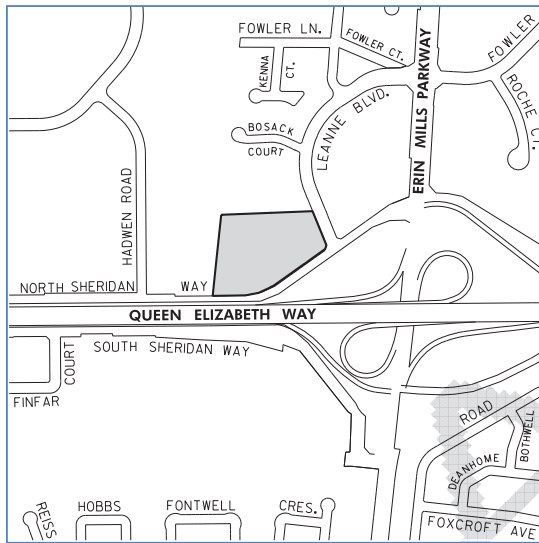
15.5.5.4 Speakman Drive will be identified as a Secondary Cycling Route, as defined in the Cycling Master Plan.

3. Add Section 15.5.6, Special Site Policies, Sheridan Park Corporate Centre Character Area of Mississauga Official Plan, as follows:

15.5.6 Special Site Policies

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

15.5.6.1 Site 1



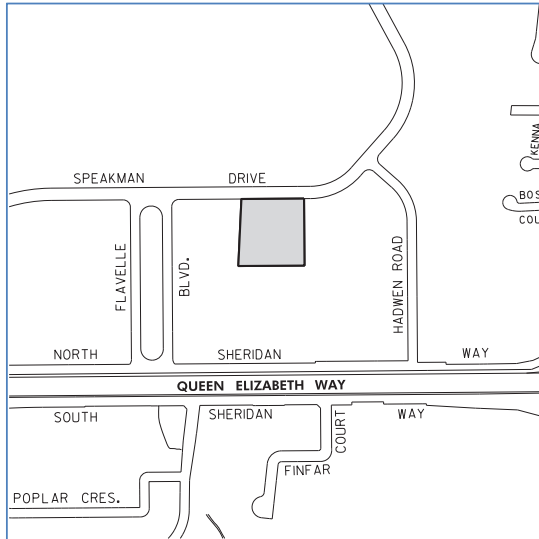
15.5.6.1.1 The lands identified as Special Site 1 are located on the north side of North Sheridan Way, west of Erin Mills Parkway.

15.5.6.1.2 Notwithstanding the policies of this Plan, overnight accommodation will also be permitted.

4. Section 15.5.3, Exempt Site Policies, Sheridan Park Corporate Centre Character Area of Mississauga Official Plan, is hereby renumbered to 15.5.7 and the reference to "Business Employment" in Policy 15.5.3.1.2 is deleted.

5. Section 15.5.7, Exempt Site Policies, Sheridan Park Corporate Centre Character Area of Mississauga Official Plan, is hereby amended by adding the following:

15.5.7.2 Site 2



15.5.7.2.1 The land identified as Exempt Site 2 is located on the south side of Speakman Drive, east of Flavelle Boulevard and is municipally known as 2300 Speakman Drive.

15.5.7.2.2 Notwithstanding the policies of this Plan, the existing private school is permitted, but is encouraged to be redeveloped for other permitted uses.

6. Schedule 1, Urban System of Mississauga Official Plan, is hereby amended by adding lands to the Green System, as shown on Map "A" of this amendment.
7. Schedule 1a, Urban System - Green System of Mississauga Official Plan, is hereby amended by adding lands to the Green System, as shown on Map "B" of this amendment.
8. Schedule 3, Natural System of Mississauga Official Plan, is hereby amended by adding land to the Natural System, as shown on Map "C" of this amendment.
9. Schedule 4, Parks and Open Spaces of Mississauga Official Plan, is hereby amended by adding Public and Private Open Spaces and by changing Public and Private Open Spaces to Utilities as shown on Map "D" of this amendment.
10. Schedule 10, Land Use Designations of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from "Business Employment" to "Greenlands", and "Public Open Space" to "Utility" and removing Natural Hazards as shown on Map "E" of this amendment.

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 to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated August 11, 2015.

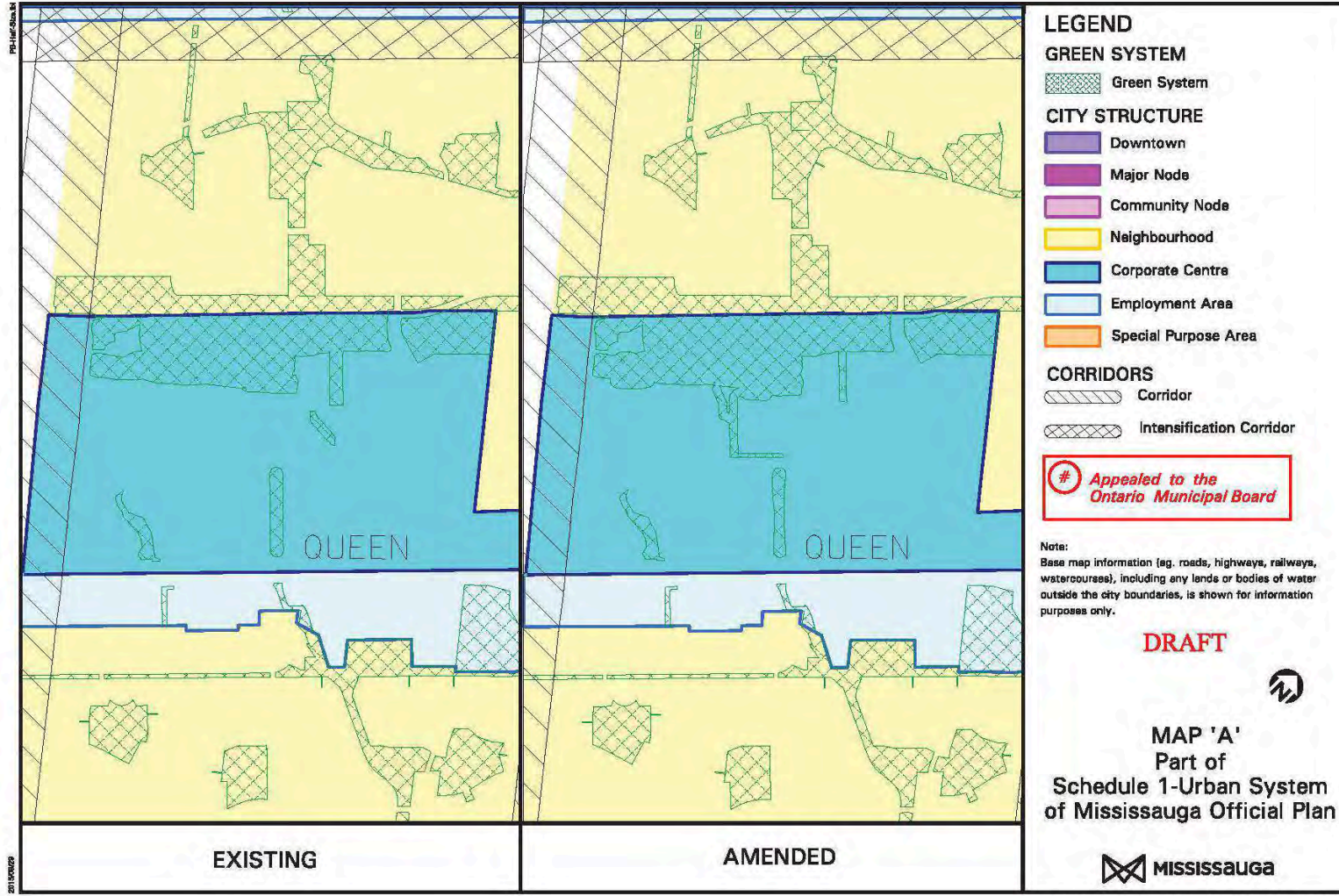
INTERPRETATION

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

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

<http://teamsites.mississauga.ca/sites/18/MOPA/CD.05-SHE.MOPA40.lc.September.15.2015.docx>

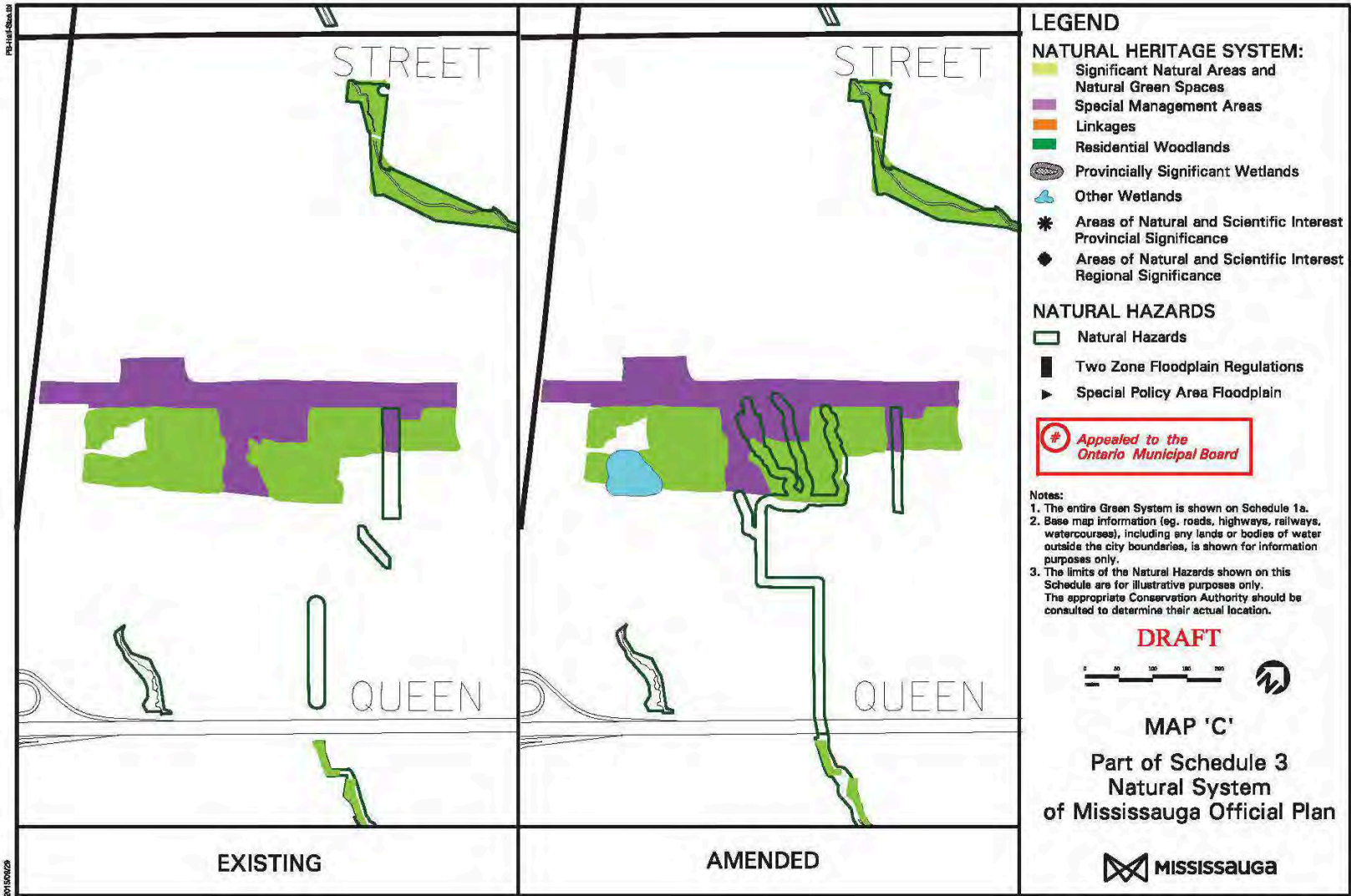
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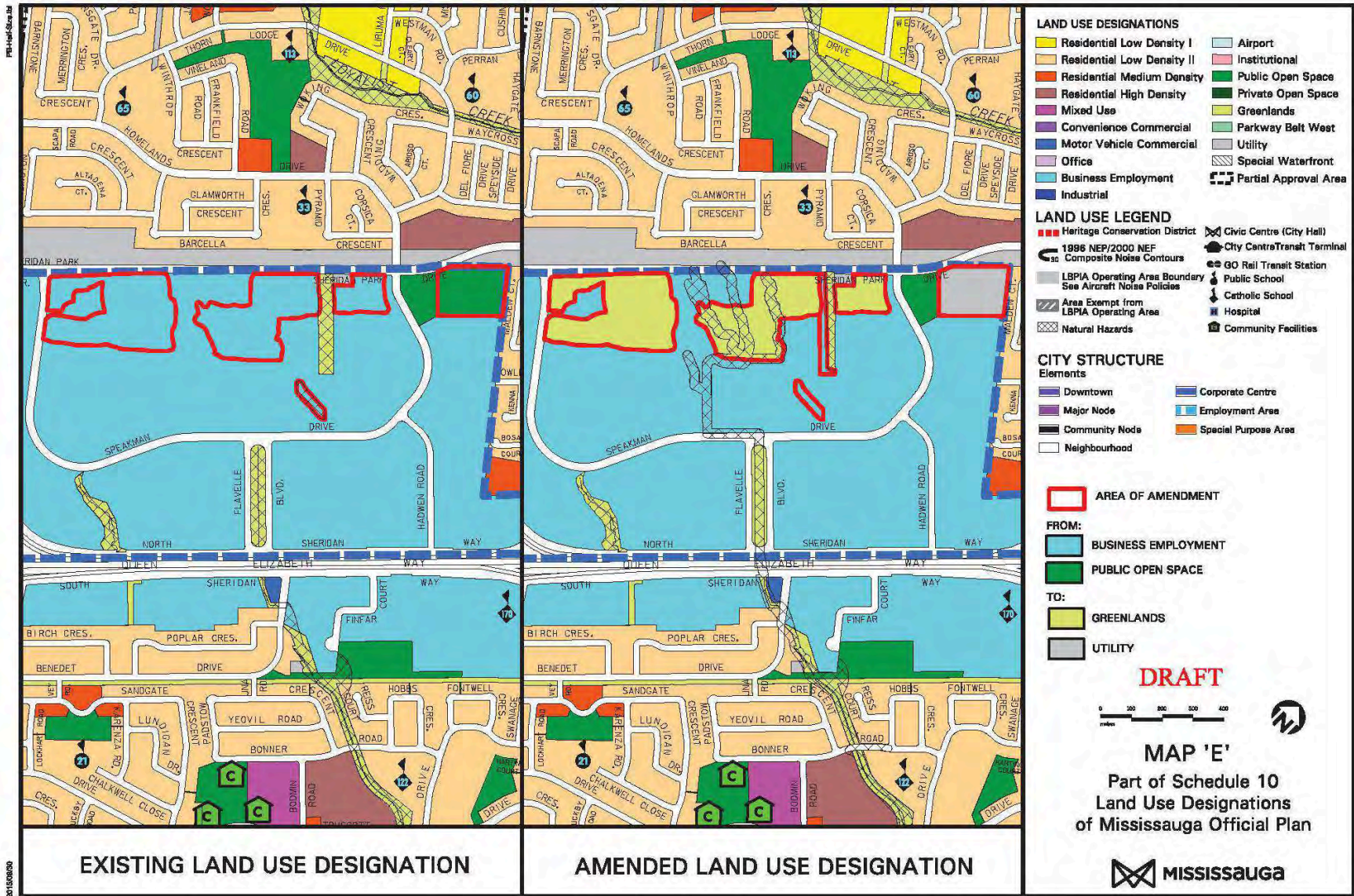
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APPENDIX IPUBLIC MEETING

All property owners within the Sheridan Park Corporate Centre and the Sheridan Homelands Residents Association were invited to attend a Public Meeting of the Planning and Development Committee held on June 22, 2015 in connection with this proposed Amendment.

The President of the Sheridan Park Association spoke with respect to the positive collaboration between the City and the Association on the Master Plan project. Representatives for three landowners in the Corporate Centre also spoke at the Public Meeting, one to request that high schools be permitted in the Park, one to request that manufacturing remain a permitted use, and one to request that the Park be treated more like City Centre, and allow residential uses.

DRAFT

Appendix II

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A by-law to Adopt Mississauga Official Plan Amendment No. 40

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. 40, 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 and Maps "A", "B", "C", "D" and "E" attached constitute Amendment No. 40 to Mississauga Official Plan, specifically the Sheridan Park Corporate Centre Character Area Policies of Mississauga Official Plan, of the City of Mississauga Planning Area, are adopted.

ENACTED and PASSED this _____ day of _____, 2015.

MAYOR

CLERK

Sheridan Park Corporate Centre**File: CD.05-SHE W2****Summary of Recommended Changes to Proposed Zoning By-law Amendments**

Proposed Zoning Change	Final Change
Revised definition of Science and Technology Facility	No change from Public Meeting.
Replace current E2-5, E2-6, E2-7 and E2-31 zones with new E2-5 zone.	Add existing manufacturing to the new E2-5 zone. Add day care and manufacturing as accessory uses to the new E2-5 zone.
Proposed E2-101 zone	No change from Public Meeting.
E2-5 to H-E2-5 (0 Sheridan Park Drive "Bodycote lands")	The H-E2-5 Exception zone will only apply to the portions of 0 Sheridan Park Drive that are not identified as Natural Hazard lands or are not on the Natural Areas Survey (NAS). Natural Hazard lands will be zoned G1, and lands in the NAS will be zoned G2.
E2-5 to G1 (2400 Flavelle Boulevard - drainage ditch and portion of 0 Sheridan Park Drive)	Also remove Greenbelt Overlay.
OS2 to U (Region of Peel Herridge reservoir)	No change from Public Meeting.
Schedule "A" - illustrates proposed zoning changes	Amended as per above noted changes. Also add Greenbelt Overlay on part of the hydro corridor zoned U.
Appendix "B" - hatched areas represent proposed text only changes to existing zones.	Amended as per above noted changes.

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to sections 34 and 36 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by amending the definition of "**Science and Technology Facility**" in Section 1.2 as follows:

Science and Technology Facility	means a building, structure or part thereof, used for one or more of the following : scientific and technological research and development including laboratories, pilot plants, prototype production facilities, computer and information technology development, including hardware and software development, data processing services and engineering and professional design services.
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2. By-law Number 0225-2007, as amended, is further amended by deleting Exception Table 8.2.3.5 and substituting the following therefor:

8.2.3.5	Exception: E2-5	Map # 18	By-law:
In an E2-5 zone the applicable regulations shall be as specified for an E2 zone except that the following uses /regulations shall apply:			
Permitted Uses			
8.2.3.5.1	Lands zoned E2-5 shall only be used for the following:		
	(1)	Science and Technology Facility	
	(2)	Education and Training Facility	
	(3)	Broadcasting/Communication Facility	
	(4)	Office	
	(5)	Pilot Plant	
	(6)	Prototype Production Facility	
	(7)	University/College	
	(8)	Manufacturing facility legally existing on the date of passing of this By-law	

8.2.3.5	Exception: E2-5	Map # 18	By-law:
8.2.3.5.2	A banquet hall/conference centre/convention centre , fitness centre, financial institution, restaurant, take-out restaurant, day care and manufacturing provided that such uses are located within, and form an integral part of, the building used for one or more of the uses in Sentence 8.2.3.5.1 of this Exception		
Regulations			
8.2.3.5.3	Minimum lot area		0.8 ha
8.2.3.5.4	Minimum lot frontage		60.0 m
8.2.3.5.5	Maximum floor space index - non-residential for all uses		0.6
8.2.3.5.6	Maximum floor space index - non-residential for office		0.4
8.2.3.5.7	Maximum percentage gross floor area - non-residential of a building for any uses listed in Sentence 8.2.3.5.2 of this Exception		15%
8.2.3.5.8	Minimum front yard		12.5 m
8.2.3.5.9	Minimum exterior side yard		12.5 m
8.2.3.5.10	Minimum depth of a landscaped buffer measured from any lot line		4.5 m
8.2.3.5.11	Maximum lot coverage		40%
8.2.3.5.12	Minimum of 50% of the front yard shall be landscaped area		
Holding Provision			
The holding symbol H is to be removed from the whole or any part of the lands zoned H-E2-5 by further amendment to Map 18 of Schedule B contained in Part 13 of this By-law, as amended, upon satisfaction of the following requirement:			
(1) delivery of an Environmental Impact Study that is satisfactory to the City Transportation and Works Department and Credit Valley Conservation.			

3. By-law Number 0225-2007, as amended, is further amended by deleting Exception Tables 8.2.3.6, 8.2.3.7 and 8.2.3.31 for the lands identified on the attached Schedule "A".

4. By-law Number 0225-2007, as amended, is further amended by deleting Exception Table 8.2.3.101 and substituting the following therefor:

8.2.3.101	Exception: E2-101	Map # 18	By-law:
In an E2-101 zone the applicable regulations shall be as specified for a E2 zone except that the following uses/regulations shall apply:			
Permitted Uses			
8.2.3.101.1	Lands zoned E2-101 shall only be used for the following:		
	<ul style="list-style-type: none"> (1) Office (2) Broadcasting/Communication Facility (3) Science and Technology Facility (4) Restaurant (5) Take-out Restaurant (6) Commercial School (7) Financial Institution (8) Banquet Hall/Conference Centre/Convention Centre (9) Overnight Accommodation (10) Active Recreational Use (11) Recreational Establishment (12) Private Club (13) Parking Lot (14) University/College (15) Courier/Messenger Service (16) Education and Training Facility 		
Regulations			
8.2.3.101.2	The provision contained in Subsection 8.1.4 of this By-law shall not apply		
8.2.3.101.3	For the purposes of this By-law, all lands zoned E2-101 shall be consider one lot		
8.2.3.101.4	Maximum floor space index - non-residential used for office and overnight accommodation	0.7	
8.2.3.101.5	Minimum landscaped area	30% of the lot area	
8.2.3.101.6	The lot line abutting North Sheridan Way shall be deemed to be the front lot line		
8.2.3.101.7	Maximum height	5 storeys	
8.2.3.101.8	Minimum depth of a landscaped buffer measured from a lot line that abuts a Residential Zone	4.5 m	

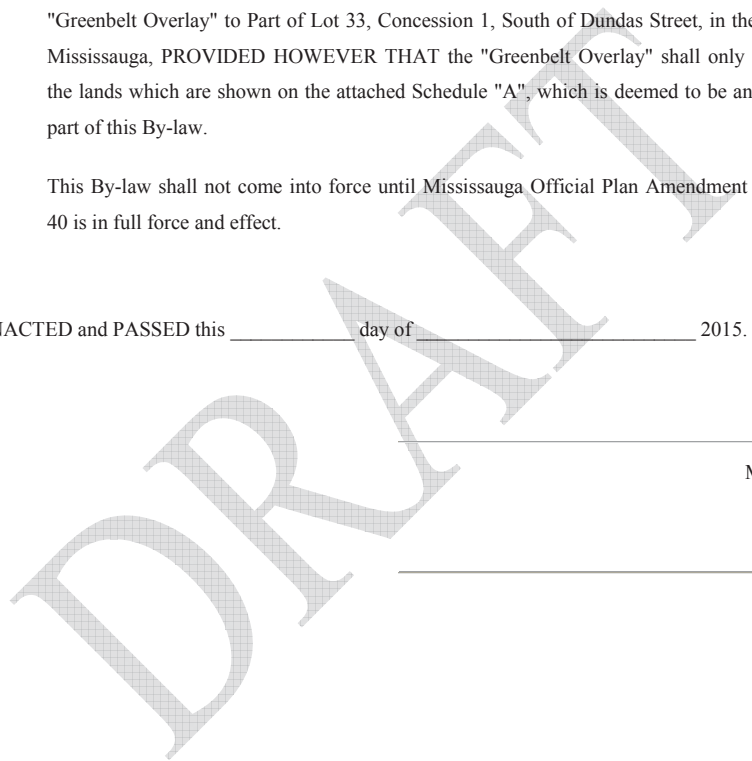
5. The greyed-out text, identified in Items 1 to 4 inclusive of this By-law, is for information purposes only and does not form part of the amendments contained in this By-law.

- 6. Map Number 18 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "E2-5" to "H-E2-5", "G1" and "G2"; "E2-6", "E2-7" and "E2-31" to "E2-5"; "E2-6" to "E2-101"; and, "OS2" to "U" the zoning of Part of Lots 31, 32, 33, 34 and 35, Concession 1, South of Dundas Street, in the City of Mississauga, PROVIDED HOWEVER THAT the "H-E2-5", "E2-5", "E2-101", "G1", "G2" and "U" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "H-E2-5", "E2-5", "E2-101", "G1", "G2" and "U" zoning indicated thereon.
- 7. Map Number 18 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by deleting therefrom and adding thereto the "Greenbelt Overlay" to Part of Lot 33, Concession 1, South of Dundas Street, in the City of Mississauga, PROVIDED HOWEVER THAT the "Greenbelt Overlay" shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law.
- 8. This By-law shall not come into force until Mississauga Official Plan Amendment Number 40 is in full force and effect.

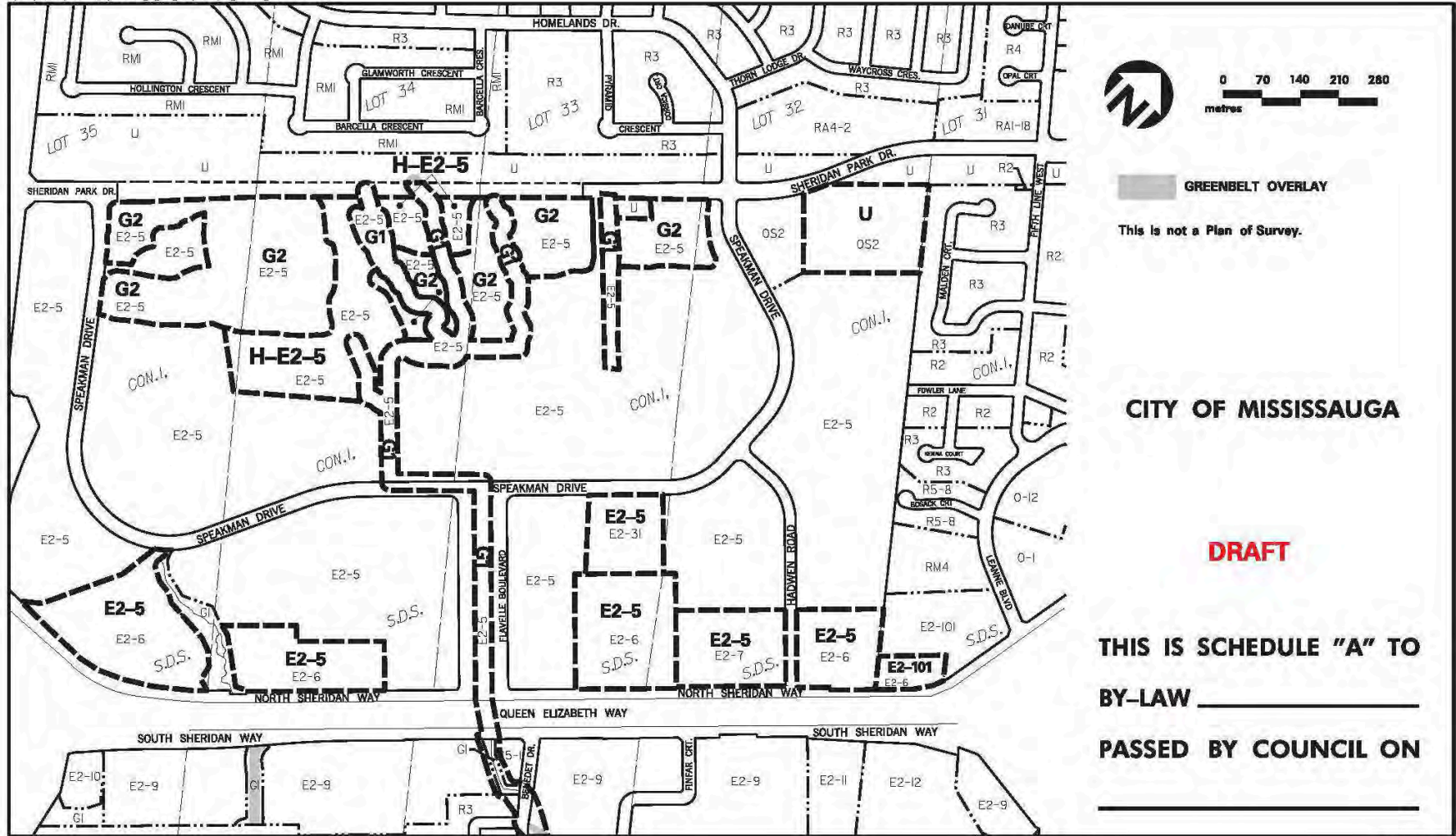
ENACTED and PASSED this _____ day of _____ 2015.

MAYOR

CLERK



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Z-18 A.S.

CD_05_SHE_RPT W2

APPENDIX "A" TO BY-LAW NUMBER _____Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to implement land use policies for the Sheridan Park Corporate Centre by revising and updating the existing zone categories and regulations.

This By-law amends the zoning of the properties outlined on the attached Schedule "A" from "E2-5" (Employment - Exception) to "H-E2-5" (Employment - Exception) , "G1" (Greenbelt - Natural Hazards) and "G2" (Greenbelt - Natural Features); "E2-6" (Employment - Exception), "E2-7" (Employment - Exception) and "E2-31" (Employment - Exception) to "E2-5" (Employment - Exception); "E2-6" (Employment - Exception) to "E2-101" (Employment - Exception); and, "OS2" (Open Space - City Park) to "U" (Utility).

"E2-5" permits a limited range of employment uses with a Floor Space Index of 0.4 times the lot area.

"E2-6" permits a broader range of employment uses than "E2-5" with a Floor Space Index of 0.4 times the lot area.

"E2-7" permits a broader range of employment uses than "E2-5" with a Floor Space Index of 0.6 times the lot area, including office uses.

"E2-31" permits a limited range of employment uses, including a private school, with a Floor Space Index of 0.4 times the lot area.

"E2-101" permits a range of employment uses with a Floor Space Index of 0.7 for overnight accommodation and office uses.

"OS2" permits City parkland.

"E2-5" (amended) permits a broader range of land uses, maintaining a science and technology component, with a Floor Space Index ranging from 0.4 to 0.6 times the lot area, depending on the type of uses.

Upon removal of the "H" provision, "E2-5" will permit the range of uses as noted above.

"E2-101" (amended) permits a range of employment uses, but no longer includes manufacturing, warehousing or wholesaling facilities, among other employment uses, in conformity with the land use policies for Sheridan Park Corporate Centre. The Floor Space Index remains at 0.7 for overnight accommodation and office uses.

"G1" permits flood control, stormwater management, erosion management and natural heritage features and areas conservation.

"G2" permits natural protection area and natural heritage features and areas conservation.

"U" permits utility building, water treatment facility, sewage treatment facility and electric transformer and distribution facility.

The "Greenbelt Overlay" is removed from lands that are rezoned to "G1" from "E2-5" where it is currently shown on Map 18, and further is added to lands identified by Credit Valley Conservation as Natural Hazard Lands, in the hydro corridor to the north of the site.

Location of Lands Affected

Portions of the Sheridan Park Corporate Centre Character Area, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

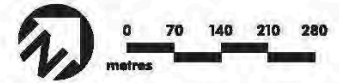
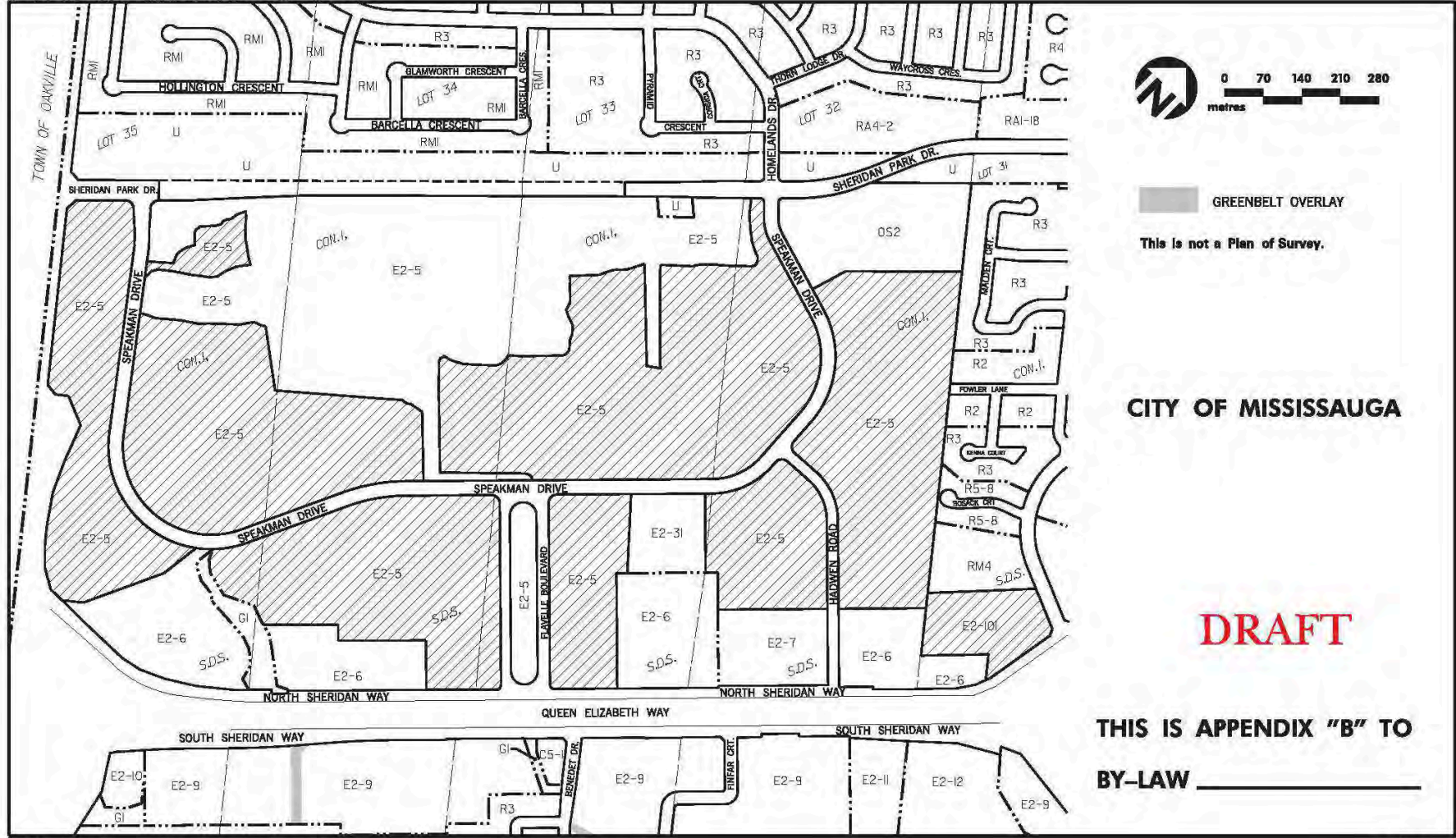
Portions of the Sheridan Park Corporate Centre Character Area, in the City of Mississauga, as shown on the attached Map designated as Appendix "B".

Further information regarding this By-law may be obtained from Lisa Christie of the City Planning and Building Department at 905-615-3200 ext. 5542.

<http://teamsites.mississauga.ca/sites/18/Bylaws/CD.05.SHE.lc.September.15.2015.docx>

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GREENBELT OVERLAY

This is not a Plan of Survey.

CITY OF MISSISSAUGA

DRAFT

**THIS IS APPENDIX "B" TO
BY-LAW _____**

Z-18 A.S.

CD_05_SHE_RPT W2



SITE STATISTICS

Building	Area / Building (m ²)	Total Area (m ²)	Area Area to the Public (m ²)	Bylaws	Required Parking	Provided Parking	Open Space Floor Area
200 Elementary	3600	4900	800	0.160 m ²	45	West Lot 12	11.1%
200 Education	490					East Lot 15	12.5%
MAC Office & Gym	2331	5481	5481	1.110 m ²	45	East Lot 15	23.9%
Learning Commons	810						
Post-Secondary	3551	7053					
High School	3551	7053					
TOTAL	13738	13738	4871	1.03	143	143	10.7%

LEGEND

1. Elementary School Entrance / Drop-off
2. Bus loading zone / Playground
3. Proposed Day School Playground
4. Existing High School Playground
5. Existing Elementary School Playground
6. Sport Field
7. Outdoor Learning Classroom
8. Open Space
9. Garbage Bin Location
10. Existing Trees
11. MAC Visitors Entry / Celebration Plaza
12. Rooftop Garden
13. Celebration Plaza
14. Campus Student / Community Garden
15. Signage
16. High School Drop-off