

**Environment and Land Tribunals
Ontario**

Ontario Municipal Board

655 Bay Street, Suite 1500
Toronto ON M5G 1E5
Telephone: (416) 212-6349
Toll Free: 1-866-448-2248
Fax: (416) 326-5370
Website: www.elto.gov.on.ca

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

Commission des affaires municipales
de l'Ontario

655 rue Bay, suite 1500
Toronto ON M5G 1E5
Téléphone: (416) 212-6349
Sans Frais: 1-866-448-2248
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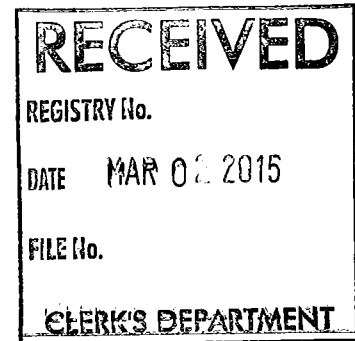


February 26, 2015

VIA: marcia.taggart@mississauga.ca

Marcia Taggart
City of Mississauga
Civic Centre, 300 City Centre Drive
Mississauga, ON
L5B 3C1

Subject: Case Number: PL141178
File Number: PL141178
Municipality: City of Mississauga
Official Plan Number: 27-all wards
Property Location: All Lands Within City Of Mississauga
Hearing Start Date: March 13, 2015



The Ontario Municipal Board has received your written confirmation that the above-noted matter has been withdrawn.

As a result, the Board has cancelled the hearing event that was scheduled to commence on **March 13, 2015**.

You are directed to inform all persons who received notice of the hearing event that the hearing has been cancelled, and to provide the Board with written confirmation that you have complied with this direction.

Yours truly,

(Signed)

Maria Fernandes
Hearings Coordinator

C.C.
Joseph Wescio
The Clerk, City of Mississauga

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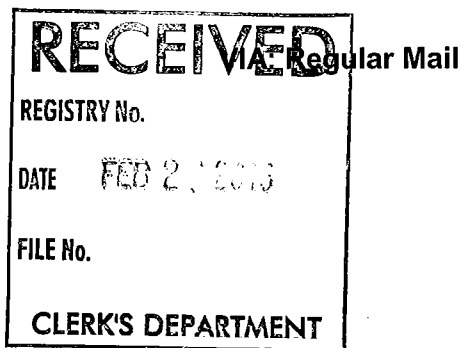
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February 25, 2015

The Clerk
City of Mississauga
Civic Centre, 300 City Centre Drive
Mississauga, ON L5B 3C1



Subject: Case Number: PL141199
File Number: PL141199
Municipality: City of Mississauga
Official Plan Number: 26
Property Location: All Lands Within The City Of Mississauga
Appellant: Orlando Corporation

Subsection 17(30) of the *Planning Act* provides;

(30) If all appeals under subsection (24) in respect of all or part of the decision of council are withdrawn and the time for filing appeals has expired, the secretary of the Municipal Board shall notify the clerk of the municipality that made the decision and,

(a) the decision or part of the decision that was the subject of an appeal is final; and

(b) the plan or part of the plan that was adopted and in respect of which all appeals have been withdrawn comes into effect as an official plan or part of an official plan on the day the last outstanding appeal has been withdrawn.

I am writing to advise that the appeal by Orlando Corporation was withdrawn by letter dated February 25, 2015.

There are no outstanding appeals in this matter, and our file is closed.

Yours truly,

JOANNE HAYES
SECRETARY

C.C.
Leo Longo
Kelly Yerxa

Memorandum



FOR IMMEDIATE ATTENTION AND ACTION

TO: Ed Sajecki, Commissioner of Planning & Building

FROM: Diana Rusnov, Office of the City Clerk

DATE: October 9, 2014

RE: Appeal Pursuant to 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13,
Application to Amend Zoning By-law 0225-2007
To appeal a decision on By-law 0240-2014
This Amendment affects all lands in the City of Mississauga
Our File: OPA 26- All Wards

Attached please find a copy of letter of appeal dated October 7, 2014, received October 8, 2014 from Aird & Berlis LLP, solicitors for Orlando Corporation, with respect to OPA 26.

In accordance with Planning Act requirements, the City is required to submit the Notice of Appeal, Municipal Submission Form (including prescribed records) and appeal fee to the Ontario Municipal Board within 15 days after the Notice of Appeal is received. In order to meet this deadline, we request that you provide our office with the following information outlined on the attached Municipal Submission Form (R1) **no later than October 17, 2014:**

- Part 4: Related Matters
- Part 5: Official Plan Information
- Part 6: Scheduling Information (including the estimated number of days for the hearing)
- Part 7: Municipal Representative Information (Legal or Planning)
- Part 8: Required Documentation (include the applicable documents and information indicated by a tick

Thank you for your co-operation

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

:mj
Att.

cc: Karen Crouse, Planning and Building (via email)
Mary E. Bench, City Solicitor (via email)
All Wards (via email)
Planning Notification List (via email)

AIRD & BERLIS LLP

Barristers and Solicitors

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

October 7, 2014

Our File No. 105621

DELIVERED VIA EMAIL AND REGULAR MAIL

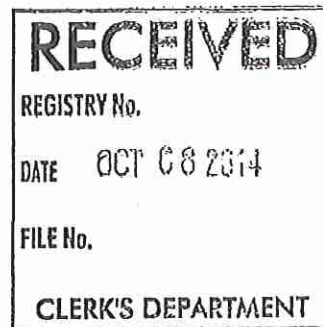
City of Mississauga
Office of the City Clerk
300 City Centre Drive
Mississauga, ON L5B 3C1

Attention: Crystal Greer, City Clerk

Dear Ms. Greer:

Re: OPA 26

**Notice of Appeal
Orlando Corporation**



We are counsel to Orlando Corporation in the above captioned matter.

Pursuant to the provisions of the *Planning Act*, we hereby appeal OPA 26 to the Ontario Municipal Board

This appeal consists of this letter, the completed and signed Appellant Form (A1) and our firm cheque in the amount of \$125 to cover the applicable appeal fee.

Our client and its consultants participated in the process which preceded the adoption of OPA 26 and expressed its concerns. For example, please see the June 2, 2014 letter submission from Phil Stewart, MCIP RPP.

This appeal is connected to the Orlando Corporation appeal of ROPA 25 which is being filed today.

We will elaborate on these and other matters at the Board hearing of this appeal.

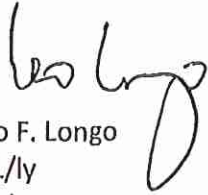
Acknowledgment of your receipt of this appeal would be greatly appreciated.

Should you require any further information or clarification respecting this appeal, please do not hesitate to contact the undersigned

October 7, 2014
Page 2

Yours truly,

AIRD & BERLIS LLP



Leo F. Longo
LFL/ly
Encls.

- c. Angela Dietrich and Karen Crouse, Mississauga Planning Department
Phil King and Gary Kramer, Orlando Corporation
Phil Stewart
Michael Goldberg
Robert Glover

19930486.1



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**APPELLANT FORM (A1)
 PLANNING ACT**

**SUBMIT COMPLETED FORM
 TO MUNICIPALITY/APPROVAL AUTHORITY**

Date Stamp - Appeal Received by Municipality

Receipt Number (OMB Office Use Only)

Part 1: Appeal Type (Please check only one box)

SUBJECT OF APPEAL	TYPE OF APPEAL	PLANNING ACT REFERENCE (SECTION)
Minor Variance	<input type="checkbox"/> Appeal a decision	45(12)
	<input type="checkbox"/> Appeal a decision	53(19)
Consent/Severance	<input type="checkbox"/> Appeal conditions Imposed	53(27)
	<input type="checkbox"/> Appeal changed conditions	53(14)
	<input type="checkbox"/> Failed to make a decision on the application within 90 days	34(19)
	<input type="checkbox"/> Appeal the passing of a Zoning By-law	34(11)
Zoning By-law or Zoning By-law Amendment	<input type="checkbox"/> Application for an amendment to the Zoning By-law – failed to make a decision on the application within 120 days	34(11)
	<input type="checkbox"/> Application for an amendment to the Zoning By-law – refused by the municipality	
Interim Control By-law	<input type="checkbox"/> Appeal the passing of an Interim Control By-law	38(4)
Official Plan or Official Plan Amendment	<input checked="" type="checkbox"/> Appeal a decision	17(24) or 17(36)
	<input type="checkbox"/> Failed to make a decision on the plan within 180 days	17(40)
	<input type="checkbox"/> Application for an amendment to the Official Plan – failed to make a decision on the application within 180 days	22(7)
	<input type="checkbox"/> Application for an amendment to the Official Plan – refused by the municipality	
Plan of Subdivision	<input type="checkbox"/> Appeal a decision	51(39)
	<input type="checkbox"/> Appeal conditions Imposed	51(43) or 51(48)
	<input type="checkbox"/> Failed to make a decision on the application within 180 days	51(34)

Part 2: Location Information

MAJOR TRANSIT STATIONS - SCHEDULES 2 & 6
 Address and/or Legal Description of property subject to the appeal:
 Municipality/Upper tier: MISSISSAUGA / PEEL

Part 3: Appellant Information

First Name: _____ Last Name: _____

ORLANDO CORPORATION

Company Name or Association Name (Association must be incorporated – include copy of letter of incorporation)

Professional Title (if applicable): _____

E-mail Address: _____

By providing an e-mail address you agree to receive communications from the OMB by e-mail.

Daytime Telephone #: _____ Alternate Telephone #: _____

Fax #: _____

Mailing Address: 6205 AIRPORT ROAD MISSISSAUGA
Street Address Apt/Suite/Unit# City/Town
ONTARIO L4V 1E3
Province Country (if not Canada) Postal Code

Signature of Appellant: _____ Date: _____

(Signature not required if the appeal is submitted by a law office.)

Please note: You must notify the Ontario Municipal Board of any change of address or telephone number in writing. Please quote your OMB Reference Number(s) after they have been assigned.

Personal information requested on this form is collected under the provisions of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, and the *Ontario Municipal Board Act*, R.S.O. 1990, c. O. 28 as amended. After an appeal is filed, all information relating to this appeal may become available to the public.

Part 4: Representative Information (if applicable)

I hereby authorize the named company and/or individual(s) to represent me:

First Name: LEO Last Name: LONGO

Company Name: AIRD & BERLIS LLP

Professional Title: _____

E-mail Address: llongo@airdberlis.com

By providing an e-mail address you agree to receive communications from the OMB by e-mail.

Daytime Telephone #: 416.865.7778 Alternate Telephone #: _____

Fax #: 416.863.1515

Mailing Address: 181 BAY STREET SUITE 1300 TORONTO
Street Address Apt/Suite/Unit# City/Town
ONTARIO M5J 2T9
Province Country (if not Canada) Postal Code

Signature of Appellant: Leo F. Longo Date: OCTOBER 7, 2014

Please note: If you are representing the appellant and are NOT a solicitor, please confirm that you have written authorization, as required by the Board's Rules of Practice and Procedure, to act on behalf of the appellant. Please confirm this by checking the box below.

I certify that I have written authorization from the appellant to act as a representative with respect to this appeal on his or her behalf and I understand that I may be asked to produce this authorization at any time.

Part 5: Language and Accessibility

Please choose preferred language: ~~#~~ English ~~X~~ ^{NO} French

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

Part 6: Appeal Specific Information

1. Provide specific information about what you are appealing. For example: Municipal File Number(s), By-law Number(s), Official Plan Number(s) or Subdivision Number(s):

(Please print)

OPA 26

2. Outline the nature of your appeal and the reasons for your appeal. Be specific and provide land-use planning reasons (for example: the specific provisions, sections and/or policies of the Official Plan or By-law which are the subject of your appeal - If applicable). **If more space is required, please continue in Part 9 or attach a separate page.

(Please print)

SEE COVER LETTER

THE FOLLOWING SECTIONS (a&b) APPLY ONLY TO APPEALS OF ZONING BY-LAW AMENDMENTS UNDER SECTION 34(11) OF THE PLANNING ACT.

a) DATE APPLICATION SUBMITTED TO MUNICIPALITY: _____
(If application submitted before January 1, 2007 please use the O1 'pre-Bill 51' form.)

b) Provide a brief explanatory note regarding the proposal, which includes the existing zoning category, desired zoning category, the purpose of the desired zoning by-law change, and a description of the lands under appeal:
**If more space is required, please continue in Part 9 or attach a separate page.

Part 7: Related Matters (if known)

Are there other appeals not yet filed with the Municipality?

YES NO

Are there other planning matters related to this appeal?

YES NO

(For example: A consent application connected to a variance application)

If yes, please provide OMB Reference Number(s) and/or Municipal File Number(s) in the box below:

(Please print)

OPA 25

DECLARATION

Subsection 17 of the Planning Act

Applicant: City Initiated
Municipality City of Mississauga
Our File: OPA 26

I, Diana Rusnov, Deputy Clerk solemnly declare,

1. That the decision in respect of the above-noted matter was made on September 10, 2014 when By-law Number 0240-2014 was enacted and that notice as required by subsection 17 of the Planning Act was given on September 18, 2014.
2. That 1 appeal to the Ontario Municipal Board of the decision in respect of the above-noted matter was received under subsection 17 of the Planning Act within the time specified for submitting an appeal.

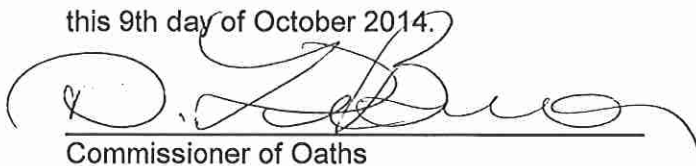
And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

at the City of Mississauga

in the Regional Municipality of Peel

this 9th day of October 2014.



Commissioner of Oaths



Declarant

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



September 18, 2014

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

Dear Mr. Hardcastle:

RE: Official Plan Amendment No. 26
The Amendment affects all lands within the City of Mississauga.
File: OPA 26 – All Wards

Please find enclosed the Notice of Decision for Official Plan Amendment 26, and duplicate original copy of the amendment. This amendment was adopted by Council on September 10, 2014, by By-law 0240-2014.

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

Yours truly,

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

: mj

cc:

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

Amendment No. 26

to

Mississauga Official Plan

for the

City of Mississauga Planning Area



File Number: OPA 26
Municipality: City of Mississauga
Subject Lands: The Amendment affects all lands within the City of Mississauga.
Date of Decision: September 10, 2014
Date of Notice: September 18, 2014
Last Date of Appeal: October 8, 2014

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

A decision was made on the date noted above to approve all of Amendment Number 26 to the Mississauga Official Plan Amendment for the City of Mississauga as adopted by By-law 0240-2014.

Purpose and Effect of the Official Plan Amendment:

The purpose of this Amendment is to amend Mississauga Official Plan to add Major Transit Stations to Schedule 2: Intensification Areas and to add Light Rail Transit Stations to Schedule 6: Long Term Transit Network along the Hurontario Street Corridor and in the Downtown Core Character Area, excluding the Gateway Corporate Centre Character Area.

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

When and How to File An Appeal

Any appeal to the Ontario Municipal Board must be filed with the City of Mississauga no later than 20 days from the date of this notice as shown above as the last date of appeal.

The appeal should be sent to the attention of the City Clerk, at the address shown below and it must,

- (1) set out the specific part of the proposed official plan amendment to which the appeal applies.
- (2) set out the reasons for the request for the appeal, and
- (3) be accompanied by the fee prescribed under the Ontario Municipal Board Act in the amount of \$125.00 payable by certified cheque or money order to the Minister of Finance, Province of Ontario.
- (4) be accompanied by an administration fee of \$150.00, payable by Certified Cheque to the Treasurer of City of Mississauga.

If you wish to appeal to the OMB a copy of an appeal form is available from the OMB website at www.omb.gov.ca

Who Can File an Appeal

Only individuals, corporations or public bodies may appeal a decision of the City of Mississauga to the Ontario Municipal Board. A notice of appeal may not be made by an unincorporated association or group. However, a notice of appeal may be made in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the Ontario Municipal Board, there are reasonable grounds to add the person or public body as a party.

When the Decision is Final

The proposed official plan amendment is exempt from approval by the Regional Municipality of Peel. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

Getting Additional Information

Additional information about this amendment is available for public inspection during regular office hours at the City of Mississauga at the address noted below or from Karen Crouse of the City of Mississauga, Planning and Building Department at (905) 615-3200 X-5526.

Mailing Address for Filing a Notice of Appeal

City of Mississauga
Office of the City Clerk
300 City Centre Drive
MISSISSAUGA ON L5B 3C1

By-law No. 0240-2014

A by-law to Adopt Mississauga Official Plan Amendment No. 26

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. 26, 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" and "B" attached constitute Amendment No. 26 to Mississauga Official Plan, of the City of Mississauga Planning Area, are adopted.

ENACTED and PASSED this 10th day of September, 2014.

Signed HAZEL MCCALLION
MAYOR

CRYSTAL GREER CITY CLERK
CITY OF MISSISSAUGA
Signed _____
CLERK

Amendment No.26

to

Mississauga Official Plan

for the

City of Mississauga Planning Area

The following text and maps designated Map "A" and Map "B", attached hereto constitutes Amendment No. 26.

Also attached hereto 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 August 19, 2014, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to amend Mississauga Official Plan to add Major Transit Stations to Schedule 2: Intensification Areas and to add Light Rail Transit Stations to Schedule 6: Long Term Transit Network along the Hurontario Street Corridor and in the Downtown Core Character Area, excluding the Gateway Corporate Centre Character Area.

LOCATION

The lands affected by this Amendment are located along the Hurontario Street Corridor and in the Downtown Core Character Area. The stations along the Hurontario Street Corridor are located in the Port Credit Community Node; the Mineola Neighbourhood; the Downtown including Downtown Hospital, Downtown Cooksville, Downtown Fairview and the Downtown Core areas; the Uptown Major Node; and the Hurontario Neighbourhood.

BASIS

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

The proposed Amendment is acceptable from a planning standpoint and should be approved as the subject policies reflect future infrastructure improvements that will introduce light rail transit to the Hurontario Street Corridor and in the Downtown Core Character Area.

Details regarding this Amendment to the Mississauga Official Plan are contained in the Planning and Building Report dated August 19, 2014, attached to this Amendment as Appendix II.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 8.2.3.5, Transit Network, Multi-Modal Network of Mississauga Official Plan, is hereby deleted and replaced with the following:

Light rail transit is planned on Hurontario Street as the main north-south spine in Mississauga including service within the Downtown Core area. Bus Rapid Transit will run along the Highway 403/Eglinton Avenue corridor as the east-west spine to form part of the regional transit system in accordance with the Metrolinx Regional Transportation Plan.

2. Schedule 2 – Intensification Areas of Mississauga Official Plan is hereby amended by adding Major Transit Stations to the Hurontario Street Corridor and the Downtown Core Character Area, as shown on Map ‘A’ of this Amendment.
3. Schedule 6 – Long Term Transit Network of Mississauga Official Plan is hereby amended by adding Light Rail Transit Stations to the Hurontario Street Corridor and the Downtown Core Character Area and adding the label Light Rail Transit Station to the legend, as shown on Map ‘B’ of this Amendment.

IMPLEMENTATION

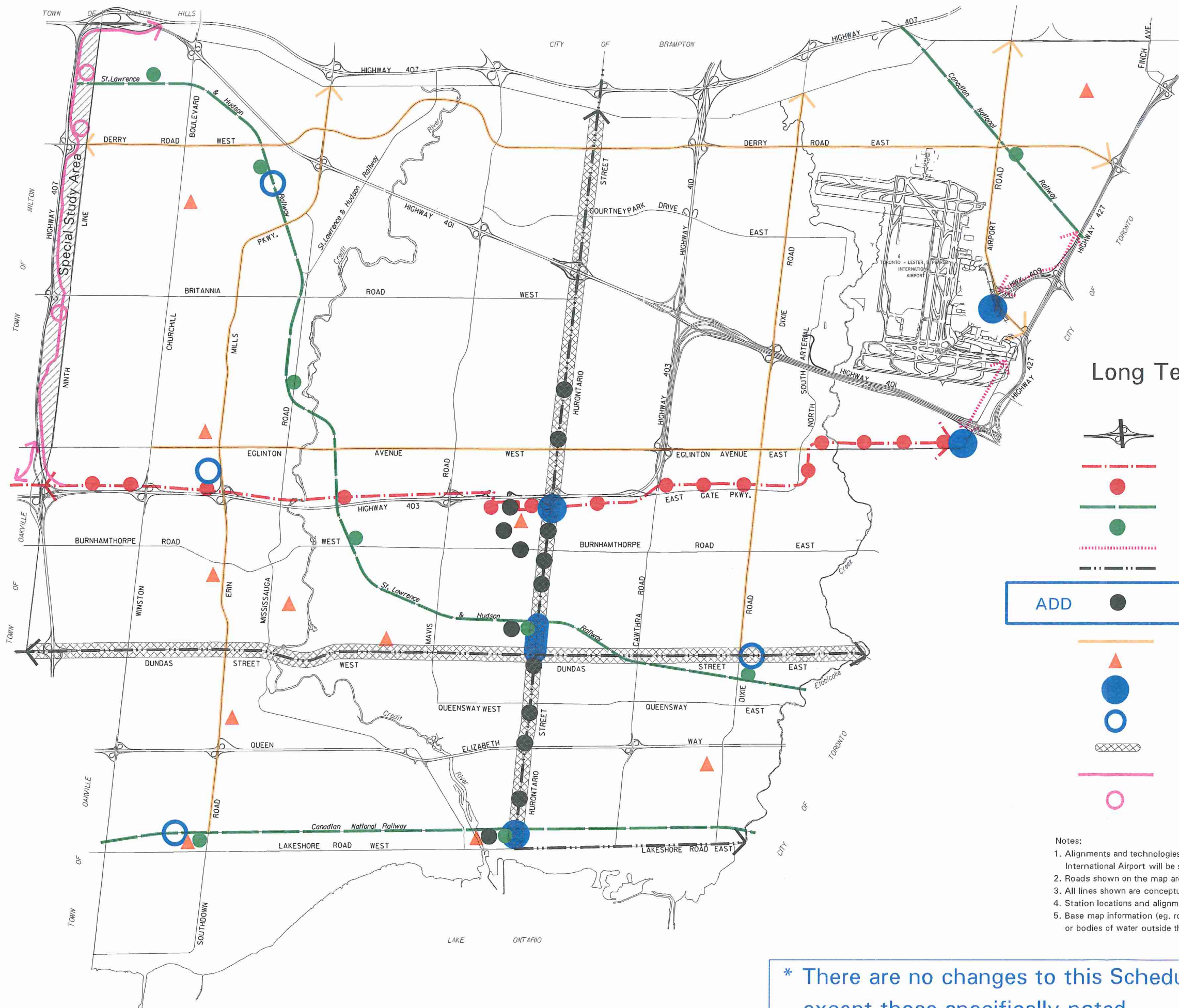
Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment, and thereafter forms part of the Mississauga Official Plan.

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

INTERPRETATION

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

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

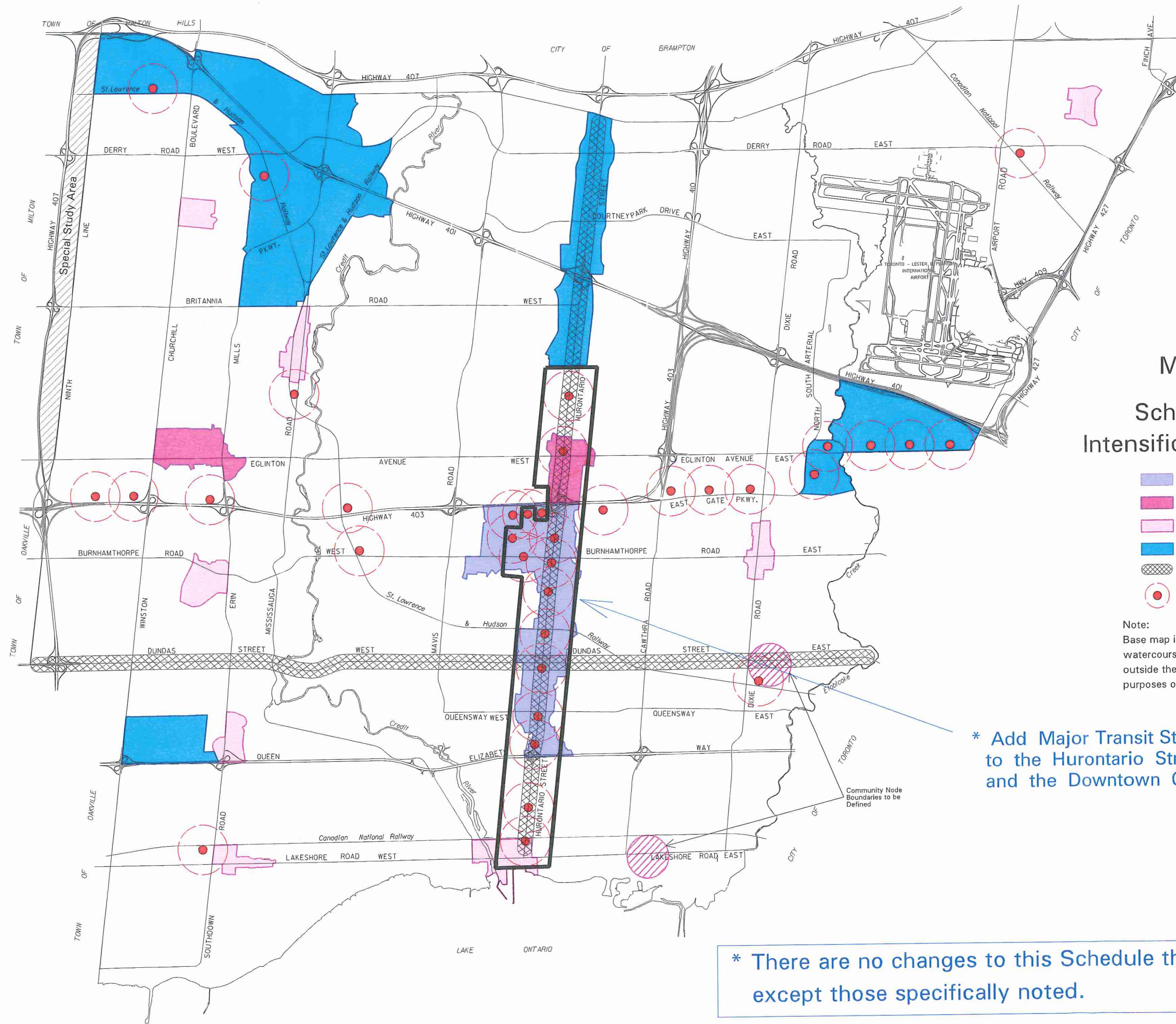


MAP 'B'
Schedule 6
Long Term Transit Network

- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- ADD** Light Rail Transit Station
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
- Intensification Corridor
- Potential 407 Transitway
- Potential 407 Transitway Station

- Notes:
1. Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
 2. Roads shown on the map are not all under Mississauga jurisdiction.
 3. All lines shown are conceptual.
 4. Station locations and alignments for transit routes are shown conceptually.
 5. 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.

*** There are no changes to this Schedule through MOPA 26, except those specifically noted.**



MAP 'A'
Schedule 2
Intensification Areas

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

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.

* Add Major Transit Station Areas to the Huronario Street Corridor and the Downtown Core Character Area

* There are no changes to this Schedule through MOPA 26, except those specifically noted.

APPENDIX I

PUBLIC MEETING

All property owners and residents within the City of Mississauga were invited to attend a Public Meeting of the Planning and Development Committee held on June 2, 2014, in connection with this proposed Amendment. Notice of the public meeting of the Planning and Development Committee held on June 2, 2014, was advertised in the Mississauga News on May 7, 2014.

Residents raised a number of issues at the public meeting. These issues have been addressed in the report dated August 19, 2014.

K:\PLAN\DEVCONTL\GROUP\WPDATA\OPAs\MOPA 26.July.29.2014.kc.docx



Corporate Report

Clerk's Files

Originator's
Files

CD.04.HUR

DATE: August 19, 2014

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

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Hurontario Street Corridor Light Rail Transit Station Locations –
Proposed Official Plan Amendments - Report on Comments**

RECOMMENDATION: That the amendments to Mississauga Official Plan proposed in the report titled “Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments – Report on Comments”, dated August 19, 2014, from the Commissioner of Planning and Building, be approved.

BACKGROUND: On April 14, 2014, Planning and Development Committee considered the report titled “Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments” dated March 25, 2014, from the Commissioner of Planning and Building. (See Appendix 1)

On June 2, 2014, a public meeting of the Planning and Development Committee was held to consider proposed amendments to Mississauga Official Plan to identify the light rail transit stations on the Hurontario Street Corridor.

Three residents spoke to the item (see Appendix 2). Written submissions (see Appendix 3) were received from:

- Pound & Stewart on behalf of Orlando Corporation for properties they own along the corridor; and
- Wood Bull on behalf of Morguard Investments Limited, 1432997 Ontario Limited and Acktion Capital Corporation for 33, 55, 77 and 201 City Centre Drive.

Appendix 4: Response to Comments Table contains the staff response to all submissions received.

COMMENTS:

The proposed amendments to Mississauga Official Plan presented on June 2, 2014 were as follows:

- Amend Policy 8.2.3.5 to include light rail transit on the Hurontario Street Corridor including service in the Downtown Core area;
- Amend Schedule 2: Intensification Areas to indicate the location of Major Transit Station Areas along Hurontario Street and in the Downtown; and
- Amend Schedule 6: Long Term Transit Network to show the location of the light rail transit stations along Hurontario Street and in the Downtown Core area.

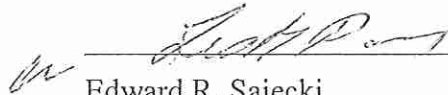
These proposed amendments should be approved with the modifications identified in Appendix 3 to Schedules 2 and 6 to more accurately depict the location of the transit stations at major street intersections. (See Appendices 5 and 6)

FINANCIAL IMPACT: Not applicable.

CONCLUSION:

Light rail transit on Hurontario Street is a priority project of the Big Move (Metrolinx's Transportation Plan) and adds to the overall transit network in the Greater Toronto Area. Light rail transit is a key city building initiative of the City of Mississauga. By identifying light rail transit stations along the Hurontario Corridor and in the Downtown, Mississauga is signifying its commitment to light rail transit.

- ATTACHMENTS:**
- Appendix 1: Report titled “Huronario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments” dated March 25, 2014, from the Commissioner of Planning and Building
 - Appendix 2: Record of Oral Submissions: Excerpt of Minutes of Planning and Development Committee Meeting, June 2, 2014
 - Appendix 3: Record of Written Correspondence
 - Appendix 4: Response to Comments Table
 - Appendix 5: Schedule 2: Intensification Areas
 - Appendix 6: Schedule 6: Long Term Transit Network



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Karen Crouse, Policy Planner





Corporate Report

Clerk's Files

Originator's Files CD.04.HUR

PDC APR 14 2014

DATE: March 25, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: April 14, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Hurontario Street Corridor Light Rail Transit Station Locations –
Proposed Official Plan Amendments

RECOMMENDATION: That a public meeting be held to consider proposed official plan amendments as recommended in the report titled "Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments" dated March 25, 2014 from the Commissioner of Planning and Building.

REPORT HIGHLIGHTS:

- It is important to establish the framework for development of the light rail transit system along the Hurontario Corridor now that preliminary engineering design work has been completed and the Transit Project Assessment Process (TPAP) has been initiated;
- Wording should be added to Mississauga Official Plan regarding light rail transit on Hurontario Street; and
- Mississauga Official Plan schedules should be amended to identify the light rail transit station locations.

BACKGROUND:

Light rail transit on Hurontario Street is a priority project of the Big Move (Metrolinx’s Transportation Plan) and adds to the overall transit network in the Greater Toronto Area.

On July 7, 2010, City Council adopted Resolution #159-2010 that approved the *Hurontario/Main Street Corridor Master Plan*. The Master Plan recommended light rail transit along Hurontario Street from Port Credit to downtown Brampton including identified locations for the stations and a maintenance facility.

Preliminary engineering design for the project commenced in 2011. This work is now complete and the Transit Project Assessment Process (TPAP) has commenced. If approved by the Minister of Environment, this stage of the project should be completed in late summer 2014.

The preliminary engineering design work has identified the proposed station locations including their dimensions and land requirements. The location of the maintenance facility on the south side of Highway 407 in Brampton, on lands owned by Infrastructure Ontario, has been confirmed.

Amendments to Mississauga Official Plan are required to identify where the transit stations will be located along the Hurontario Corridor and in Mississauga’s Downtown Core.

COMMENTS:

The following table identifies the location of the stations from south to north and their placement in the roadway as per the preliminary design submitted for the TPAP.

Station	Roadway Location
Port Credit GO	West side of Hurontario St., north of Park St.
Mineola	Centre of Hurontario St., south of Mineola Rd.
North Service	Centre of Hurontario St., north of North Service Rd.
Queensway	Centre of Hurontario St., south of Queensway
Dundas	Centre of Hurontario St., south of Dundas St.
Cooksville GO	Centre of Hurontario St., south of St. Lawrence & Hudson Railway

Central Parkway	Centre of Hurontario St., north of Central Pkwy
Matthews Gate	Centre of Hurontario St., north of Matthews Gate
Robert Speck	Centre of Hurontario St., north of Robert Speck Pkwy.
Main Street	Centre of Burnhamthorpe Rd., east of Main St.
Duke of York	East side of Duke of York Blvd., north of Princess Royal Dr.
Rathburn	North side of Rathburn Rd., east of Station Gate Rd.
Eglinton	Centre of Hurontario St., north of Eglinton Ave.
Bristol	Centre of Hurontario St., north of Bristol Rd.
Matheson	Centre of Hurontario St., north of Matheson Blvd.
Britannia	Centre of Hurontario St., south of Britannia Rd.
Courtneypark	Centre of Hurontario St., south of Courtneypark Dr.
Derry	Centre of Hurontario St., north of Derry Rd.
Gateway/407	Centre of Hurontario St., north of Topflight Dr.

Significant changes from the *Hurontario /Main Street Corridor Master Plan* are as follows:

- The station originally proposed for Living Arts Drive has been relocated to Duke of York Boulevard; and,
- Light rail transit vehicles will turn east along Topflight Drive then north along Edwards Boulevard before proceeding to the maintenance facility in Brampton.

Inclusion of the light rail transit stations in the Downtown Local Area Plan will be addressed with the resolution of the appeals to Mississauga Official Plan Amendment Number 8.

The following amendments to Mississauga Official Plan are required:

- Policy 8.2.3.5 should be revised as follows: **“Light rail transit is proposed on Hurontario Street as the main north-south spine in Mississauga including service within the Downtown Core area. The City will construct the Bus Rapid Transit will run along the Highway 403/Eglinton Avenue corridor as the east-west spine within Mississauga to form part of a regional transit system in accordance with the Metrolinx Regional Transportation Plan.”**

- Schedule 2: Intensification Areas should be amended to indicate the location of Major Transit Station Areas along Hurontario Street and in the Downtown (see Appendix 1); and
- Schedule 6: Long Term Transit Network should be amended to show the location of the light rail transit stations along Hurontario Street and in the Downtown (see Appendix 2).

Station areas will be planned for a critical mass and mix of uses that support transit. Requiring a mix of uses and increased density in proximity to transit stations will encourage the ridership necessary to create a sustainable transit service.

STRATEGIC PLAN: The identification of major transit stations for light rail transit along the Hurontario Corridor and in the Downtown, supports the following Strategic Pillars of the City's Strategic Plan:

MOVE: Developing a Transit-Oriented City of Mississauga
Connect Our City

- *Action 5:* Provide alternatives to the automobile along major corridors
- *Action 6:* Shorten the travel time to a transit stop
- *Action 7:* Create mobility hubs
- *Action 9:* Improve the transportation network for pedestrians, cyclists and automobiles

Build a Reliable and Convenient System

- *Action 13:* Establish transit stops within a 10-minute walk

Direct Growth

Action 19: Accelerate the creation of a higher-order transit infrastructure

FINANCIAL IMPACT: Not applicable.

CONCLUSION:

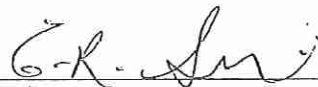
Light rail transit on Hurontario Street is a priority project of the Big Move (Metrolinx's Transportation Plan) and adds to the overall transit network in the Greater Toronto Area. The identification of light rail transit stations along the Hurontario Corridor and in the Downtown Core signifies the City's commitment to a light rail system that will provide connectivity with other higher order transit networks including the Mississauga Transitway, the Port Credit and Cooksville GO stations and the GO bus facility in the Downtown Core. Light rail transit on Hurontario Street supports city-building goals and the shift to a transit-oriented city.

Now that the Transit Project Assessment Process (TPAP) has commenced, the next step is to initiate the public engagement process on the proposed light rail transit station locations and the required changes to Mississauga Official Plan as outlined in this report.

ATTACHMENTS:

Appendix 1: Schedule 2: Intensification Areas

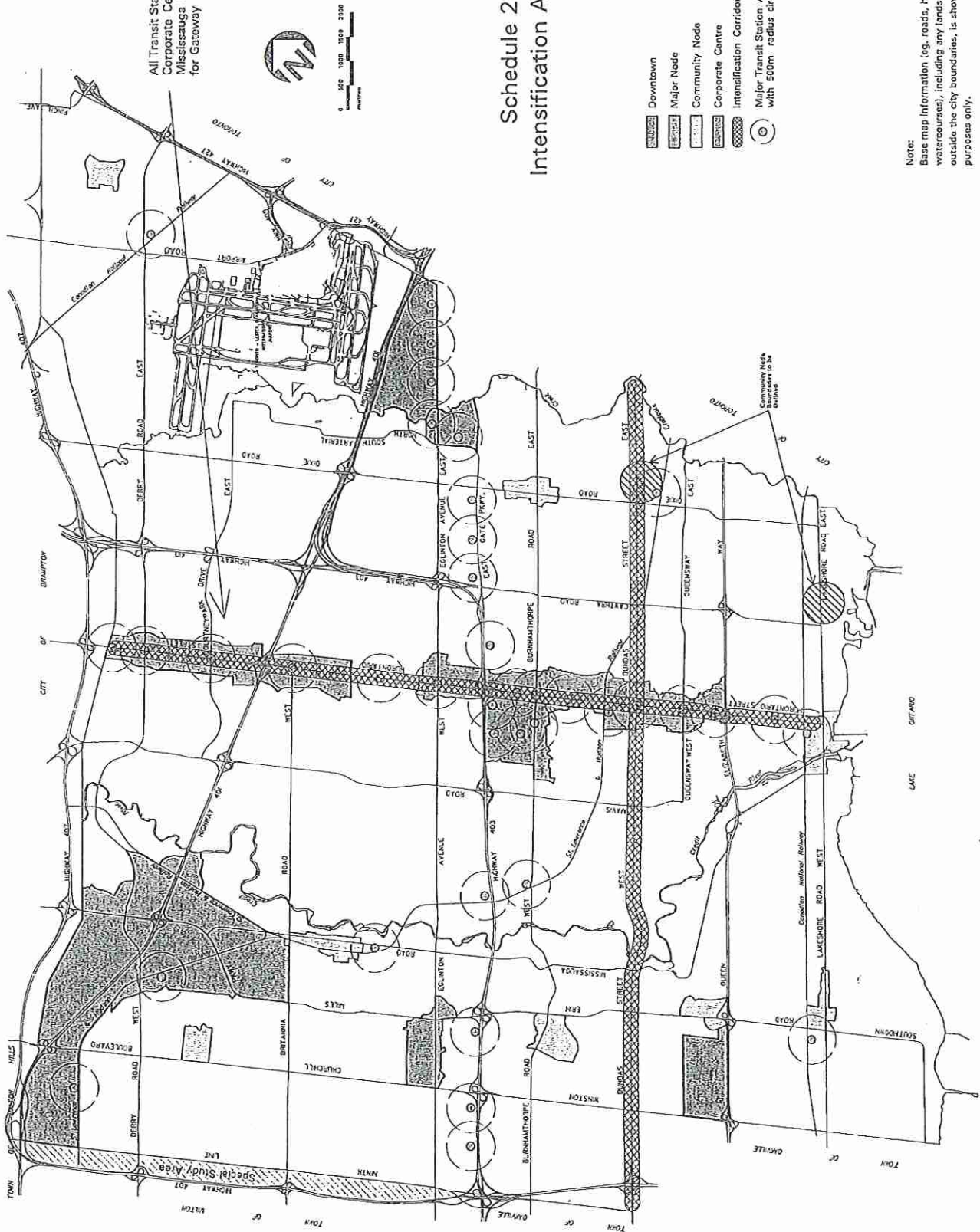
Appendix 2: Schedule 6: Long Term Transit Network



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Karen Crouse, Policy Planner



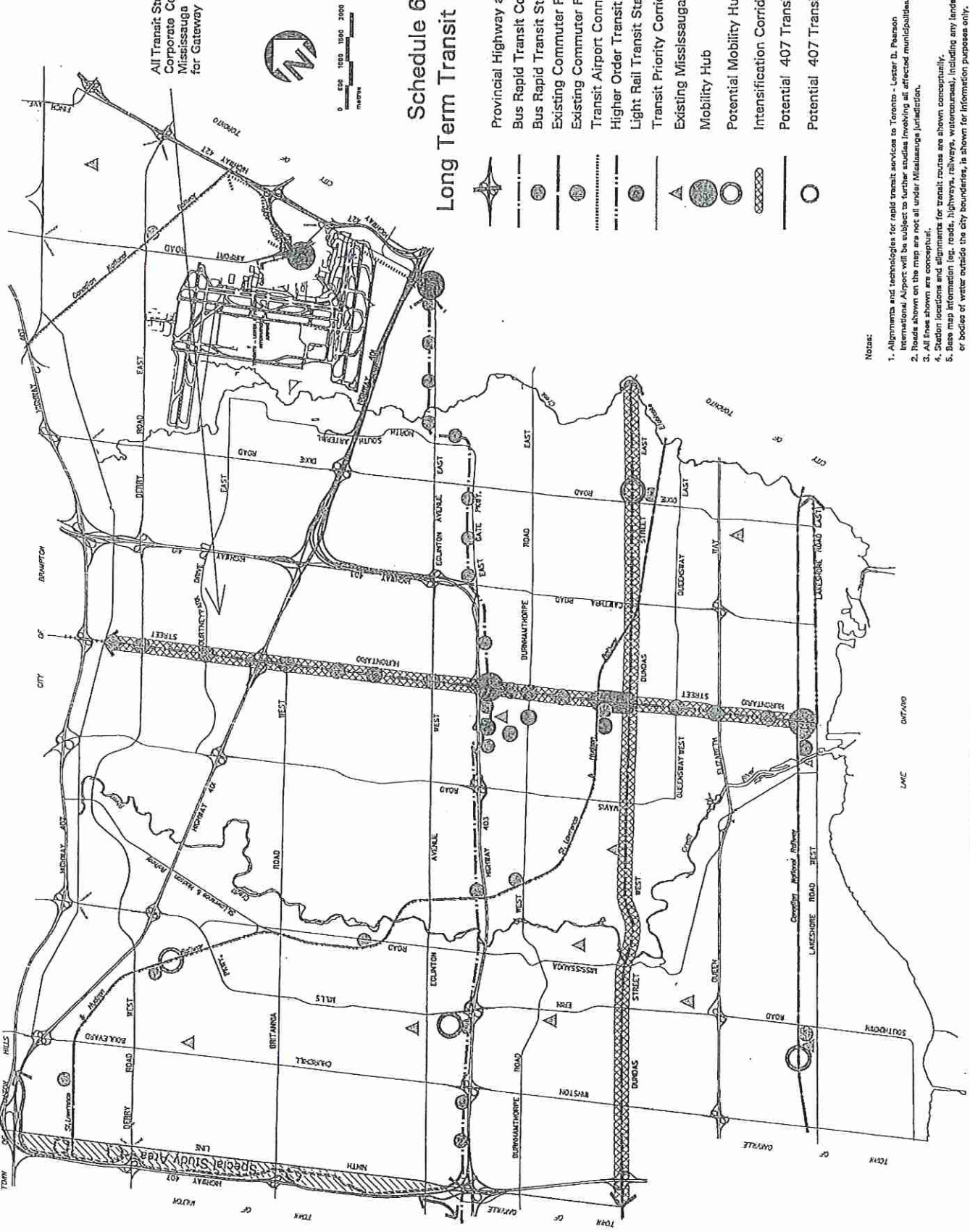


All Transit Stations in the Gateway Corporate Centre are subject to the Mississauga Official Plan Amendment for Gateway Corporate Centre.

Schedule 2
Intensification Areas

APPENDIX 2

All Transit Stations in the Gateway Corporate Centre are subject to the Mississauga Official Plan Amendment for Gateway Corporate Centre.



Schedule 6
Long Term Transit Network

- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- Light Rail Transit Station
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
- Intensification Corridor
- Potential 407 Transitway
- Potential 407 Transitway Station

Notes:

1. Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Station locations and alignments for transit routes are shown conceptually.
5. 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.

APPENDIX 2

RECORD OF ORAL SUBMISSIONS
EXCERPT OF MINUTES OF PLANNING AND
DEVELOPMENT COMMITTEE MEETING

June 2, 2014

2. That City Council provide the Planning and Building Department the authority to instruct the City Solicitor on modifications to the position as may be deemed necessary during or before the OMB hearing process.
3. That City Council provide staff with direction to proceed with the designation of the entirety of the property at 2625 Hammond Road under the Ontario Heritage Act.

ADOPTED – (Councillor K. Mahoney)
File: OZ 12/013 W8 and T-M12001 W8

3. PUBLIC MEETING
Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments
File: CD.04.HUR

Councillor Saito noted that a letter dated June 2, 2014 has been received from Pound and Stewart, Planning Consultants, on behalf of the Orlando Corporation with this respect to this item.

Karen Crouse, Planner, Policy Planning Division, reviewed the proposed Official Plan Amendments for the Hurontario Street Corridor Light Rail Transit (LRT) Station Locations.

In response to Councillor Iannicca's questions regarding the funding of the LRT by the Province and the Federal Government, and when it will be built, Matthew Williams, LRT Lead Project Lead and Transportation Planner, Transportation and Works, responded that the project has not been funded and that the City is currently in the Transit Project Assessment Process (TPAP). He said that the City will have completed the preliminary design and the Environmental Assessment by the end of August 2014, at which time, the project will be subject to funding from the Province.

In response to Councillor Tovey's question with respect to the treatment of stations that are south of the Queen Elizabeth Way in terms of critical mass for intensification, Ms. Crouse responded that stations in stable residential areas will be treated differently than those identified for growth.

Councillor Dale said that it is imperative to have a reliable higher order transportation system into the downtown core to attract office and commercial development, and where people can both live and work.

The following residents cited concerns with respect to the use of the loop which defeats the concept of a seamless connection between the north and south of Square One; walking distance and safe access to stops in all seasons, especially for

the disabled and seniors; cost overruns being covered by the Province once the LRT is funded:

David Fisher;
Michael O'Callaghan;
Stephen Viera

Councillor Dale noted that the City will not support the project unless there is funding from the Province to cover all costs, including overruns, and will also look at implementing a special levy on future development to cover maintenance costs once a higher order transit system is in place.

In response to Mr. Stephen Viera's comments with respect to accessibility, Councillor Saito noted that the City's Accessibility Advisory Committee (AAC), through its Facility Accessibility Design Sub-Committee (FADS), will review the stations. Councillor Saito noted that the City's bus stops and buses are fully accessible and any current difficulties should be referred to FADS and Mi-Way Mississauga.

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

PDC-0040-2014

That the submissions made at the public meeting to consider the report titled "Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Amendments" dated May 13, 2014, from the Commissioner of Planning and Building, be received.

RECEIVED – (Councillor N. Iannicca)
File: CD.04.HUR

4. PUBLIC MEETING
Information Report on Official Plan Amendment and Rezoning Applications to permit four residential apartment buildings ranging in height from 35 to 50 storeys, 24-64 Elm Drive West and 3528-3536 Hurontario Street, southwest corner of Elm Drive West and Hurontario Street
Owner: Solmar Inc.
Applicant: Sorensen Gravely Lowes Planning Associates Inc., Bill 51 (Ward 7)
File: OZ 13/022 W7

Maurizio Rogato, Director, Land Development, Paul Lowes, Principal, Sorensen Gravely Lowes Planning Solmar Inc., and Mr. Roy Varacalli, Architect, provided an overview of the proposal.

Councillor Iannicca said the application is premature and furthermore that all development in the downtown core should be frozen until the necessary transit

APPENDIX 3

RECORD OF WRITTEN CORRESPONDENCE

1. Pound & Stewart on behalf of Orlando Corporation
2. Wood Bull on behalf of Morguard Investments Limited, 1432997 Ontario Limited and Acltion Capital Corporation

POUND & STEWART
PLANNING CONSULTANTS • CITYPLAN.COM

June 2, 2014

BY EMAIL & DELIVERED

City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attn: Chair & Members of Committee

**Re: Planning & Development Committee, June 2, 2014 - Public Meeting
Item 3 – Hurontario Street Corridor Light Rail Transit Station Locations
Proposed Official Plan Amendments - City File CD.04.HUR
City of Mississauga
Our File No. 1421**

We are the planners of record writing on behalf of Orlando Corporation (herein referred to as 'Orlando'), a major landowner and commercial/industrial developer with significant properties located within the City of Mississauga, and along the Hurontario Street Corridor. We are writing regarding the above captioned Item 3. 'Hurontario Street Corridor Light Rail Transit Station Locations' which concerns proposed amendments to the Mississauga Official Plan.

We have the following concerns regarding the City's Corporate Report of March 25, 2014, attached as Appendix 1 to the more current May 13, 2014 Corporate Report, concerning this Public Meeting:

- 1) Schedule 2 Intensification Areas (identified as Appendix 1, page 3-8 of the March 25, 2014 Corporate Report), should be revised to insert the word "proposed" or "potential" when referring to the "Major Transit Station Area with 500m radius circle". See attached Schedule as high-lighted. (see attachment) This is reasonable in our opinion as proposed policy 8.2.3.5 reads, "Light rail transit is proposed on Hurontario Street....";
- 2) Schedule 6 Long Term Transit Network (identified as Appendix 2, page 3-9 of the March 25, 2014 Corporate Report), should be revised to insert the word "proposed" or "potential" when referring the "Light Rail Transit Station". See attached Schedule as high-lighted. (see attachment) This is reasonable in our opinion as proposed policy 8.2.3.5 reads, "Light rail transit is proposed on Hurontario Street....";

POUND & STEWART ASSOCIATES LIMITED

205 BELSIZE DRIVE, SUITE 101, TORONTO, ONTARIO, CANADA M4S 1M3 • 416 482 9797
305 RENFREW DRIVE, SUITE 101, MARKHAM, ONTARIO, CANADA L3R 9S7 • 905 305 9797
1 800 250 9056 • WWW.CITYPLAN.COM • INFO@CITYPLAN.COM

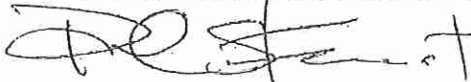
- 3) Both Schedule 2 Intensification Areas and Schedule 6 Long Term Transit Network (identified as Appendix 2, pages 3-8 and 3-9, respectively, contained in the March 25, 2014 Corporate Report), include the following statement: "All Transit Stations in the Gateway Corporate Centre are subject to the Mississauga Official Plan Amendment for Gateway Corporate Centre."

The above statement reads to suggest that the Official Plan Amendment for Gateway Corporate Centre 'Character Area' is in place. We are awaiting the City's Supplementary Staff Report on these proposed Mississauga Official Plan policies, and therefore this Amendment has yet to be adopted.

From a procedural aspect, the actual location of each 'Major Transit Station Area with 500m radius circle', per the proposed Official Plan Amendment is technically premature until the Environmental Assessment – Preliminary Design and Transit Project Assessment Process (TPAP) undertaking or project, is deemed complete and approved by the Minister of the Environment. The City's Hurontario-Main LRT Project Process and Timelines public information website advises that the Preliminary Design and TPAP Phase, "...is scheduled to take approximately two years to complete." We recommend the recognition of the "proposed" or "potential" wording, as it applies to these proposed Amendments to the Mississauga Official Plan.

Thank-you for the opportunity to provide our submission and we welcome the opportunity to meet with Staff as required to discuss these matters in further detail. Please provide written notification regarding any future public notices, reports, by-laws, and Committee and Council decisions regarding the above captioned item.

Yours truly,
Pound & Stewart Associates Limited



Philip Stewart, MCIP, RPP

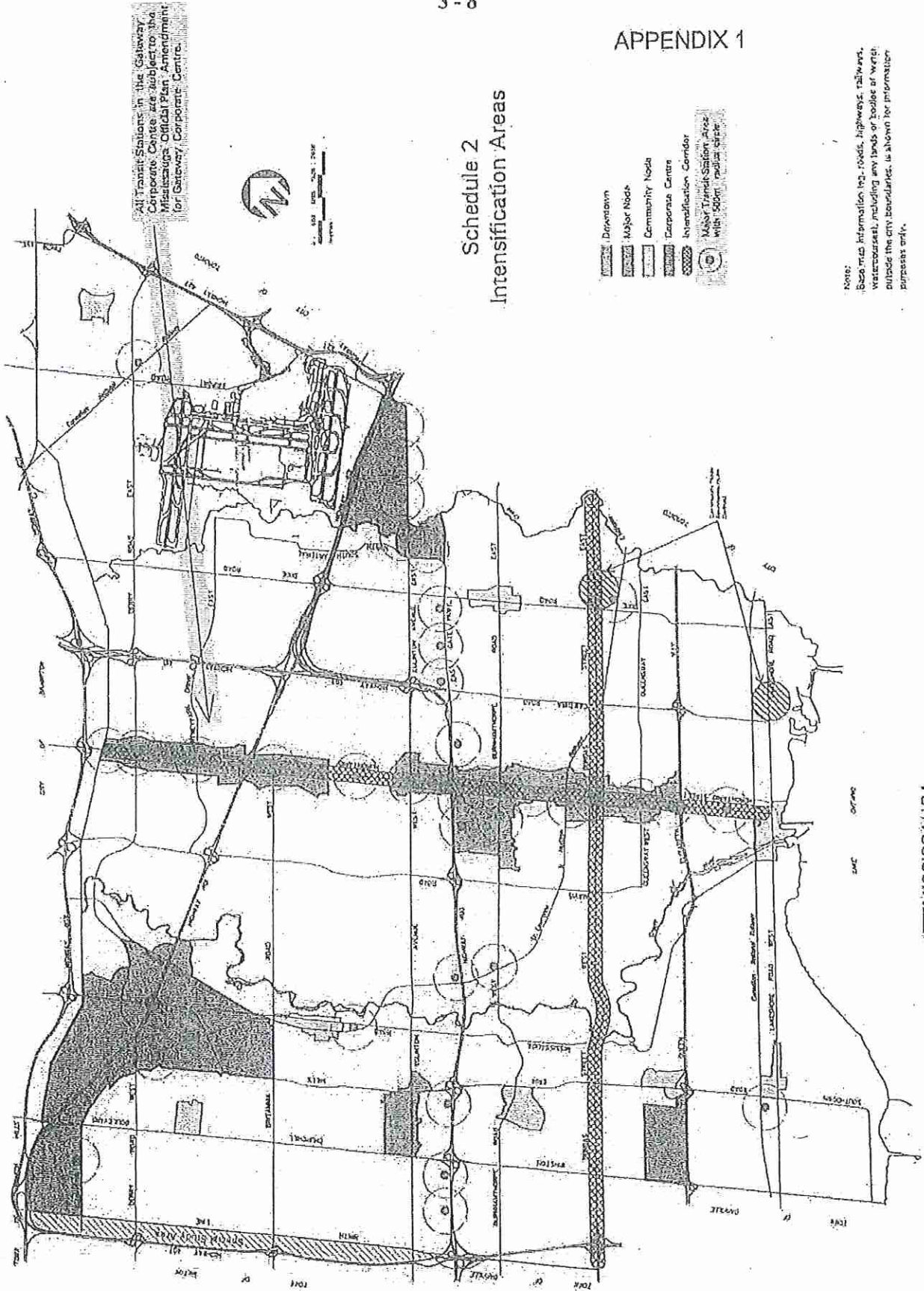
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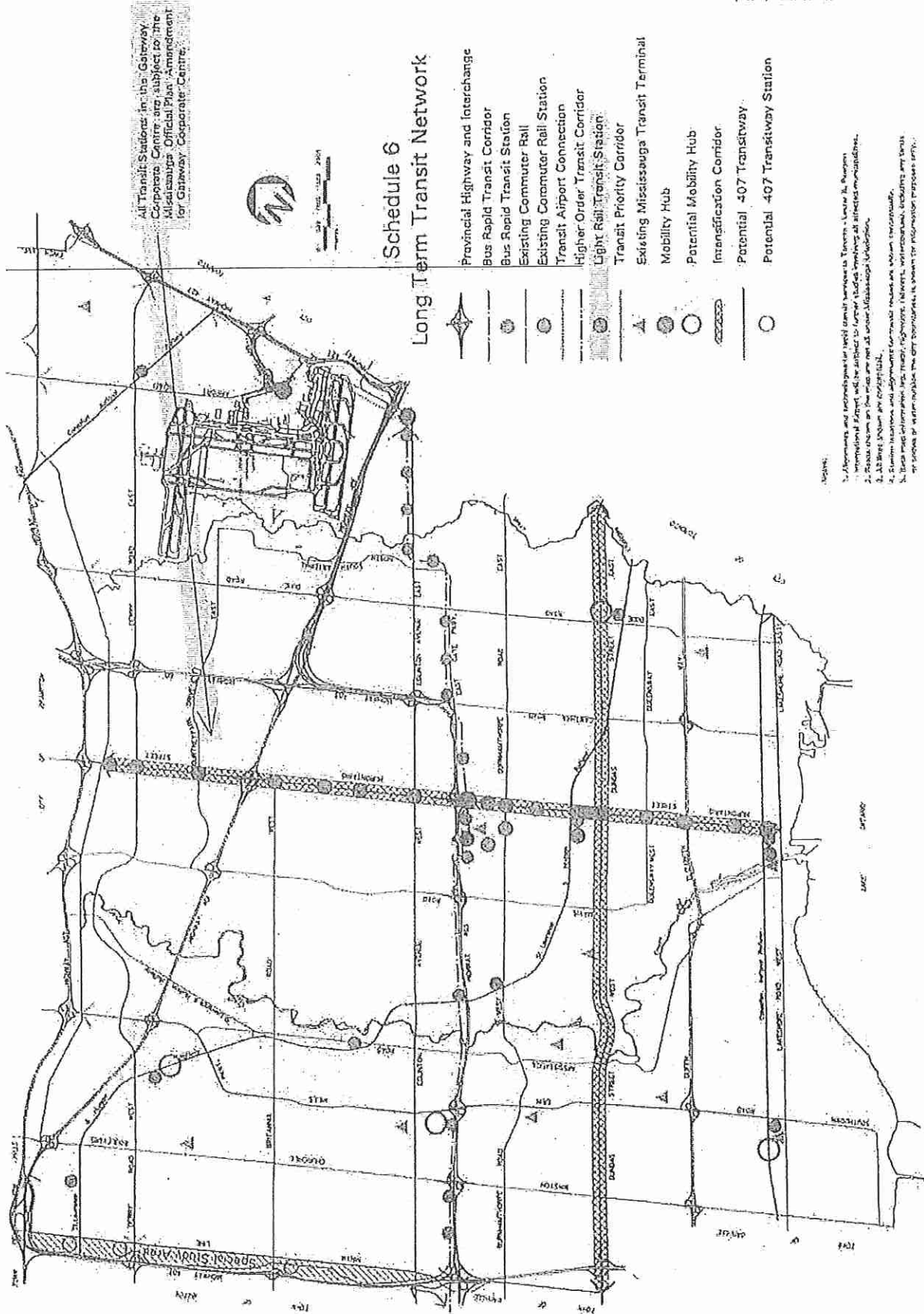
Attachments: Appendix 1 (page 3-8) & Appendix 2 (page 3-9) March 25, 2014 Corporate Report

cc. Ms. M. Alikhan, Legislative Coordinator, City of Mississauga
cc. Ms. C. Greer, City Clerk, City of Mississauga
cc. Mr. E. Sajecki, MCIP, RPP, Commissioner of Planning & Building, City of Mississauga
cc. Mr. A. Prasad, MCIP, RPP, Director of Integrated Planning, Region of Peel
cc. Mr. L. Longo, Aird & Berlis
cc. Orlando Corporation

POUND & STEWART ASSOCIATES LIMITED

Schedule 2 Intensification Areas







MUNICIPAL, PLANNING & DEVELOPMENT LAW

4 July 2014

Sent via E-mail

Mayor and Members of Council
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Planning & Development Department
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Attention: Karen Crouse

Dear Committee Member/Councillors:

**Re: Hurontario Street Corridor Light Rail Transit Station Locations
Proposed Official Plan Amendment
City File CD.04.HUR
Submission to Council by Morguard et al**

We represent Morguard Investments Limited ("Morguard"), 1432997 Ontario Limited and Aktion Capital Corporation in connection with properties municipally known as 33, 55, 77 and 201 City Centre Drive, located within the Downtown Local Area Plan in the City of Mississauga. As you are likely aware, our clients' lands lie directly adjacent to the corridor proposed for the Hurontario-Main Light Rail Transit ("LRT") project.

We have reviewed the staff reports dated 25 March 2014 and 13 May 2014, as well as the proposed amendments to the Official Plan and draft mapping, regarding the Hurontario Street LRT station locations (the "Draft OPA").

From our review of these documents, it is difficult to understand with any precision where the LRT station locations in and around the Downtown Local Area are proposed and therefore how they relate to our clients' lands. Since the location of these stations may have a direct and significant impact on our clients' lands, it is important that our clients are able to understand what staff is proposing.

We request a meeting with staff to discuss these matters and obtain further information.

Johanna R. Shapira Direct: (416) 203-5631 jshapira@woodbull.ca

65 Queen Street West Suite 1400 Toronto Ontario M5H 2M5 T (416) 203-7160 F (416) 203-8324 www.woodbull.ca

4 July 2014



Respectfully, we submit that Council should not adopt the Draft OPA until such time as we are able to obtain this information and the Draft OPA is clarified to consider these and any further comments we may have once we have the necessary information.

Yours very truly,

Wood Bull LLP

A handwritten signature in cursive script, appearing to read "Shapira", is written over a large, stylized circular scribble.

Johanna R. Shapira

JRS

c. Client

Response to Comments Table

Respondent	Section	Issue	Response	Recommendation
David Fisher	General Comments	<ul style="list-style-type: none"> • Walkability is very low and proposed stations are too far apart – 500 metres between stations is not acceptable • Downtown loop service is not necessary and splitting the service into two lines will not work • Stop spacing as proposed should be reviewed and stops should be Fairview and Elm vs. Central Parkway and Matthew's Gate • Elm Drive is a better stop location than Central Parkway or Matthews Gate based on existing service demands 	<p>The Hurontario-Main LRT corridor is being developed as a Rapid Transit corridor with the intent of providing fast and reliable service to ensure transit is a competitive travel choice.</p> <p>The Transit Project Assessment Process (TPAP) sought input from all stakeholders at various stages of the development of the plan. This process has now been completed and is awaiting a decision from the Minister of the Environment. The proposed amendments to Schedules 2 and 6 of Mississauga Official Plan are consistent with the recommended design submitted for TPAP.</p> <p>Mr. Fisher has also raised this issue and others in the context of the TPAP process and has been provided with written responses from the project team.</p>	No action required.
Michael O'Callaghan	General Comment	Will the LRT project be supported by Council if no funding is available from either the Province or Federal government?	The LRT project is being advanced on the basis that implementation would only occur when it is fully funded by the province and/or the federal government, including all cost overruns.	No action required.

Respondent	Section	Issue	Response	Recommendation
Stephen Viera	General Comment	Concerned about accessibility to the LRT system particularly for people with disabilities.	The system, as preliminarily designed for purposes of TPAP, and future detailed design will have to meet all accessibility standards and practices. Detailed design will be subject to review of the City's Accessibility Committee.	No action required.
Phil Stewart on behalf of Orlando Corporation	Schedule 2 and Schedule 6	Would like the words "proposed" or "potential" added to the Schedules to reflect the future nature of the light rail transit stations.	Schedule 2 identifies Major Transit Station Areas whether they exist or are proposed and has done so in previous Official Plans. There is no need to create a new category for "proposed" or "potential" Major Transit Stations. Schedule 6 identifies the various types of transit offerings. Similar to Bus Rapid Transit Stations, there is no need to add the words "proposed" or "potential" before Light Rail Transit Station.	No action required.
Wood Bull on behalf of Morguard Investments Limited, 1432997 Ontario Limited and Acktion Capital Corporation – 33, 55, 77 and 201 City Centre Drive	Schedule 2 and Schedule 6	Wants to be assured that their client's property is not impacted by the proposed station location at Matthew's Gate and Hurontario Street or Burnhamthorpe Road and future Main Street.	Both Schedules 2 and 6 have been revised to identify Major Transit Stations (Schedule 2) and Light Rail Transit Stations (Schedule 6) on the appropriate side of major intersections. Based upon the preliminary design work undertaken for the TPAP, no additional land has been identified from the land owners at 33, 55, 77	1 Schedules 2 and 6 revised accordingly.

Respondent	Section	Issue	Response	Recommendation	
			<p>or 201 City Centre Drive to accommodate the proposed Main Street station. However, additional property requirements have been identified from 201 City Centre Drive to accommodate the LRT alignment on Duke of York Boulevard.</p>		

K:\PLAN\POLICY\GROUP\2014 Hurontario LRT\Corridor\Report on Comments\Appendix4-Response To Comments Table.docx

All Transit Stations in the Gateway Corporate Centre are subject to the Mississauga Official Plan Amendment for Gateway Corporate Centre.



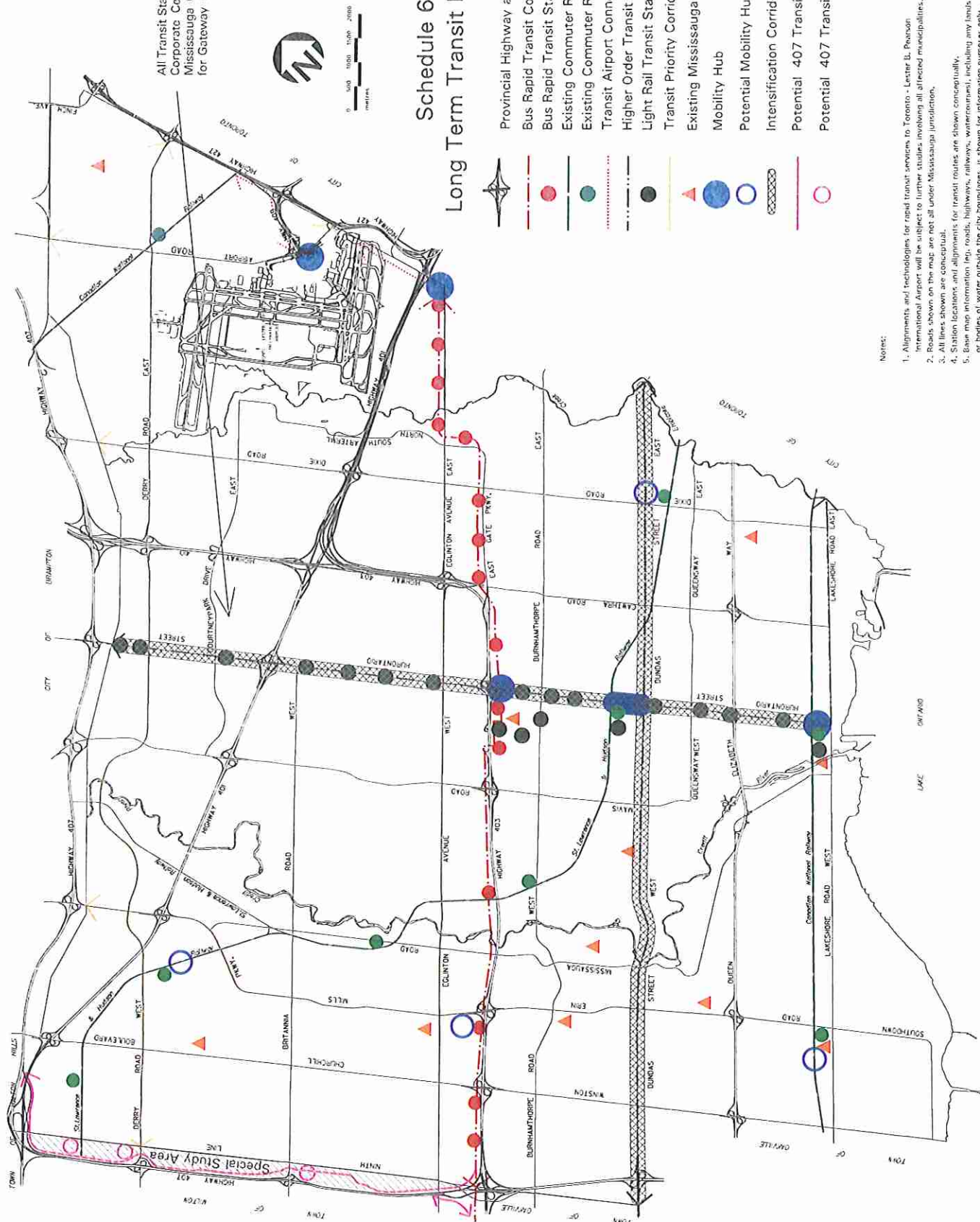
Schedule 2 Intensification Areas

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



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

All Transit Stations in the Gateway Corporate Centre are subject to the Mississauga Official Plan Amendment for Gateway Corporate Centre.



Schedule 6 Long Term Transit Network

- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Transit Airport Connection
- Higher Order Transit Corridor
- Light Rail Transit Station
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
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- Potential 407 Transitway
- Potential 407 Transitway Station

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