

Mississauga planning policy

PLANNING FOR CHANGE

By Geordie Gordon

Anticipating population growth and transit investment Mississauga is exploring significant land use changes in a number of its neighbourhoods. Moving forward, the city is facing a diversity of challenges—getting office development to occur downtown, urbanizing a rural area, anticipating transit investment and revitalizing a long neglected area.

Mississauga policy planning director **Andrew Whittemore** told *NRU* the policy framework for downtown Mississauga emphasizes a thriving downtown. But over the past several years, while the downtown has been transformed by residential development, it hasn't had new office development. To turn this around, Whittemore said the city is creating its first community improvement plan to provide incentives for office development in the downtown.

While the downtown attracted significant office development 20 years ago, there has been little interest since then. But Whittemore says consultations with office developers found they are interested to move back downtown due to its amenities, residential buildings and transit. The reason for incentives is the high cost associated with developing underground parking.

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Reviewing the Growth Plan

FORECAST UPDATE NEEDED

By Leah Wong

When the Growth Plan was enacted it introduced a change in the way municipalities were to grow across the Greater Golden Horseshoe—denser and less spread out. A new report suggests a flawed implementation process could undermine its goals and recommends a freeze on boundary expansions until the numbers have been confirmed with the 2016 census data.

Today **Friends of the Greenbelt** released a report by former Waterloo Region community planning director **Kevin Eby** highlighting concerns with the provincial Growth Plan forecasts and how the resulting land use designations may misdirect infrastructure funding to areas with insufficient density.

“The Growth Plan forecasts are still anticipating in excess of a half million more people in the Greater Golden Horseshoe than the **Ministry of Finance** forecasts are,” Eby told *NRU*. “At the end of the day it's not only that you end up with too much land and, in theory, population

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The geology of the downtown means that building underground parking, which is required for new developments, is expensive.

“There is a strong economic, financial argument to support and drive this through the CIP,” he said.

Whittemore also spoke to *NRU* about a number of on-going community projects in central and northern Mississauga, though he noted that the waterfront is the location of the most active community planning. [See *NRU August 10 GTA edition.*]

Shaping the Ninth Line project, which refers to land transferred to Mississauga by the Town of Milton in 2010, also presents some challenges, as a large part of the land is on a floodplain. The city has to go through a process to amend its and the region’s official plan to bring it within the city’s growth area, and implement the policies being developed.

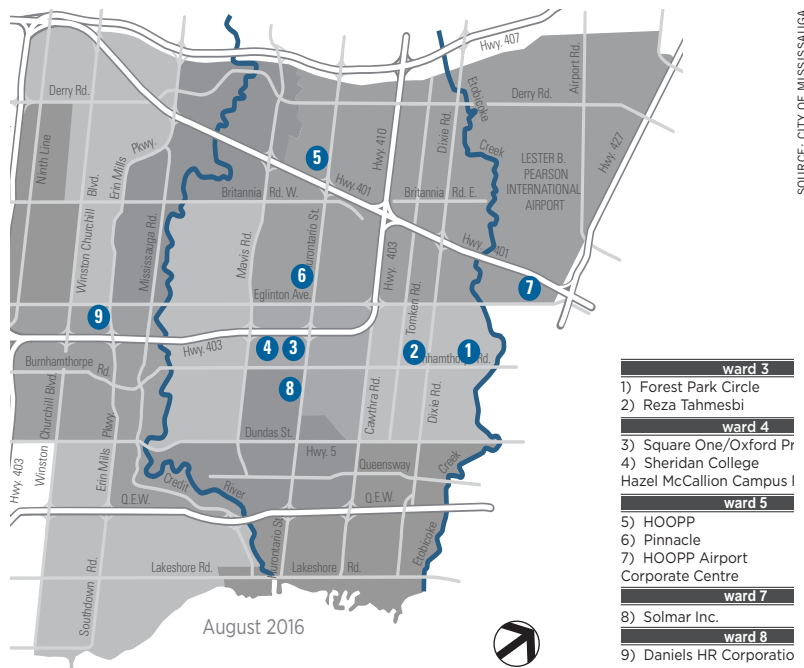
Whittemore said the Ninth Line land was primarily agricultural and rural. The city hosted a public consultation in June to establish a land use concept for the lands, with the result being a proposed mixed-use community. After undertaking a floodplain study to determine just how much of the land is suitable for development, staff now has a good sense of what is possible.

In addition to the physical constraints on the site, the area represents the last remaining greenfield land in Mississauga, and will serve as the western gateway into Mississauga.

“It has posed a really good, interesting planning challenge for this city. It will look different than probably the new communities that Mississauga has witnessed in the past,” he said.

Changes to the Growth Plan greenfield density targets will have to be considered as more detailed plan is prepared. However, Whittemore said that because Mississauga has been able to achieve balanced densities throughout the city, there isn’t a need to push densities higher in new areas to meet the proposed 80 people and jobs per hectare target.

The Dundas Connects study seeks to create a vision for the entire Dundas Street corridor from the border with Toronto through to Oakville. The study involves a consultant team led by **AECOM** and supported by **SvN** and **Swerhun Facilitation**.



Location of top 2016 development applications in central and north Mississauga

Part of the process is to test different approaches to public engagement, Wittemore said, such as working with theatre and media project **Tale of a Town** to capture the memories of the community along the corridor.

Whittemore says that the intent of the study is to derive two specific policy frameworks. One will be developed in partnership with **Credit Valley Conservation** to address floodplain issues along the corridor, particularly in the area around Dixie Road. The other will address intensification, and exactly what it will look like.

“This is a very good opportunity to really support and direct growth to an effective integrated transportation and land use planning process,” he said.

The focus of the MyMalton initiative is on the area’s rejuvenation, with much of the emphasis on beautification and community assets such as parks, plazas and common spaces, Whittemore says. The investment in the public realm is critically important and should help to attract more redevelopment and further investment.

Ward 5 councillor **Carolyn Parrish** told *NRU* that, in part because of its geographic isolation,

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Top 2016 Mississauga developments

Central

Forest Park Circle

Address: 1850 Rathburn Road East and 4100 Ponytrail Drive

Location: West side of Ponytrail Drive, north of Burnhamthorpe Road East

Description: Two condominium apartment buildings of 12 and 15 storeys with 278 units
 Status: Rezoning and official plan applications approved March 2016

Reza Tahmasebi

Address: 971 Burnhamthorpe Road East
 Location: Northeast corner of Burnhamthorpe Road East and Tomken Road

Description: Three-to-six-storey, mixed-use building with 52 residential units and 444 m² GFA of commercial uses on the ground floor
 Status: Rezoning and official plan applications approved June 2016

OMERS Square One/Oxford Properties

Address: 100 City Centre Drive
 Location: Northeast of City Centre Drive and Duke of York Boulevard
 Description: South mall expansion comprising approximately 10,600 m² (114,100 ft²) of high-end retail such as Holt Renfrew, Harry Rosen, Coach, and a Jamie's Italian restaurant, a park block and new road network including Mercer Street and The Exchange, which forms the beginning of The Exchange (Main Street) District
 Status: Both removal of holding symbol and site plan have been approved and construction is nearly complete

Sheridan College - Hazel McCallion Campus phase 2

Address: n/a
 Location: Southwest Corner of Rathburn Road West and Duke of York Boulevard
 Description: Phase 2 is a five-storey academic building for applied science and technology with approximately 225,000 ft² GFA, which could accommodate about 3,200 students.

Creative Common is a centralized indoor atrium facing the future park and a gathering place surrounded by the feature stairway. Next phase (2A) is under discussion.
 Status: Under construction, to be open in January 2017

Solmar

Address: 24-64 Elm Drive West
 Location: Southwest corner of Elm Drive West and Hurontario Street
 Description: Three residential apartment buildings of 35, 40 and 50 storeys with 1,283 units, an FSI of 8.2, and a .26 ha park. Also included are a daycare with a maximum GFA of 510 m² and retail commercial space with a maximum GFA of 675 m²
 Status: Application is under appeal at the OMB

North

Triovest Realty Advisors / HOOPP Realty

Address: 2 and 8 Prologis Boulevard
 Location: Southwest quadrant of Prologis Boulevard and Hurontario Street
 Description: Two office buildings—4 and 5 storeys with 20,620 m² GFA—connected by a two-storey entrance atrium
 Status: Site plan is close to approval

Pinnacle International – Pinnacle Uptown phase 3

Address: 5025 and 5033 Four Springs Drive
 Location: Northwest corner of Hurontario Street and Eglinton Avenue West
 Description: Two residential condominium towers—23 and 26 storeys with GFA of 16,702 m² and 19,119 m² respectively. This is Phase 3 of a larger mixed-use development
 Status: Site plan is close to approval

HOOPP Realty - Airport Corporate Centre

Address: 2200 Skymark Avenue
 Location: North side of Eglinton Avenue West, East of Spectrum Way
 Description: An eight-storey office building with GFA of 25,388 m² in an office park containing office and restaurant uses
 Status: Building is under construction

the area has been neglected for almost 20 years. While the area is in need of rejuvenation, she said the residents want to retain their own village identity, similar to the way Streetsville and Port Credit have retained theirs.

To maintain the character of the area, Parrish said there are policies going to council in the fall intended to restrict lot coverage and heights on the older, residential parts of Malton with large lots.

“We’re trying to preserve it as a village, but modernize it so that it’s a little healthier. It’s a high pollution area, and it’s been neglected,” she said.

Parrish cautioned that the city needs to carefully consider the type of development it approves in the area, citing a proposed truck storage facility on Drew Road that she said she will be opposing. Truck traffic in the area, associated with the airport, is already very high.

Redevelopment will likely proceed on an incremental basis, Whittemore said, beginning with those sites ideally situated for redevelopment. And to help guide this redevelopment, design guidelines are also planned, following the completion of the policy framework for the area.

The Malton area is also going to be the focus of the city’s second CIP, a new policy direction for Mississauga. While the details of the CIP have yet to be worked out, Whittemore said there are a range of options from prioritizing capital improvements for city facilities to a façade improvement program. [nru](#)