



Corporate Report

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CD.03.MIN

DATE: January 10, 2006

TO: Chair and Members of Planning and Development Committee
Meeting Date: January 30, 2006

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed Scenic Route and Right-of-Way Designation -
Stavebank Road - Mineola Planning District
PUBLIC MEETING**

RECOMMENDATION:

1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on January 30, 2006 to consider the recommendation of the report titled "Proposed Scenic Route and Right-of-Way Designation - Stavebank Road - Mineola Planning District" dated November 15, 2005 from the Commissioner of Planning and Building be received.
2. That Planning and Building Department staff report back to City Council on the submissions made with respect to the report titled "Proposed Scenic Route and Right-of-Way Designation - Stavebank Road - Mineola Planning District" dated November 15, 2005.

COMMENTS: The public meeting scheduled for Planning and Development Committee on January 30, 2006 is the statutory public meeting to fulfil the requirements of the *Planning Act*. Its purpose is to provide an opportunity to the public to make submissions to Planning and Development Committee on the recommendations of the report titled

“Proposed Scenic Route and Right-of-Way Designation - Stavebank Road - Mineola Planning District” dated November 15, 2005 (Appendix 1).

Planning and Building Department staff will report back to City Council on all the comments received, including submissions made at the public meeting, with revised recommendations, where appropriate.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: After the public meeting is held and all issues are addressed, the Planning and Building Department will be in a position to make final recommendations with respect to the report titled “Proposed Scenic Route and Right-of-Way Designation - Stavebank Road - Mineola Planning District” dated November 15, 2005.

ATTACHMENTS: APPENDIX 1: Corporate Report titled “Proposed Scenic Route and Right-of-Way Designation - Stavebank Road - Mineola Planning District” dated November 15, 2005.

Original Signed By:

Edward R. Sajecki
Commissioner of Planning and Building



Corporate Report

Clerk's Files

Originator's
Files

CD.03.MIN
(Mineola)

DATE: November 15, 2005

TO: Chair and Members of Planning and Development Committee
Meeting Date: December 5, 2005

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed Scenic Route and Right-of-Way Designation -
Stavebank Road - Mineola Planning District**

- RECOMMENDATION:**
1. That a public meeting be held at the Planning and Development Committee to consider the following recommendations as outlined in the report titled "Proposed Scenic Route and Right-of-Way Designation - Stavebank Road - Mineola Planning District dated November 15, 2005 from the Commissioner of Planning and Building:
 - a) That Section 4.24.6.1 Transportation, Road Classification, Table 1, Basic Road Characteristics, Mineola District Policies of Mississauga Plan be amended by adding the following under the columns titled Road Type, Name, Section, Jurisdiction and Rights-of- Way:

ROAD TYPE	NAME	SECTION	JURISDICTION	RIGHTS-OF-WAY
Minor Collector (Scenic Route)	Stavebank Road	Canadian National Railway to Pinetree Way	City of Mississauga	12 m (40 ft.) to 15 m (50 ft.)

- b) That the Land Use Map, Mineola District Policies of Mississauga Plan be amended by designating Stavebank Road, between the Canadian National Railway tracks and Pinetree Way as a Minor Collector (Scenic Route).

BACKGROUND:

The Planning and Building Department has been asked to review a possible “Scenic Route” designation and the Right-of-Way (R.O.W.) for Stavebank Road, between the Canadian National Railway tracks and Pinetree Way, in the Mineola Planning District.

This report has been prepared in consultation with the Transportation and Works Department.

PRESENT STATUS:

Stavebank Road, between the Canadian National Railway tracks and Pinetree Way, in the Mineola Planning District, is designated in Mississauga Plan as a “Minor Collector”, as shown on Appendix 1, with a designated R.O.W. of 20 m (66 ft.).

COMMENTS:**1. Scenic Route Definition and Policies**

In Mississauga Plan, a Scenic Route is defined as:

“Scenic routes are designated to preserve existing woodlands and greenbelts along roadways. Scenic routes are also designated to maintain or to restore historic scenic nature of roadways. Any maintenance or physical modification of scenic routes will ensure that the scenic qualities of the routes so designated will be reinforced or enhanced.”

The policies for scenic routes are in Section 3.14.4.10 of Mississauga Plan. They state that:

“Mississauga will ensure that any maintenance or physical modification of scenic routes reinforces or enhances the scenic route qualities of roadways so classified. Standard road improvements or general road maintenance that are necessary to

support traffic safety will not be precluded. If major modifications are expected to have an adverse impact on the scenic route qualities of classified scenic routes, an amendment to this Plan will be required.”

2. Existing Scenic Routes

Mississauga Plan identifies four scenic routes, with the following characteristics:

NAME	SECTION	ROAD TYPE	RIGHTS-OF-WAY
Mississauga Road/Queen Street	Lakeshore Road West to Britannia Road West	Major Collector	26 m (85 ft.) Lakeshore Road West to St. Lawrence and Hudson Railway; 20 m (66 ft.) St. Lawrence and Hudson Railway to Britannia Road West
Dixie Road	Lakeshore Road East to Rometown Drive	Major Collector	20 m (66 ft.)
McLaughlin Road	Bristol Road West to Matheson Boulevard West	Major Collector	26 m (85 ft.)
Stavebank Road	South of Isabella Avenue to Premium Way	Minor Collector	15 m (50 ft.)

3. Comments

Stavebank Road gently winds between the Canadian National Railway tracks and Pinetree Way, east of the Credit River. It is designated as a “Minor Collector” with a designated Right-of-Way (R.O.W.) of 20 m (66 ft.) in the Mineola District Plan, with a basic two-lane cross section.

As shown on Appendix 1, adjacent lands are largely designated “Residential Low Density I,” and are developed for detached dwellings on relatively large lots. As shown on Appendix 2, front yard setbacks vary; in some cases the front yards on the west side

of the road are small because of the shallow lot depth due to the Credit River Valley. The road is bordered by mature vegetation which forms a canopy over much of its length.

Most of the road is within the Regulatory Floodplains of the Credit River and Kenollie Creek and, in some areas, the road abuts the designated Greenbelt associated with these watercourses. Views of these natural features are available when they are open to Stavebank Road and at its intersections.

On Schedule 3, Environmental Areas, Mississauga Plan, this area is identified as a “Residential Woodland”. In Section 3.12.2.2 (f) of Mississauga Plan, “Residential Woodlands” are described as:

“areas that support trees with mature, fairly continuous canopy, but the native understorey is generally absent or degraded, usually through maintenance of residential lawns and landscaping. These still serve some functions such as: providing habitat for tolerant canopy birds, both in migration and for breeding; facilitating ground water recharge owing to the high proportion of permeable ground cover. These areas are generally located in older residential areas, with large lots and are almost completely in private ownership.”

The surrounding lands, the “Mineola Neighbourhood” are identified in the City of Mississauga Cultural Landscape Inventory, January, 2005. The description of this area in the inventory states that “a road system was gently imposed on the natural rolling topography ... homes were nestled into larger lots and natural drainage areas were retained. There are no curbs on the roads...the roads wind, rise and fall with the natural topography and houses sit often at odd angles.”

This portion of Stavebank Road satisfies the definition of Scenic Route because:

- It is within the Regulatory Floodplains of the Credit River and Kenollie Creek;

- It abuts the designated Greenbelts associated with the Credit River and Kenollie Creek; and
- The combination of the tree canopy, narrow pavement width, views of the Credit River Valley and Kenollie Creek, large lots, variable setbacks and built form result in a scenic character.

Designating Stavebank Road as a “Scenic Route” means that if major modifications to it are expected to have an adverse impact on its scenic qualities, an amendment to Mississauga Plan will be required.

The Transportation and Works Department has recommended a R.O.W. width of 12 m (40 ft.) to 15 m (50 ft.) for this segment of Stavebank Road to reflect the minimal setbacks of many existing dwellings, and to maintain the present character of the area.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Stavebank Road between the Canadian National Railway tracks and Pinetree Way conforms to the definition of a Scenic Route in Mississauga Plan. Designating it as a “Scenic Route”, with a R.O.W. width of 12 m (40 ft.) to 15 m (50 ft.) will help preserve its scenic character.

ATTACHMENTS: APPENDIX 1: Part of Mineola District Land Use Map,
Mineola District Policies of Mississauga Plan
APPENDIX 2: Built Form Adjacent to Stavebank Road

Original Signed By:

Edward R. Sajecki
Commissioner of Planning and Building

**PART OF MINEOLA DISTRICT LAND USE MAP
MINEOLA DISTRICT POLICIES OF MISSISSAUGA PLAN**

LAND USE DESIGNATIONS

- Residential – Low Density I
- Residential – Low Density II
- Residential – Medium Density I
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Open Space
- Greenbelt
- Utility

LAND USE LEGEND

- Regulatory Floodplain
- Community Park
- Planning District

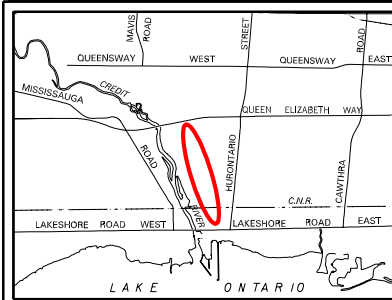
TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Local Road
- Existing Commuter Rail
- GO Transit Station
- Major Transit Corridor

B# *Appealed to the Ontario Municipal Board*

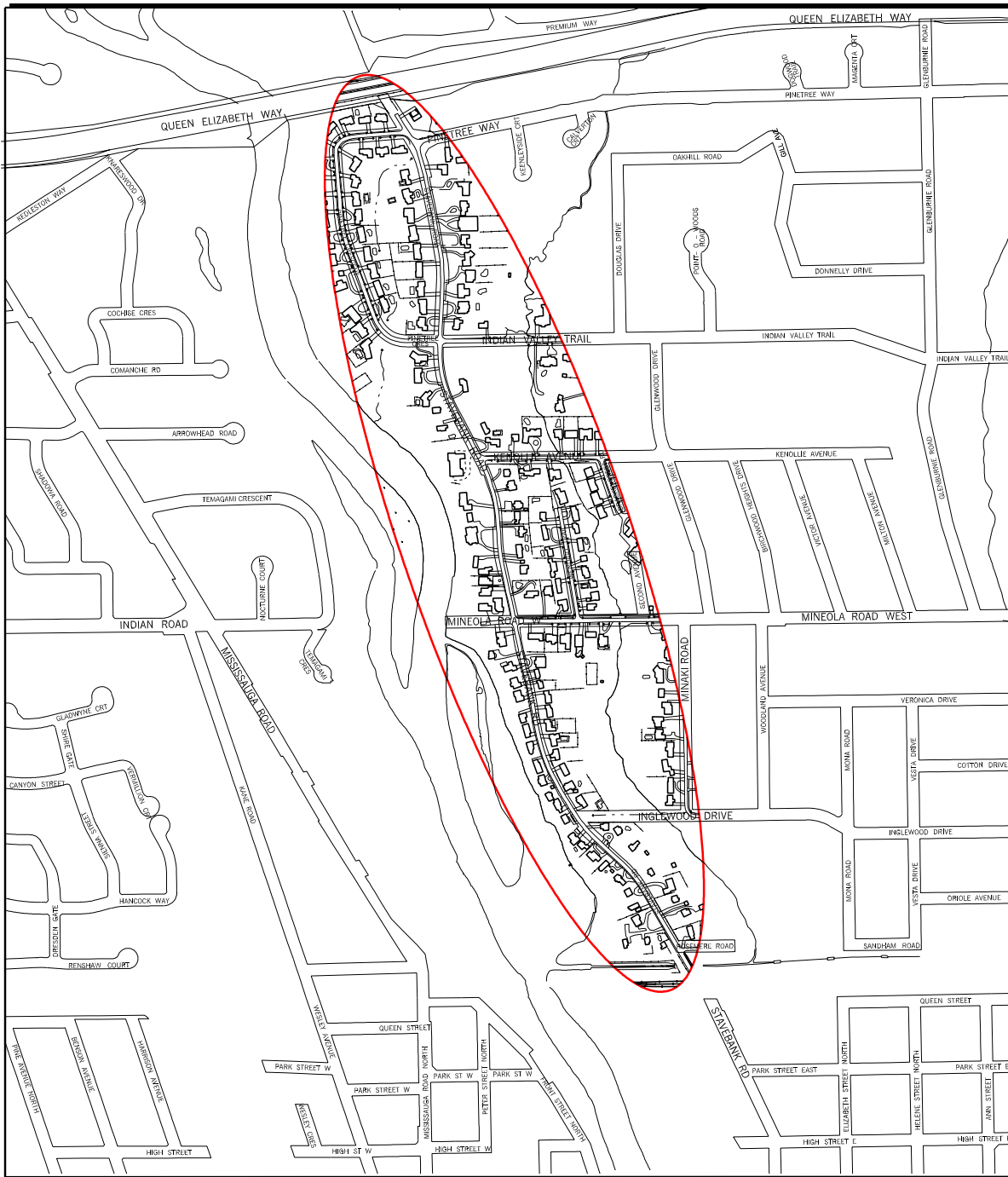


SUBJECT: STAVEBANK ROAD PROPOSED SCENIC ROUTE DESIGNATION



FILE NO:
MINEOLA
DWG. NO:
MIN1
SCALE:
N.T.S.
PDC DATE:
2005 12 05
DRAWN BY:
K. PROKOP

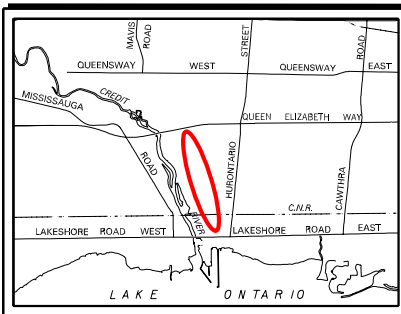
APPENDIX 1



BUILT FORM ADJACENT TO STAVEBANK ROAD

SUBJECT LANDS

SUBJECT: STAVEBANK ROAD PROPOSED SCENIC ROUTE DESIGNATION



FILE NO:	MINEOLA
DWG. NO:	MIN2
SCALE:	N.T.S.
PDC DATE:	2005 12 05
DRAWN BY:	K. PROKOP