

# **Report on Comments Draft Mississauga Plan**

April, 2002

Prepared by:

Planning and Building Department



## **Schedule 2 - Urban Form Concept**

On February 27, 2002, City Council approved the Master Plan and Implementation Strategy for the development of the Mississauga Garden Park, located north of Burnhamthorpe Road West, east of the Credit River. Recommendations were included in the Master Plan to amend the Parkway Belt West Plan by deleting the subject lands, amend City Plan designation of the site to "Open Space-City Park" and amend the zoning by-law to permit the following uses:

- park and greenbelt;
- commercial uses accessory to the Garden Park (i.e. gift shop, restaurants);
- offices;
- community uses;
- conference centre;
- banquet hall;
- conservatory/greenhouse complex.

The Parkway Belt West designation is no longer required because the objectives of the Parkway Belt West Plan have been met as follows: the lands are in public ownership; the transit corridor is not required; and the approved Master Plan will ensure management of the natural areas. To implement these recommendations, it is necessary to amend Schedule 2, Urban Form Concept and request the Province to amend the Parkway Belt West Plan by deleting the lands located north of Burnhamthorpe Road West, east of the Credit River. The amendment to Schedule 2 cannot be finalized until the Parkway Belt West Plan has been amended.

### **Recommendation 1**

That the Commissioner of Planning and Building be authorized to prepare and submit an application to the Province of Ontario to delete the lands bounded by Burnhamthorpe Road West, the Credit River Valley, Highway 403 Corridor and the St. Lawrence and Hudson Railway from the Parkway Belt West Plan, as shown on Map 1 of Exhibit 1 of the report titled "Report on Comments - Draft Mississauga Plan" dated April 23, 2002 from the Commissioner of Planning and Building.

### **Recommendation 2**

That, following the amendment to the Parkway Belt West Plan, Schedule 2, Urban Form Concept, be amended by identifying the Mississauga Garden Park, located north of Burnhamthorpe Road West, east of the Credit River as "Major Open Space" as shown on Map 1 of Exhibit 1 of the report titled "Report on Comments - Draft Mississauga Plan" dated April 23, 2002 from the Commissioner of Planning and Building.

### **Section 3.3 - General Policies, Business Employment**

Mr. Greg Dell, on behalf of Imperial Oil, notes that Automotive Service Commercial uses are permitted in City Plan for both the "Business Employment" and "Industrial" land use designations but are no longer permitted in the same designations in the Draft Mississauga Plan, and requests that they be reinstated. In City Plan, Automotive Service Commercial uses are permitted in the "Industrial" designation of both the Northeast and Southdown Districts, and the "Business Employment" designation in all Districts except for Airport Corporate, Northeast, Gateway and Sheridan Park. If the District Land Use Maps designate sites for commercial development, including Automotive Service Commercial uses, it would be no longer necessary or desirable to permit commercial development throughout these Districts on lands designated "Business Employment" or "Industrial". **No action is recommended.**

### **Section 3.5 - General Policies, Commercial**

#### Proposed Commercial Designations (Retail and Service Commercial in City Plan)

The existing eleven retail and service commercial designations in City Plan have resulted in confusion, complications and difficulties in interpretation. Commercial uses occur whenever goods and services are exchanged for money or credit. The types of uses permitted in commercial designations should be determined by the market forces, rather than the Draft Mississauga Plan establishing arbitrary lists of uses that are permitted or not permitted. The size of commercial developments should be a function of the market, site size and built form, including land use compatibility, parking, access and design considerations. In some cases, traffic generation may also be a factor.

There are two commercial designations in the Draft Mississauga Plan: "Mainstreet Commercial" and "General Commercial". The proposed "Mainstreet Commercial" designation has a stronger emphasis on urban design and is applied to traditional commercial areas where buildings are street-related and oriented to pedestrian traffic. This designation includes the historic retail areas (Port Credit, Streetsville and Clarkson) as well as areas where street-related and pedestrian-oriented development is being encouraged. For example, it would be applied to Cooksville and the portion of Lakeshore Road East in the Lakeview District. It prohibits the development of new automotive service commercial uses because they do not support the objective of encouraging pedestrian-oriented development, and establishes a maximum Floor Space Index (FSI) of 1.0.

The proposed "General Commercial" designation would replace existing "Retail and Service Commercial" designations including: "Regional Commercial"; "District Commercial"; "Neighbourhood Commercial"; "Convenience Commercial"; "Special Purpose Commercial"; "Employment Commercial"; "Arterial Commercial"; and "Automotive Service Commercial". This new designation would apply to existing and proposed commercial development in planned commercial areas, which are intended to serve residents, employees and the travelling public.

New development would be encouraged through infilling and redevelopment in order to

consolidate the potential of these areas and to restrict their linear extensions into stable, non-commercial areas. Urban design is emphasized in these areas. **No action is recommended.**

#### Automotive Service Commercial Uses in General Commercial

Concerns have been expressed with respect to the incorporation of automotive service uses (gas bars, service stations, car washes, car dealerships and rental agencies) in the "General Commercial" designation and it has been suggested that they have a separate designation.

A comprehensive restructuring of the policy framework affecting commercial development is proposed in the Draft Mississauga Plan. The policies are based on a consideration of the needs of the consumer, the interests of the municipality and the retail industry. They recognize that consumer preferences are constantly changing and that the industry needs flexibility to re-tenant or redesign space to respond to these changes. The policies also reflect that the interests of the City are primarily with the location, function and built form of commercial development.

The Draft Mississauga Plan commercial policies are directed at:

- providing the opportunity for competition to occur so that consumers are given choice and variety;
- being flexible so that the industry is able to quickly respond to the changing preferences of consumers;
- protecting the urban quality of life by ensuring that their built form does not result in urban blight;
- ensuring that commercial development is appropriately located and does not result in unfavourable impacts on surrounding land uses.

**No action is recommended.**

#### Related Policies

The following policies, pertaining to existing "Retail and Service Commercial" designations in City Plan, are moved to the General Commercial Policies and apply to all sites designated "General Commercial": policies regarding the number and location of automotive service stations; conditions regarding the location of a car wash adjacent to residential uses; infill development and the restriction of linear development into non-commercial areas; and, the requirements for concept plans for new development or a major expansion.

The proposed policies endeavour to create a "level planning field" by removing restrictions that were applied to a site based on previously held notions that the municipality should strictly regulate commercial development details regarding tenant profiles and the amount of space allocated to a particular use.

The automotive service commercial uses in the Draft Mississauga Plan would be subject to the same location, design and functional policies in City Plan to ensure compatibility with surrounding land uses. These policies were subject to a rigorous review, and were approved by the Ontario Municipal Board (OMB). In City Plan, automotive service commercial uses are permitted in all "Retail and Service Commercial" designations, except "Mixed Commercial", "Historic Commercial", "Employment Commercial" and "Arterial Commercial", subject to the same policies as proposed in the Draft Mississauga Plan. In certain districts, Lisgar and Meadowvale, there are restrictions on gas bars and service stations locating in "Neighbourhood and Convenience Centres". Since the development of new automotive service commercial uses is prohibited in the "Mainstreet Commercial" designation ("Mixed Commercial", "Historic Commercial" in City Plan), the net effect of the proposed policy change would allow automotive service commercial uses on lands now designated "Employment Commercial" and "Arterial Commercial", with the exception of Lisgar and Meadowvale Districts. **No action is recommended.**

#### Vacant Service Station Sites

It was suggested that restrictions be considered for vacant service station sites. Service station sites are subject to Section 3.12.4.2, "Sites with Potential Contamination", and the guidelines of the Provincial Government. **No action is recommended.**

#### Concept Plan

Mr. Greg Dell, on behalf of Imperial Oil takes exception to the requirement that applications for new commercial development submit a concept plan for, among other matters, "the integration of access points". He states that, while it is often possible to integrate other aspects of development such as parking, landscaping, setbacks, access points are vital to the success of failure of an automotive commercial development. The co-ordination, by a concept plan, of access points is critical to ensure the safe, and efficient function of intersections. **No action is recommended.**

#### Section 3.5.1.3.2.a

Mr. Vince Serratore, on behalf of Petro Canada, and Mr. Greg Dell, on behalf of Imperial Oil, has requested that Section 3.5.1.3.2.a, which reads:

**"Sites should be located** on major and arterial collector roads, preferably at their intersections except where such locations are important or sensitive in terms of city image, area character, streetscape, or significant natural features."

be revised to read "Automotive Service Commercial uses **will be encouraged to locate**". The proposed wording in the Draft Mississauga Plan provides clear policy direction and is preferred. **No action is recommended.**

### Sections 3.5.1.3.2.c and 3.5.2.3

The Canadian Petroleum Products Institute and Mr. Greg Dell, on behalf of Imperial Oil, are concerned with the wording of Sections 3.5.1.3.2.c and 3.5.2.3 which require that automotive service commercial sites be designed to be compatible with adjacent development. The concern is that the brand association and corporate identification aspects of the industry must be maintained and seeks clarification as to the intent of this section. "Compatible" as defined in the glossary:

"Means development which may not necessarily be the same as or similar to the existing or desired development, but nonetheless enhances an established community and co-exists with existing development without unacceptable adverse impact on the surrounding area."

Within this definition, and as experience has shown, there is sufficient room to accommodate the corporate identity of the petroleum retail industry. **No action is recommended.**

### Section 3.5.1.3.2.c

Mr. Greg Dell is concerned that Section 3.5.1.3.2.c, which states that "gas bars and/or automotive service stations will be discouraged as single uses at important intersections and should be integrated with other commercial development" could potentially restrict the timing of an automotive commercial development to that of the surrounding commercial development. The long term intensification of development, particularly at important intersections, continues to be a valid urban design objective. Further, since the small size of the service station sites alone cannot accommodate much additional development, it should not seriously affect the timing of development. **No action is recommended.**

### Section 3.5.2.2

Mr. Greg Dell further seeks clarification of the intent of Section 3.5.2.2 which states that "Commercial development will be of high quality urban design". "High quality" is used in a generic sense; the Urban Design policies in Section 3.15 and the District Policies elaborate on what this means and how it may be achieved. **No action is recommended.**

### **Section 3.5.1.2 - Commercial, Permitted Uses, Mainstreet Commercial**

Mr. Costa Abinajem, on behalf of Dixie Lake Plaza, objects to the prohibition of new convenience restaurants with a drive-through window in the "Mainstreet Commercial" designation. He considers these facilities to be convenient for people and stores, and that they reduce parking requirements.

The intent of the "Mainstreet Commercial" designation is to foster pedestrian-oriented, street-related commercial development. Development of new convenience restaurants with a drive-through window are not supportive of this objective, and not recommended. **No action is recommended.**

### **Section 3.8.6 - Open Space, Private Open Space**

The Open Space policies and land use maps do not differentiate between public and privately-owned cemeteries. Section 3.8.6.1, Private Open Space, should be amended to include private cemeteries, and the applicable land use maps should be revised by redesignating privately-owned cemeteries from "Public Open Space" to "Private Open Space".

#### **Recommendation 3**

That Section 3.8.6.1, Private Open Space, be amended to include "private cemeteries" after the words "such as".

#### **Recommendation 4**

That all privately-owned cemeteries be redesignated from "Public Open Space" to "Private Open Space" on all applicable District Land Use Maps.

### **Section 3.11.5 - Physical Services and Utilities, Natural Gas and Oil Pipelines**

Trans Canada Pipelines requests an exemption from the policies for the installation of transmission lines; that the location of rights-of-way be included on the District Land Use Maps, and a requirement for a 10 m setback (33 ft.) from the limits of Trans Canada rights-of-way for all permanent structures and excavations.

Piped services are permitted in all land use designations, subject to the policies of the Plan. However, the Environment Policies in Section 3.12.2.2.g prohibit linear utility corridors within Significant Natural Sites, Natural Sites, Natural Green Space or linkages. Because piped services and other utilities are permitted in all land use designations, there is no need to identify them on the individual land use maps. Oil and Gas transmission lines are identified on Appendix K. With respect to setbacks, it is a policy of the Draft Mississauga Plan (Section 3.11.5.3) that setbacks will be determined based on the type of pipeline, the stress level of the pipeline and the standards of the Technical Standards Safety Authority. This provides the necessary flexibility to respond to the various setback requirements for all the different pipelines, rather than one fixed distance. **No action is recommended.**

### **Section 3.12.4.2 - Environmental Issues, Sites with Potential Contamination**

Upon further review, Section 3.12.4.2, Sites with Potential Contamination, should be amended to reflect that the Sites with Potential Contamination are no longer identified on Schedule 3, Environmental Areas, and that owners are required to submit a site screening questionnaire.

### **Recommendation 5**

That Section 3.12.4.2, Sites with Potential Contamination, be deleted and replaced with the following:

#### **"3.12.4.2 Sites with Potential Contamination**

- a. Mississauga will endeavour to ensure that developing or re-developing sites do not represent a hazard to human or ecosystem health by:
  - requiring that the owners of lands proposed for development complete a questionnaire which will identify the potential for contamination of their lands;
  - requiring that landowners consider other potential sources of contamination such as disposal of waste materials, raw material storage, residues left in containers, maintenance activities, and spills and may also include some commercial properties such as gasoline stations, automotive repair garages, and dry cleaning plants;
  - development approval or approval of amendments to this Plan by the City for known or potentially contaminated sites will be deferred until the proponent of development undertakes a study assessing the potential for contamination in accordance with the Provincial Government guidelines and addresses all concerns of the City;
  - if the study indicates potential for soil or groundwater contamination, a remedial action plan in accordance with Provincial Government guidelines for the clean-up of contaminated sites will be required. Recommendations contained within the clean-up plan will be implemented by way of conditions to development approval.
- b. If a contaminated site cannot be remediated to the land use designations shown on the District Land Use Maps, the land use designation will be reviewed based on the remediation plan.
- c. Policies regarding contaminated sites should not be construed as a commitment by the City to identify all contaminated sites; rather they should be regarded as an effort by the City to responsibly obtain and utilize available information as part of the planning process."

### **Section 3.12.4.4 - Environmental Issues, Environmental Compatibility**

Upon further review, the last sentence of Section 3.12.4.4.a of the Draft Mississauga Plan should be amended by adding the words "the airport" after the words "such as" in order to identify the airport as a major feature with respect to determination of environmental compatibility.



#### **Recommendation 6**

That the last sentence of Section 3.12.4.4.a be amended by adding the words "the airport" after the words "such as".

#### **Section 3.12.4.9 - Environmental Issues, Utility Noise Level Limits**

Ontario Power Generation comments that the policies of Section 3.12.4.9, Utility Noise Level Limits, are contained within Section 3.12.4.8, Stationary Noise Sources, such that Section 3.12.4.9 is redundant and should be deleted.

#### **Recommendation 7**

That Section 3.12.4.9, Utility Noise Level Limits, be deleted.

#### **Section 3.14 - General Policies, Transportation**

Mr. John Stillich makes the following general comments regarding the transportation objectives and policies:

1. Mississauga Plan does not appear to address the enormous transportation problems in Mississauga and the Greater Toronto Area.

The anticipated growth in transportation demand in the Greater Toronto Area is significant and has been acknowledged in the Strategic Transportation Plan prepared by the Greater Toronto Services Board in 2000, and the more recent mandate of the Provincial Smart Growth panel for Central Ontario which includes providing advice on solutions to "unlocking gridlock and promoting livable communities". Within Mississauga, the Mississauga Transportation Strategy (1998) outlines and acknowledges the impact of increasing transportation demand and provides strategic recommendations for starting to address this issue. The Draft Mississauga Plan identifies the proposed transportation infrastructure for the City of Mississauga, including objectives for "increasing transit use" and "improving the road network efficiency". **No action is recommended.**

2. Environmental need to reduce emissions of green house gases.

Mississauga City Council has endorsed a recommendation requesting the adoption of the Kyoto protocol by the Federal government and has established the Mississauga Air Quality Advisory Committee to review opportunities and air quality issues at the municipal level. **No action is recommended.**

3. "There is a business case for higher public expenditure on public transit, even in the absence of federal/provincial support."

Municipal expenditures by Mississauga are reviewed annually through the budgeting process. In recent years, Mississauga has significantly improved transit service through increased investment without any funding assistance from senior levels of government. In 2000, 22 peak hour buses were added to the local transit system and an additional 24 buses were ordered from the manufacturer in 2001. Starting in 2002, the Provincial Government has assumed responsibility for funding the GO Transit system which will allow additional local financial resources to be directed into Mississauga Transit expansion through the budget process. **No action is recommended.**

4. Mississauga Plan focusses on locating transit in medium and high density areas and should also address low density areas.

Objective 2.10.2.7 is to "increase the use of public transit". The Draft Mississauga Plan also includes an objective (2.10.2.4) that public transit should be located "close to medium and high density development" which was not intended to preclude transit services to other areas. In fact, Section 3.14.3.5 calls for the implementation of "alternative transit service options and delivery concepts" to complement the grid bus service which is the focus for much of the local transit system. It is recommended that objective 2.10.2.4 be reworded to clarify its intent.

#### **Recommendation 8**

That Section 2.10.2.4, Transportation, Objectives, be deleted and replaced with the following:

"2.10.2.4 To locate conventional transit services close to medium and high density development, and in lower density areas, where appropriate. Alternative transit delivery concepts will be examined particularly in lower density areas".

5. "Transit-supportive land use planning has been largely absent in the past and there is a failure to promote the redevelopment of arterial urban corridors. He recommends a European model of development consisting of compact, mixed use low rise development which is pedestrian oriented and linked to transit services."

In addition to designating nodes for more intensive, mixed use development, other sites are identified on the District Land Use Maps for medium and high density housing to support transit use. Further, to promote redevelopment of urban corridors, lands are identified as "Mainstreet Commercial" to encourage mixed use, pedestrian-oriented development at transit supportive densities.

The Draft Mississauga Plan has identified Hurontario Street, Dundas Street and Eglinton Avenue as Major Transit Corridors to allow local transit services to be developed incrementally, as resources become available and demands warrant. These transit corridors are intended to support the planned urban form in these corridors and provide linkages to other key transit corridors beyond Mississauga's municipal boundaries. **No action is recommended.**

6. "Development of remaining non-urbanized lands should be based on the principle that most people would not own an automobile."

The land use pattern, built form, densities, and road pattern in Mississauga's remaining undeveloped District, Churchill Meadows, are directed at promoting pedestrian and transit use. **No action is recommended.**

7. "Encourage new ideas."

The Transportation and Works Department encourages public input on transportation planning issues. Mr. Stillich as a representative of Environmentalist Plan Transportation, has also been circulated a copy of the draft "Mississauga Transit Strategy - 2002" for information and comments along with an invitation to participate in a workshop to solicit further input. **No action is recommended.**

8. "Set adequate and specific targets for transportation, density and livability."

The Transit Mode Split target previously located in Appendix N of City Plan is obsolete and in need of revision. New transportation targets are being prepared as part of the Mississauga Transportation Strategy (1998) and the Mississauga Transit Strategy process that is currently underway. **No action is recommended.**

### **Section 3.14.3 - Transportation, Transit**

Mr. Joe Lomangine suggests that the subway be extended from Kipling Avenue to Hurontario Street and Dundas Street.

An environmental assessment was undertaken by the Toronto Transit Commission (TTC) in the early 1990's to extend the Bloor subway line westward, initially to Sherway Gardens. This project has been deferred due to funding constraints and the most recent "Rapid Transit Expansion Study" conducted by TTC in 2001 which identified the subway extensions on the Sheppard line and the Spadina line as the two highest priorities. The Draft Mississauga Plan has designated Hurontario Street, Dundas Street and Eglinton Avenue as Major Transit Corridors to allow local transit services to be developed incrementally, as resources become available and demands warrant. One reason for recommending Dundas Street as a Major Transit Corridor is the long term potential for extending the Bloor subway westward as is indicated in section 3.14.3.12. **No action is recommended.**

### **Section 3.14.10.2.1 - Airport, Aircraft Noise, Policies**

Upon further review, Section 3.14.10.2.1, Aircraft Noise Policies, should be amended to reflect current requirements with respect to giving notice to prospective purchasers and tenants.

### **Recommendation 9**

That Section 3.14.10.2.1 be amended by adding the following:

- "i. Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located between the NEF/NEP contours of 25 and 29, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours. Notice is also to be provided regarding the requirement for the provision for central air conditioning.
- j. Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located at the NEF/NEP contours of 29 and above, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours. Notice is also to be provided regarding the requirement for the installation of central air conditioning."

### **Section 3.16 - General Policies, Community Uses**

It was requested that the school symbols remain on District Land Use Maps. Schools are permitted in all land use designations, except where prohibited by Greenbelt Policies, and were identified on City Plan with symbols for information purposes only. As well, since the *Planning Act* requires that adequate school sites be provided, it is not necessary to continue to identify them. Further, since schools are permitted in all land use designations, with the exceptions noted, it is misleading to identify them with symbols as it implies that they are only permitted on the identified sites, which is not the case. **No action is recommended.**

### **Section 4.3.4.3 - Applewood District Policies, Land Use, Open Space**

Upon further review, since the Applewood District satisfies the new parkland criteria, Section 4.3.4.3, Open Space, is not required and should be deleted.

### **Recommendation 10**

That Section 4.3.4.3, Land Use, Open Space, be deleted.

## Section 4.6 - City Centre District Land Use Map

It was requested that a note be placed on the City Centre District Land Use Map stating that "additional open space will be identified through the review of development applications". As the City Centre District Policies are before the OMB, it is not recommended that they be amended at this time. Notwithstanding the forgoing, the *Planning Act* establishes parkland dedication requirements, and the City may negotiate the purchase of additional lands, if required without the need for this statement. **No action is recommended.**

## Section 4.8 5.1 - Cooksville District Policies, Transportation, Road Classification

Upon further review, it is recommended that Section 4.8.5.1, Road Classification, Table 1 , Basic Road Characteristics, be amended to identify Stavebank Road, south of Isabella Avenue, as a Minor Collector (Scenic Route) with 15 m (50 ft.) Right-of-Way.

### **Recommendation 11**

That Section 4.8.5.1, Road Classification, Table 1 , Basic Road Characteristics be amended to include:

ROAD TYPE	NAME	SECTION	JURISDICTION	RIGHTS-OF-WAY
MINOR COLLECTOR	Stavebank Road (Scenic Route)	South of Isabella Avenue to Premium Way	City of Mississauga	15 m

## Section 4.8.6 - Cooksville District Policies, Special Site Policies

Upon further review, it appears that the agreements for the possible development of a community centre in the southeast quadrant of Confederation Parkway and Dundas Street West may be extended and, therefore, the existing Section 6.9.8.5, Special Site 4 policies of City Plan should be reinstated in the Draft Mississauga Plan.

### **Recommendation 12**

That Section 4.8.6, Cooksville, Special Site Policies be amended by adding a site map and the following:

#### **"4.8.6.13 Site 12**

The lands identified as Special Site 12 are located in the southeast quadrant of the intersection of Dundas Street West and Confederation Parkway. Notwithstanding the Mainstreet Commercial designation on the lands, the following additional policies will apply:

- a. a maximum of 688 apartment units; 2 541 m<sup>2</sup> of office, retail and service commercial uses; a 1 152 m<sup>2</sup> community centre; and an 8-storey, approximately 9 580 m<sup>2</sup> existing office building will be permitted;
- b. in the event that the community centre is not required, then the space designated for a community centre, 1 152 m<sup>2</sup>, may be converted to office, retail and service commercial uses."

### **Section 4.9 - Creditview District Land Use Map**

It was requested that the school sites be designated "Open Space" instead of "Residential". In all planning districts school sites are shown as "Residential" and to designate them as "Open Space" in Creditview is misleading as there are no plans to purchase the sites, if ever declared surplus, for a community park. **No action is recommended.**

### **Section 4.10 - Dixie District Land Use Map**

The Dixie District Land Use Map should be amended to incorporate a new park located south of the St. Lawrence and Hudson Railway and west of the Etobicoke Creek.

### **Recommendation 13**

That the Dixie District Land Use Map be amended by redesignating lands south of the St. Lawrence and Hudson Railway and west of Etobicoke Creek from "Business Employment" and "Greenbelt" to "Open Space - Community Park" as shown on Map 2 of Exhibit 1 in the report titled "Report on Comments - Draft Mississauga Plan" dated April 23, 2002 from the Commissioner of Planning and Building.

#### **Section 4.12.4.1 - Erindale District Policies, Transportation, Road Classification**

Upon further review, it is recommended that Section 4.12.4.1, Road Classification, Table 1 , Basic Road Characteristics be amended to identify Stavebank Road, south of Isabella Avenue, as a Minor Collector (Scenic Route) with 15 m (50 ft.) Right-of-Way.

#### **Recommendation 14**

That Section 4.12.4.1, Road Classification, Table 1, Basic Road Characteristics be amended to include:

<b>ROAD TYPE</b>	<b>NAME</b>	<b>SECTION</b>	<b>JURISDICTION</b>	<b>RIGHTS-OF-WAY</b>
MINOR COLLECTOR	Stavebank Road (Scenic Route)	South of Isabella Avenue to Premium Way	City of Mississauga	15 m

#### **Section 4.12 - Erindale District Land Use Map and Section 4.12.5.6 - Erindale District Policies, Special Site Policies**

On February 27, 2002, City Council approved the Master Plan and Implementation Strategy for the development of the Mississauga Garden Park, located north of Burnhamthorpe Road West, east of the Credit River. Recommendations were included in the Master Plan to amend the Parkway Belt West Plan by deleting the subject lands, amend City Plan designation of the site to "Open Space - City Park" and amend the zoning by-law to permit the following uses:

- park and greenbelt;
- commercial uses accessory to the Garden Park (i.e. gift shop, restaurants);
- offices;
- community uses;
- conference centre;
- banquet hall;
- conservatory/greenhouse complex.

The Parkway Belt West designation is no longer required because the objectives of the Parkway Belt West Plan have been met as follows: the lands are in public ownership; the transit corridor is not required; and the approved Master Plan will ensure management of the natural areas.

Amendments will also be required to the Site 5 policies to reflect the approved Master Plan and Implementation Strategy for the development of the Mississauga Garden Park.

**Recommendation 15**

That the Erindale District Land Use Map be amended by redesignating lands north of Burnhamthorpe Road West, east of the Credit River from "Parkway Belt West" to "Greenbelt" and "Open Space - City Park", as shown on Map 3 of Exhibit 1 of the report titled "Report on Comments - Draft Mississauga Plan" dated April 23, 2002 from the Commissioner of Planning and Building.

**Recommendation 16**

That Section 4.12.5.6, Erindale District Policies, Special Site Policies, Site 5, be amended by revising the limits of Site 5 as shown on Map 4 of Exhibit 1 of the report titled "Report on Comments - Draft Mississauga Plan" dated April 23, 2002 from the Commissioner of Planning and Building.

**Recommendation 17**

That Section 4.12.5.6, Erindale District Policies, Special Site Policies, Site 5, be amended by deleting (c) and replacing it with the following:

"c. The planning and development of the Mississauga Garden Park will be pursuant to the approved Mississauga Garden Park Master Plan and Implementation Strategy".

**Recommendation 18**

That Section 4.12.5.6, Erindale District Policies, Special Site Policies, Site 5, be amended by adding the following:

"d. The Special Site 5 policies and their Greenbelt and Open Space designations will not come into effect until the lands identified as Special Site 5 are deleted from the Parkway Belt West Plan, at which time this Section d. will be repealed without an amendment to this Plan."



#### **Section 4.12.5.2 - Erindale District Policies, Special Site Policies**

Mr. Harold Klug, c/o Glen Acres Ltd. requests that Section 4.12.5.2.f, Site 1, policies be deleted and dealt with as part of the zoning by-law:

"f. notwithstanding the Mainstreet Commercial policies of this Plan, retail and service commercial uses and all types of restaurants will not be permitted within Special Site 2 lands on the south side of Dundas Street West, west of Robinson Street extending westerly to include the lands at the southwest corner of Dundas Street West and Mindemoya Road."

The above-noted policy was developed on the basis of public input during the review of the Erindale District Policies, and, consequently, the Draft Mississauga Plan approval process is not the appropriate process for changing it. Although retail uses are prohibited, notwithstanding the "Mainstreet Commercial" designation, offices, community uses and residential uses would still be permitted by the designation. **No action is recommended.**

#### **Section 4.15.5.6 - Gateway District Policies, Special Site Policies**

Mr. Philip Stewart, on behalf of the Orlando Corporation, has requested that following policy be reinstated in Section 4.15.5.6, Site 5:

"The above-noted principles will be applied in a flexible manner based on the individual design merits of each development application."

The above clause has not been deleted from City Plan. It has been moved, together with other "Gateway" design policies to the Urban Design Policies in Section 3.15, more specifically, 3.15.1.3. This will ensure that the policy is applicable to gateways in all Districts, reduce duplication and indicate that all urban design policies are to be applied in a flexible manner. **No action is recommended.**

Further, Mr. Stewart, on behalf of the Orlando Corporation, requests that there be no change to the current wording of Site 5 for greater clarity. Current development applications are not subject to the provisions of the Draft Mississauga Plan, and will be processed in accordance with City Plan, or the Official Plan in effect at the time of submission. Notwithstanding the forgoing, there is no change in the planning requirements for Site 5 - the principles for development in the District Gateway have been moved to the Urban Design section to reduce duplication such that they are applicable to all Gateways in the City. **No action is recommended.**

Mr. Philip Stewart, on behalf of the Orlando Corporation, has requested that the lands designated "General Commercial" at the southwest corner of Hurontario Street and proposed Capston Drive, subject to proposed draft plan of subdivision 21T-88025 and rezoning application OZ/082/88W be redesignated "Business Employment" in accordance with their submission. This request is more appropriately dealt with by the processing of the development application. **No action is recommended.**

#### **Section 4.17.4.1 - Lakeview District Policies, Land Use, Residential**

Upon further review, it is recommended that the policies for the intensification of existing apartment sites, currently in City Plan, be reinstated.

##### **Recommendation 19**

That Section 4.17.4.1, Land Use, Residential, be amended by adding the following:

##### **"4.17.4.1.6        Intensification of Existing Apartment Sites**

Proposals for additional development on lands with existing apartment buildings will be subject to the following, in addition to other policies regarding medium and high density residential development in this Plan:

- a. on lands designated Residential High Density I or II, development in addition to existing buildings, will be restricted to the uses permitted in the Medium Density I designation, up to the maximum density specified for the high density designation;
- b. as a condition of development, the site in its entirety must meet current site plan and landscaping requirements, and existing buildings must meet current building code, fire code and property standards."

#### **Section 4.18.7.5 - Lisgar District Policies, Special Site Policies**

Special Site 4 abuts the Kindree Family Cemetery, which was designated under the *Ontario Heritage Act* in 2000. Provision should be made in the site policies for an archaeological assessment if the site is redeveloped.

##### **Recommendation 20**

That Section 4.18.7.5, Site 4, be amended by adding the following paragraph:

"Redevelopment of Special Site 4 will be subject to an archaeological assessment due to its location adjacent to the Kindree Family Cemetery, designated under the *Ontario Heritage Act*."

## **Section 4.22 - Meadowvale Business Park District Land Use Map**

The Meadowvale Business Park District Land Use Map should be amended to incorporate a new park located on the east side of Ninth Line, south of Highway 401.

### **Recommendation 21**

That the Meadowvale Business Park District Land Use Map be amended by redesignating lands on the east side of Ninth Line, south of Highway 401 from "Business Employment" to "Open Space - Community Park" as shown on Map 5 of Exhibit 1 of the report titled "Report on Comments - Draft Mississauga Plan" dated April 23, 2002 from the Commissioner of Planning and Building.

## **Section 4.27.6 - Port Credit District Policies, Special Site Policies**

Upon further review, because the "Business Employment" policies in Port Credit do not permit outdoor storage, Section 6.28.8.4, Special Site 3 of City Plan should be reinstated in the Draft Mississauga Plan to continue to permit outdoor storage for Port Credit Lumber.

### **Recommendation 22**

That Section 4.27.6, Port Credit, Special Site Policies, be amended by adding a site map and the following:

#### **"4.27.6.6 Site 5**

The lands identified as Special Site 5 are located on the north side of Queen Street West between Benson Avenue and Pine Avenue. Notwithstanding the Business Employment designation on these lands, the following additional policy will apply:

- a. screened outdoor storage will be permitted."

## **Section 5.3.3.1 - Development Applications, Zoning, Holding Zone**

Since the City Centre Zoning By-law incorporates the use of a Holding Zone for the provision of parkland, this section should be amended to indicate that a holding zone may be used for the provision of parkland.

### **Recommendation 23**

That Section 5.3.3.1, Zoning, Holding Zone, be amended by adding to b. the following bullet point:

- "• the provision of parkland."

## **Section 5.4 - Implementation, Public Participation**

During the preparation of public notice for the Draft Mississauga Plan, Resolution 332-98, which pertains to the method of giving notice for public meetings under the *Planning Act*, adopted November 10, 1998 was reviewed with respect to the public participation policies in Section 5.4.2 of the Draft Mississauga Plan. City Council discussed public notice procedures for the Draft Mississauga Plan and decided that notice for the new official plan should not be mailed to all owners of land in Mississauga, notwithstanding the requirements of the resolution. This clarification has been incorporated into the public notice policies of the Draft Mississauga Plan.

The Fees and Charges By-law has been amended to cover all cost associated with the public notice, and other forms of notice, in the form of unaddressed mail and mobile signs have been reviewed and used where appropriate. Finally, the procedural protocol for zoning and official plan amendments has been amended to implement the resolution. Consequently, Resolution 332-98 is no longer required and should be rescinded.

### **Recommendation 24**

That Resolution 332-98 be rescinded.

## **Section 7.0 - Glossary**

The Region of Peel has requested that a definition of "dwelling" be included in the glossary to clarify the residential land use policies. Definitions for "dwelling unit", and the various forms of dwellings are in the Zoning By-law and should not be duplicated in the Draft Mississauga Plan. **No action is recommended.**

## **Approved City Plan Amendments**

Since the Draft Mississauga Plan was prepared, various amendments to City Plan have been approved. The Draft Mississauga Plan should be amended to incorporate these various amendments.

**Recommendation 25**

That the approved amendments to City Plan be incorporated into the Draft Mississauga Plan.

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