



AGENDA

PLANNING & DEVELOPMENT COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

MONDAY, NOVEMBER 11, 2013 - 7:00 P.M.

COUNCIL CHAMBER, 2ND FLOOR - CIVIC CENTRE
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1
<http://www.mississauga.ca>

Members

Mayor Hazel McCallion	
Councillor Jim Tovey	Ward 1 (Chair)
Councillor Pat Mullin	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor Frank Dale	Ward 4
Councillor Bonnie Crombie	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Katie Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Mumtaz Alikhan, Legislative Coordinator, Office of the City Clerk
905-615-3200 ext. 5425 / Fax 905-615-4181
email: mumtaz.alikhan@mississauga.ca



Please note that the Planning and Development Committee meetings will be
streamed live and archived at <http://www.mississauga.ca/videos>

PLANNING & DEVELOPMENT COMMITTEE – NOVEMBER 11, 2013

CALL TO ORDER

DECLARATIONS OF (DIRECT OR INDIRECT) PECUNIARY INTEREST

APPROVAL OF PREVIOUS MINUTES

Planning and Development Committee Meeting of October 28, 2013

MATTERS TO BE CONSIDERED

1. Sign Variance Applications – Sign By-law 0054-2002, as amended
File: BL.03-SIG (2013)
2. Payment-in-Lieu of Off-Street Parking (PIL) Application, 31 Lakeshore Road East,
Southwest corner of Lakeshore Road East and Stavebank Road South
Owner: Centre City Capital Limited
Applicant: Adamson Associates
File: FA.31 13/001 W1
3. Mississauga Official Plan – General Amendment
File: CD-02.MIS
4. Provincial Initiatives on Electricity Planning
File: CD.09.POW
5. **PUBLIC MEETING**
Information Report on Proposed Housekeeping Amendments – Mississauga
Zoning By-law 0225-2007, City of Mississauga, **Bill 51**, Wards 1 - 11

ADJOURNMENT



Corporate Report

Clerk's Files

Originator's
Files

BL.03-SIG (2013)

DATE: October 22, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: November 11, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Sign By-law 0054-2002, as amended**
Sign Variance Applications

RECOMMENDATIONS: That the Report dated October 22, 2013 from the Commissioner of Planning and Building regarding Sign By-law 0054-2002, as amended, and the requested two (2) Sign Variance Applications described in Appendices 1 to 2 to the Report, be adopted in accordance with the following:

1. That the following Sign Variances **be granted**:

- (a) Sign Variance Application 13-06142
Ward 11
Kinsun Properties Inc.
6485 Mississauga Rd.

To permit the following:

- (i) Alterations to an existing ground sign structure creating a total sign area of 19.60 sq. m. (211.02 sq. ft.) per sign face and a height of 7.8m (25.66 ft.).

- (b) Sign Variance Application 13-05956
Ward 11
Novartis
7125 Mississauga Rd.

To permit the following:

- (i) A third fascia sign located between the limits of the top floor and the parapet or roof level.

BACKGROUND: The *Municipal Act* states that Council may, upon the application of any person, authorize minor variances from the Sign By-law if in the opinion of Council the general intent and purpose of the By-law is maintained.

COMMENTS: The Planning and Building Department has received two (2) Sign Variance Applications (see Appendices 1 to 2) for approval by Council. The application is accompanied by a summary page prepared by the Planning and Building Department which includes information pertaining to the site location; the applicant's proposal; the variance required; an assessment of the merits (or otherwise) of the application; and a recommendation on whether the variance should or should not be granted.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Council may authorize minor variances from Sign By-law 0054-2002, as amended, if in the opinion of Council, the general intent and purpose of the By-law is maintained. Sign By-law 0054-2002, as amended, was passed pursuant to the *Municipal Act*. In this respect, there is no process to appeal the decision of Council to the Ontario Municipal Board, as in a development application under the *Planning Act*.

ATTACHMENTS: Kinsun Properties Inc.
Appendix 1-1 to 1-6

Novartis
Appendix 2-1 to 2-7



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Darren Bryan, Supervisor Sign Unit





SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

October 22, 2013

FILE: 13-06142

RE: Kinsun Properties Inc.
6485 Mississauga Road - Ward 11

The applicant requests the following variance to section 13 of Sign By-law 0054-2002, as amended.

Section 13	Proposed
Permits a ground sign with a maximum sign area of 15.0 sq. m. (161.46 sq. ft.) per sign face and a maximum height of 7.5m (24.5 ft.).	Alterations to an existing ground sign structure creating a total sign area of 19.60 sq. m. (211.02 sq. ft.) per sign face and a height of 7.8m (25.66 ft.).

COMMENTS:

The applicant applied for a permit to install an electronic message board to an existing ground sign. Upon review, it was revealed alterations had occurred to the existing ground sign without permits. The variance is to legalize the existing ground sign and add the electronic message board.

The proposed ground sign is located along the Mississauga Road street frontage. The sign is well designed and proportional to the size of other signs in the area. The Planning and Building Department therefore finds the variance acceptable from a design perspective.

September 3, 2013

KINSUN PROPERTIES INC.

40 Wynford Drive Suite #316, Toronto, ON M3C 1J5
Tel. 416-484-7786 Fax. 416-484-9998

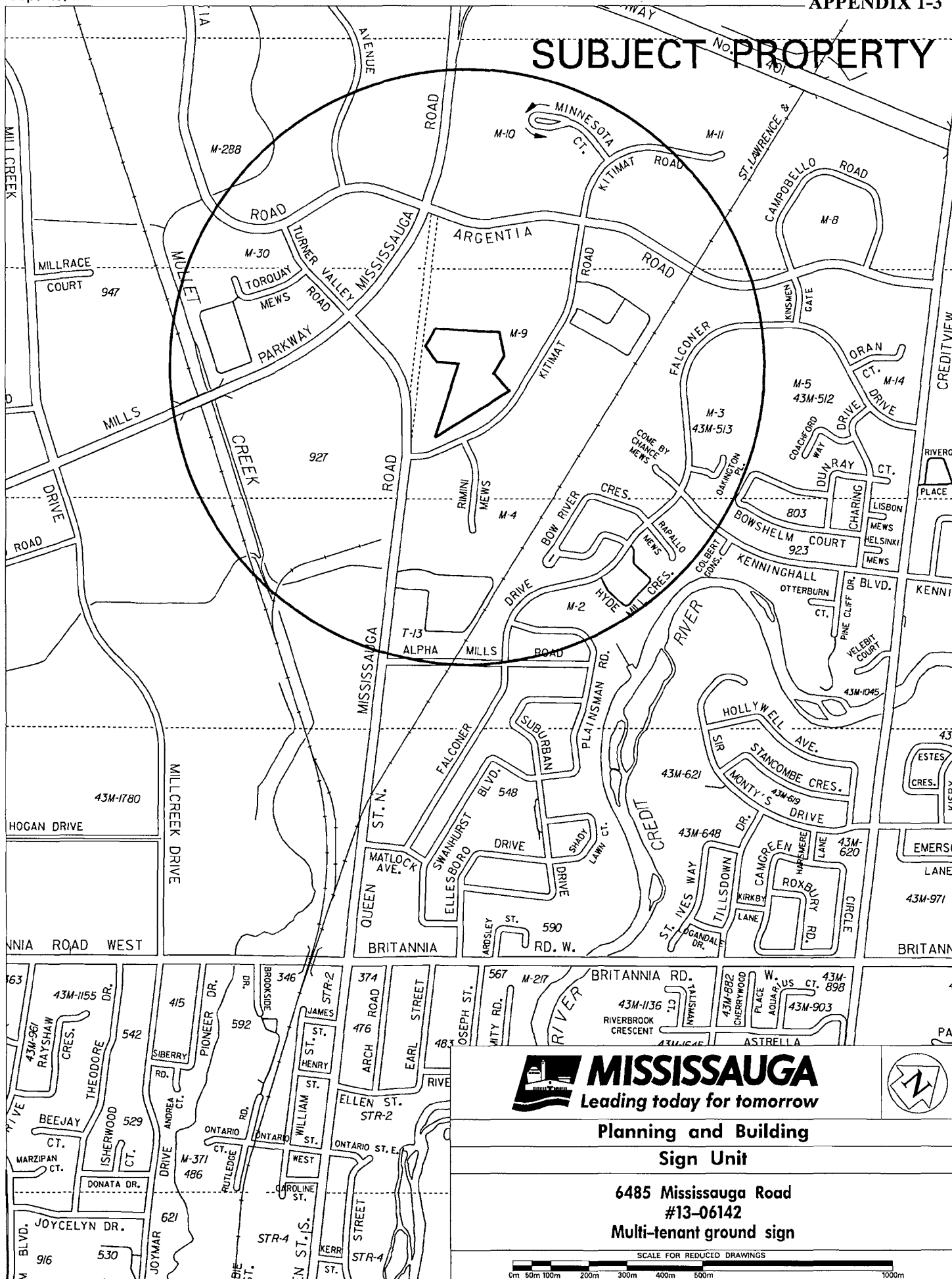
RE: Letter of Rationale

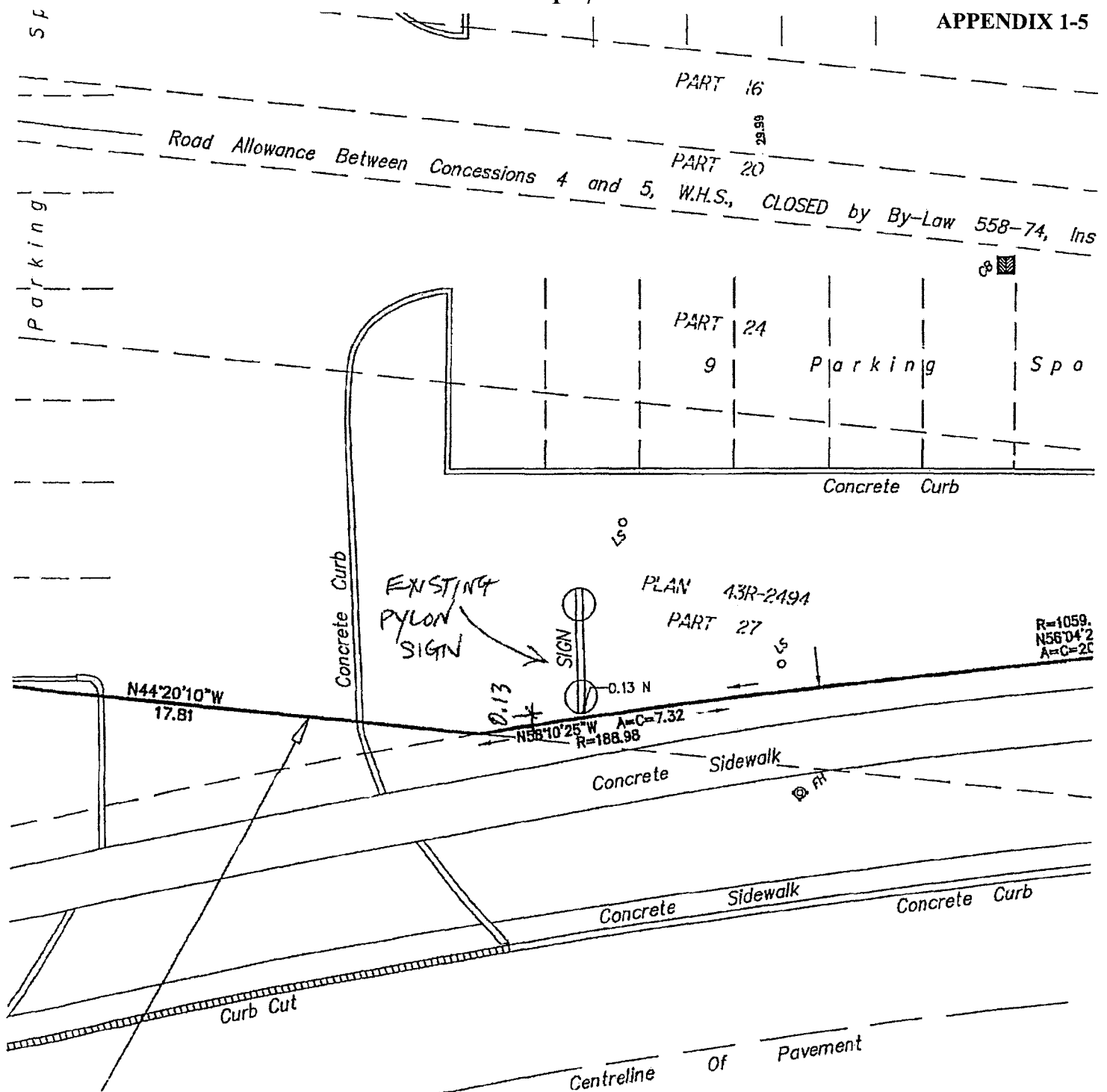
Dear Committee Members,

The pylon sign fronting Mississauga Road was existing when we purchased the property in 2007. When we recently applied for an addition to this pylon sign (proposed LED signage at the bottom of the existing sign) the City notified us that a permit for this sign was never issued. This is the main reason why we are now applying for a sign / variance permit. We have had the property surveyed so that we could determine the pylon sign location. We then had Bernatt Architect Ltd. prepare a drawing of the existing sign plus the proposed new LED addition to the pylon sign.

We hereby apply for a sign permit / sign variance as required because there currently is no permit for even the existing pylon sign.

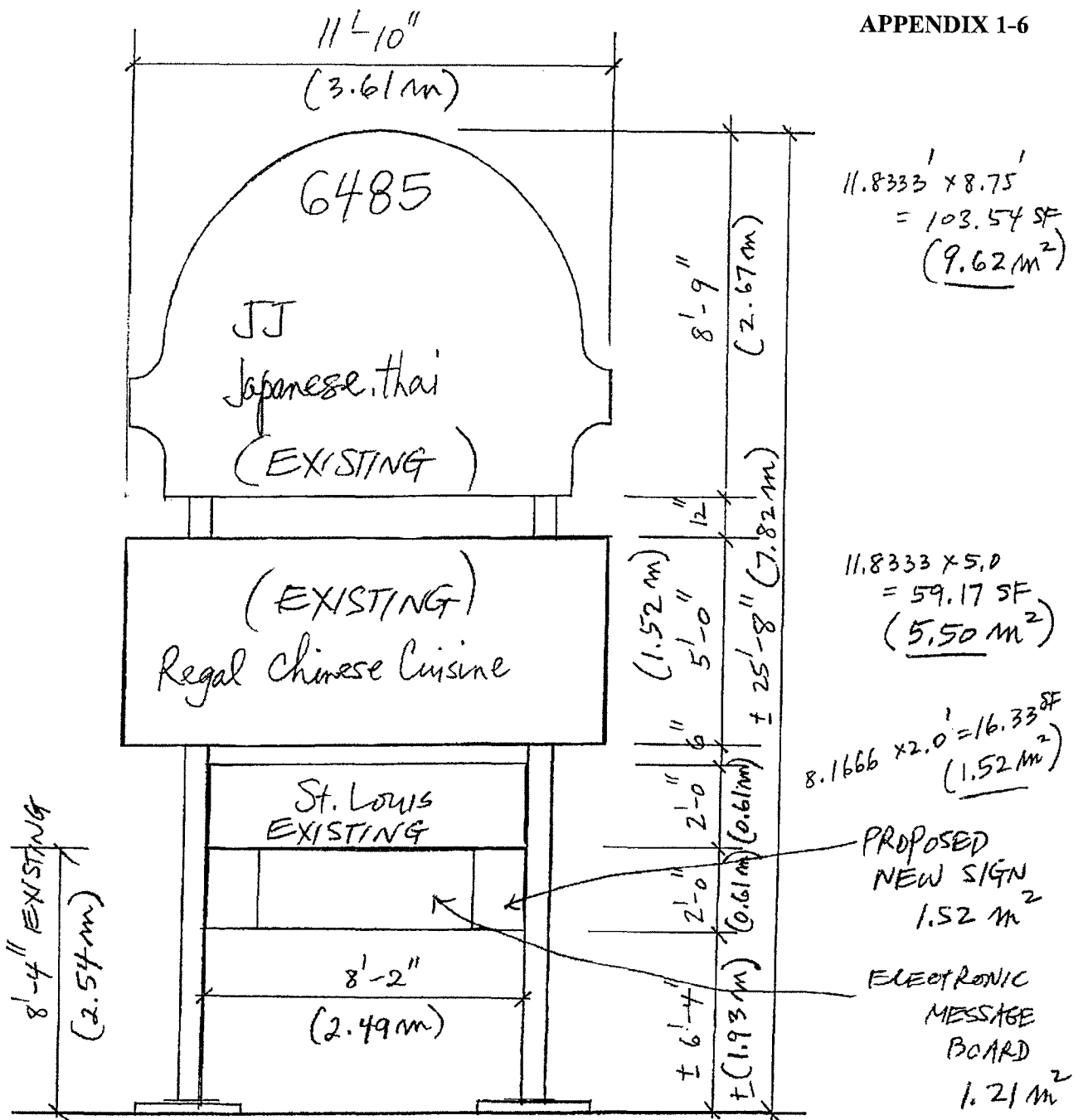

Danny Tang
Owner





MISSISSAUGA ROAD

(Dedicated as Public Highway by By-Law 10783, Instrument No. 280198 VS)



EXISTING PYLON SIGN - ELEVATION
SKETCH

6485 MISSISSAUGA ROAD

BERNATI ARCHITECT LTD.

AUG. 19/13



SIGN VARIANCE APPLICATION REPORT
-Planning and Building Department

October 22, 2013

FILE: 13-05956

RE: Novartis
7125 Mississauga Rd. – Ward 11

The applicant requests the following variance to section 13 of the Sign By-law 0054-2002, as amended.

Section 13	Proposed
Permits an office building to have 2 additional fascia signs located between the limits of the top floor and the parapet or roof level.	A third fascia sign located between the limits of the top floor and the parapet or roof level.

COMMENTS:

The proposed fascia sign is located on the north side of the building, visible from southbound travel on Mississauga Road. The two existing fascia signs are located on the west and south sides of the building at the principal street intersection. Since only two of these fascia signs can be seen at the same time, the Planning and Building Department therefore has no concerns with the requested variance.



Zip Signs Ltd.
5040 North Service Road
Burlington, Ontario L7L 5R5

August 21, 2013rd

City of Mississauga
300 City Centre Drive
Mississauga, ON. L5B 3C1

Subject: Sign Variance Rationale
Object: Novartis - 7125 Mississauga Road, Mississauga ON

To Whom It May Concern;

We respectfully ask that you consider our application for variance of the Sign Bylaw Part 13, Table 1, Subsection Office – Hotel Column 2. We are asking to allow for a third fascia sign to be installed at 7125 Mississauga road which currently has two Baxter fascia signs (SGNBLD 11 4720) currently located on the south and west elevations on the corner at Mississauga Road and Derry Road. The proposed additional wall sign would be on the North elevation and would be the only sign visible to identify the occupants of the building coming Southbound on Mississauga Road. The proposed sign will still fall under the required 2% of the wall elevation that is stipulated in the bylaw.

This proposal is consistent with the installation of permitted fascia signs on other properties within the city of Mississauga and will not interfere with pedestrian traffic or obstruct public visibility. In doing so it will allow for clear indication as to a major tenant of the building and will aid in congestion and flow of traffic for visitors to the building.

Consistent with neighbouring buildings, our proposal does not alter in any way the essential character of the area nor would it adversely affect adjacent properties. Being a sign type that is permitted in the sign district where the premises is located, the installation would be done in compliance with the Ontario Building Code, whereby public safety would be guaranteed.

We are confident that our proposal satisfies the public interest as well as preserving the character of the Commercial and office district. We thank you for the attention you are giving our application and consideration for the success of this proposal, and we remain available should you require additional information and/or documents to complete this application.

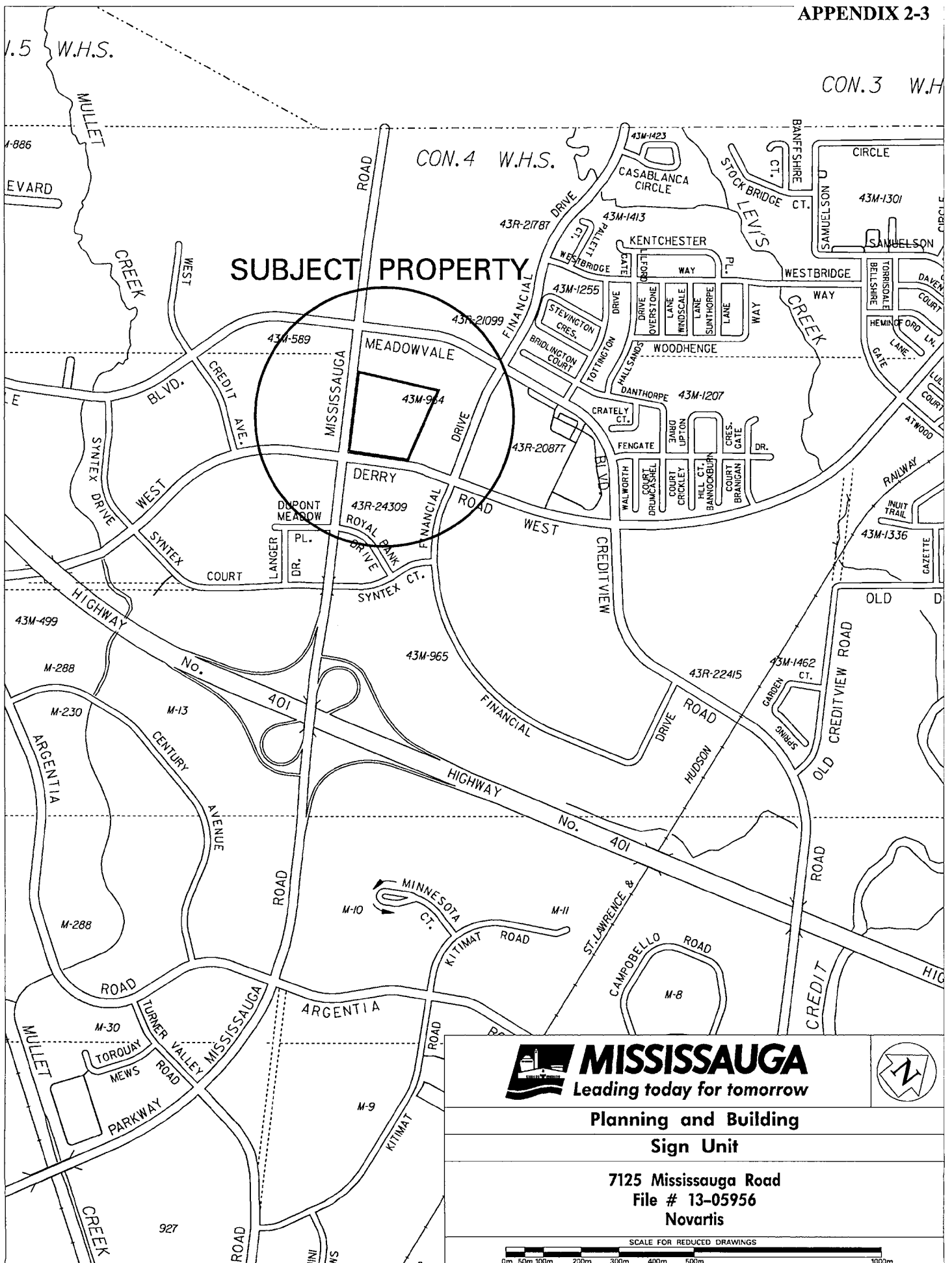
Best regards,

Dave Adam
Permit Consultant
Zip Signs Ltd.

Ph 905-332-8332 Toll Free 800-291-0166
Fx 905-332-9994

www.zipsigns.com
info@zipsigns.com

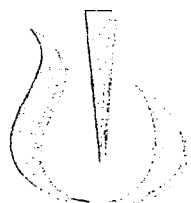
Creating Signs of Excellence Since 1971





31'-8" (9652)

5'-6 1/2" (1689)



NOVARTIS

2' 10" 0.8625m

- logo 40 lbs
to be fixed to
angle rider
- min 6. 3/8" thru bolts

- 14-18lbs / letter to be
fixed to angle rider
- min. 4 3/8" thru bolts
per letter

14-18 / 62

Sign 1

Supply & Install one (1) new exterior illum.
channel letter display

Graphics / Substrate

TBD

White 2447 acrylic

Illumination

White AVL 6500 LEDs

Power supplies located remotely

Construction

3/16" white acrylic

1" vinyl trim retainer

.050 aluminum returns

3mm White ACP backs

3" aluminum angle riders

Paint

TBD

Notes

Supply vents and drain holes as required

- ☐ Colour A TBD
- ☐ Colour B TBD
- ☐ Colour C TBD

ZIP SIGNS

This drawing is the property of Zip Signs Ltd.

S:\Customers\W\Modo Creative\Mississauga\S0014552\Design

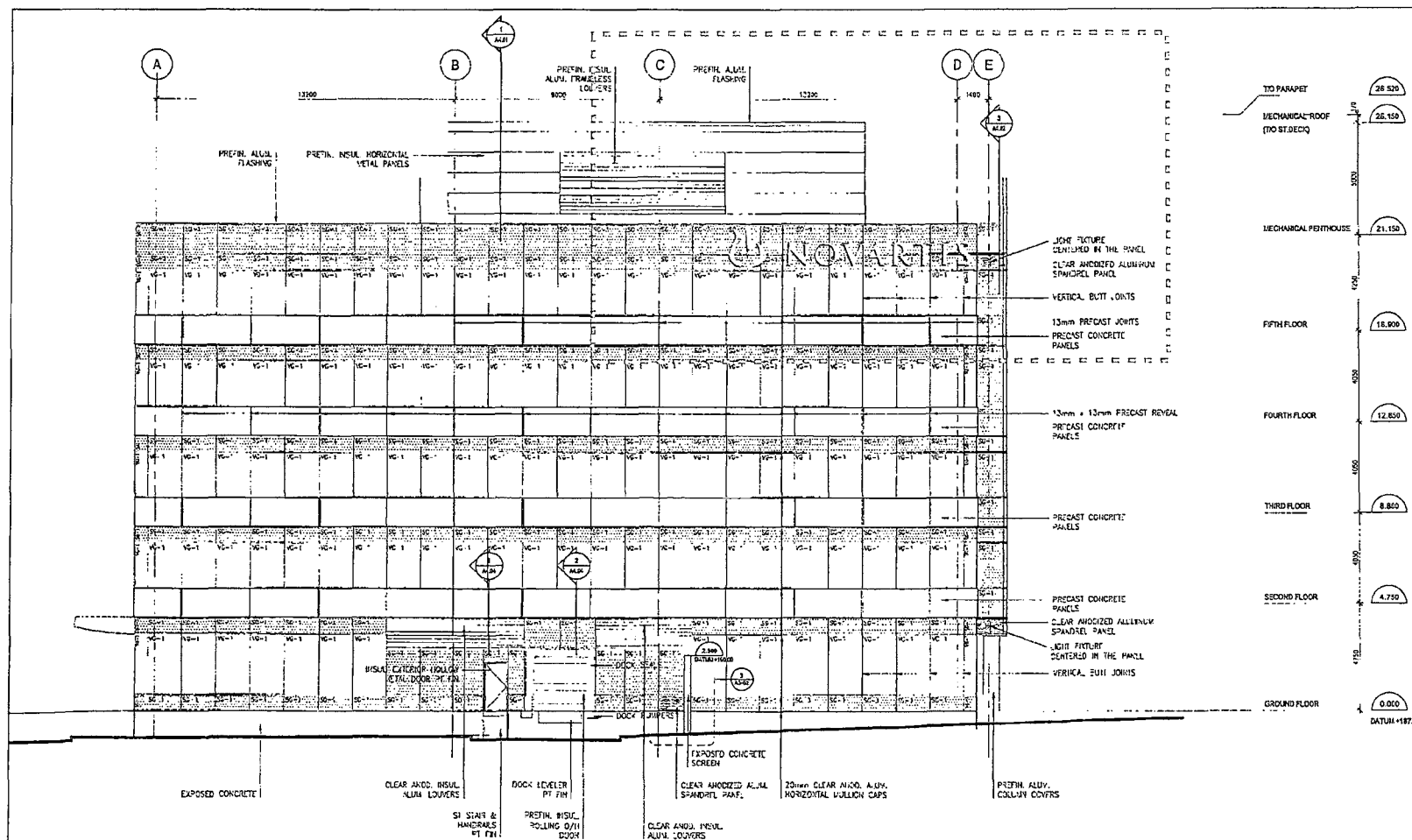
www.zipsigns.com
5040 North Service Rd. Burlington, ON
Ph. 905-332-8332 Fax 905-332-9994

Client	Modo Creative - Novartis
Address	7125 Mississauga Rd.
	Mississauga, ON

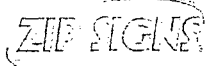
Dwg No.	S0014552
Designer	MT
Sales	Dan Stuart

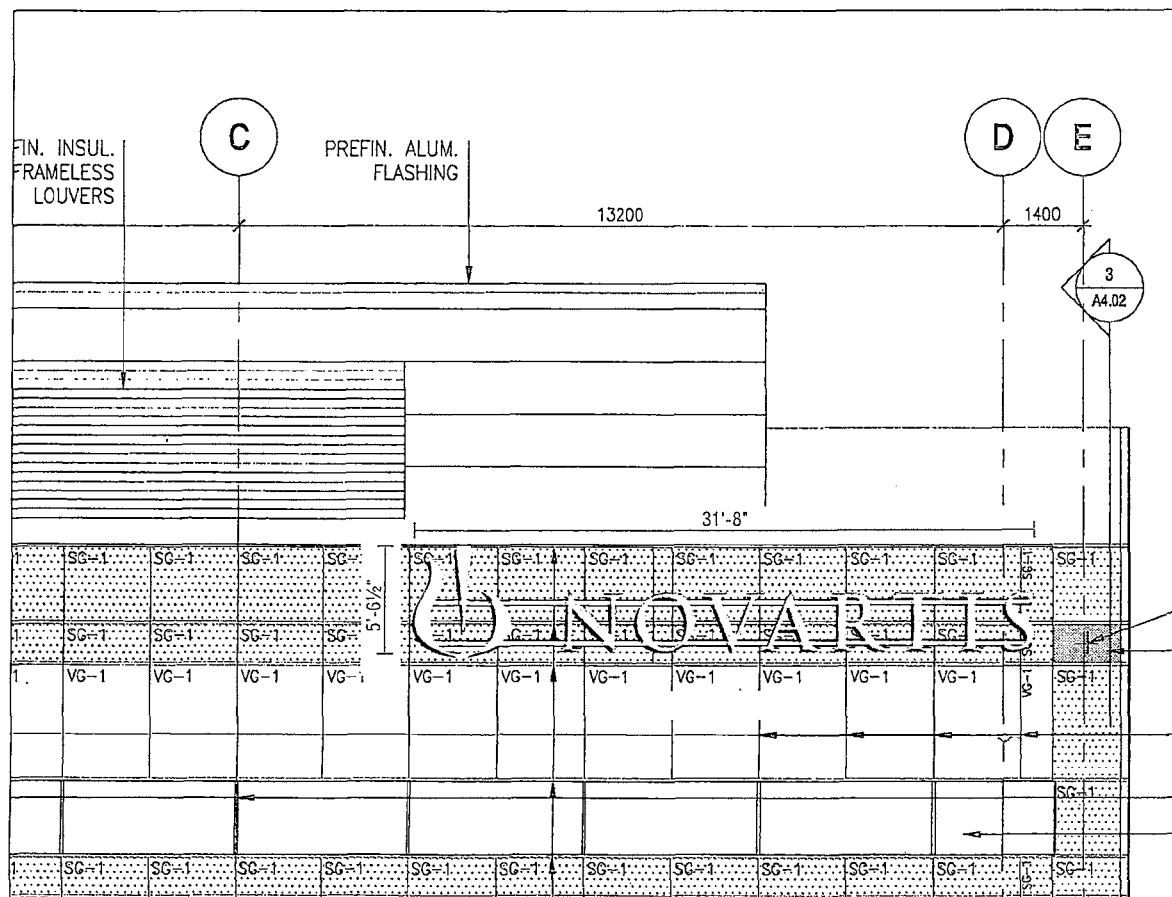
Date	August 15, 2013
Rev.	
SALES REP SIGN OFF	

<input checked="" type="checkbox"/> CONCEPTUAL <small>NOT FOR CONSTRUCTION</small>	<input type="checkbox"/> SHOP READY <small>CONSTRUCTION CAPABLE</small>
Scale: 1/4" = 1'-0"	Page: 1 of 5



S:\Customers\W\Modo Creative\Mississauga\S0014552\Design

www.zipsigns.com 5040 North Service Rd. Burlington, ON Ph. 905-332-8332 Fax 905-332-9994	Client Modo Creative - Novartis Address 7125 Mississauga Rd. Mississauga, ON	Dwg No. S0014552 Designer MT Sales Dan Stuart	Date August 15, 2013 Rev. SALES REP SIGN OFF	<input checked="" type="checkbox"/> CONCEPTUAL <small>NOT FOR CONSTRUCTION</small> <input type="checkbox"/> SHOP READY <small>CONSTRUCTION CAPABLE</small> Scale: NTS Page: 3 of 5	 <small>This drawing is the property of Zip Signs Inc.</small>
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www.zipsigns.com
5040 North Service Rd. Burlington, ON
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Client: Modo Creative - Novartis
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Date: August 15, 2013
Rev.:
SALES REP SIGN OFF:

☒ CONCEPTUAL NOT FOR CONSTRUCTION ☐ SHOP READY CONSTRUCTION CAPABLE
Scale: NTS Page: 2 of 5

ZIP SIGNS
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Corporate Report

Clerk's Files

Originator's

Files FA.31 13/001 W1

DATE: October 22, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: November 11, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Payment-in-Lieu of Off-Street Parking (PIL) Application**
31 Lakeshore Road East
Southwest corner of Lakeshore Road East
and Stavebank Road South
Owner: Centre City Capital Limited
Applicant: Adamson Associates

Ward 1

- RECOMMENDATION:**
1. That the Report dated October 22, 2013 from the Commissioner of Planning and Building recommending approval of the Payment-in-Lieu of Off-Street Parking (PIL) application under file FA.31 13/001 W1, Centre City Capital Limited (CCCL), 31 Lakeshore Road East, southwest corner of Lakeshore Road East and Stavebank Road South, be adopted and that a "Lump Sum" PIL agreement be executed in accordance with the following, and otherwise in form and content satisfactory to the City Solicitor:
 - (a) That notwithstanding the City's *Planning Act* Processing Fees By-law 0253-2012, the sum of \$163,042.00 be approved as the amount for the payment-in-lieu of 34 off-street parking spaces provided the owner also enter into the "Lump Sum" PIL agreement with the City of Mississauga for the payment of this amount, along with CCCL entering into a sublease extension and amending agreement with the City for occupancy of the pier immediately south of J.J. Plaus Park in order to permit the

equivalent of a minimum of 15 seasonal boat slips at Credit Village Marina, thereby allowing the City to earn a projected \$200,758.00 over a 9 year term, representing the balance otherwise payable by CCCL under the above-noted By-law 0253-2012.

- (b) That City Council authorize the Commissioner of Planning and Building and the City Clerk to execute the "Lump Sum" PIL agreement with CCCL for a three storey office/retail building.
 - (c) That the execution of the "Lump Sum" PIL agreement and payment of the \$163,042.00 be completed within 90 days of Council approval of the PIL application. If the proposed "Lump Sum" PIL agreement is not executed by both parties within 90 days of Council approval, and/or the PIL payment is not delivered within 90 days of Council approval, then the approval will lapse and a new PIL application along with the application fee will be required.
2. That all necessary by-laws be enacted to implement the foregoing recommendations.

**REPORT
HIGHLIGHTS:**

- The application has been made in order to permit a three storey office/retail building with a deficiency of 34 parking spaces;
- The proposal has been evaluated against the criteria contained in the Corporate Policy and Procedure on Payment-in-Lieu of Off-Street Parking (PIL);
- Centre City Capital Limited (CCCL) has advised that the financial strain of a PIL payment places the entire project at risk due to the high project costs associated with the heritage preservation and restoration works;
- A PIL payment reduction can be supported due to the benefits that will accrue to the City from a heritage, land use, design, economic development and transportation perspective;
- A sublease agreement will be signed with the applicant that will permit 15 new seasonal boat slips, producing revenues at Credit Village Marina that are projected to fully offset the

<p>\$200,758.00 PIL payments being waived, over a period of approximately 9 years.</p>
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BACKGROUND:

An application has been filed requesting payment-in-lieu of providing 34 on-site parking spaces. The current site plan proposal under file SP 12/074 W1 is for a three storey office/retail building. The purpose of this report is to provide comments and recommendations with respect to the application.

COMMENTS:

Background information, including details of the application, is provided in Appendices 1 through 5.

Neighbourhood Context

The subject site is located at the southwest corner of Lakeshore Road East and Stavebank Road South within the mainstreet area of Port Credit. This property is the site of the former Port Credit Post Office, a two storey 1931 masonry building with one storey additions (1953 and 1966) built westward from the main building. On November 20, 2012, the City's Heritage Advisory Committee (HAC) recommended that the property be designated under the provisions of the *Ontario Heritage Act* and that the 1931 exterior façades be preserved while permitting demolition of the later additions. At the January 22, 2013 HAC meeting, the applicant's request to alter the subject lands in keeping with the current development proposal as depicted in Appendices 4 and 5 was recommended for approval. This will require the restoration of the original 1931 heritage façades and their integration with a new three storey modern addition as part of the site redevelopment. On April 10, 2013, Council passed By-law 0067-2013, which designated the subject site as being of cultural heritage value or interest under the *Ontario Heritage Act*.

The subject property is currently designated "Mixed Use" in Mississauga Official Plan and zoned "C4" (Mainstreet Commercial) which permits a mix of residential, commercial and office uses. Immediately to the west and south is J.J. Plaus Park, which includes the Credit Village Marina (64 boat slips) and Snug Harbour Seafood Bar & Grill. East of Stavebank Road South are

one and two storey buildings containing retail, office and service commercial uses. On the north side of Lakeshore Road East are commercial uses, the Port Credit Library, Port Credit Memorial Park and a public parking lot.

PIL Request

The applicant is proposing a three storey office/retail building with 3 735.26 m² (40,207.31 sq. ft.) of gross floor area (GFA). A bank and restaurant are proposed for the ground floor, while offices would occupy the second and third floors. Under Zoning By-law 0225-2007, 155 parking spaces would be required given the proposed mix and size of uses. A minor variance application (file 'A' 527/12) for nine variances was approved by the Committee of Adjustment on January 31, 2013, which included the modification of the base parking standards and mixed use development shared parking formula for the property. Under the current development proposal, this would mean a parking requirement of 117 spaces. As only 83 parking spaces are proposed, the applicant is seeking to address the 34 space parking shortfall through the PIL application.

The minor variance decision was appealed to the Ontario Municipal Board (OMB) on February 26, 2013 by Ted Davidson (Consultants) Inc. on behalf of Snug Harbour Foods Inc. The OMB hearing was held between July 22 and July 23, 2013 and a written decision was issued on August 9, 2013. The Board ordered that the appeal be dismissed, as it determined that the proposed variances satisfy all four tests of the *Planning Act* and create no adverse impacts on the immediate and surrounding community. As a result of this OMB decision, the minor variances are now in force and effect.

Evaluation Criteria

This application has been evaluated against the following criteria contained in the Corporate Policy and Procedure on Payment-in-Lieu of Off-Street Parking.

1. Consistency with and/or advancement of environmental, design, transportation or economic development objectives and policies of Mississauga's Official Plan.

The proposal supports the objectives of Mississauga Official Plan. It is highly desirable in that it represents a pedestrian oriented, mixed use development that integrates well with the mainstreet and preserves the façades of an important heritage building in Port Credit. At three storeys, it maximizes permissible land use intensification for the mainstreet as outlined in the Port Credit Local Area Plan, which is transit-supportive and augments economic and pedestrian vibrancy. By adding significant leasable office space and jobs, this redevelopment will help create a more balanced population to employment ratio in the Port Credit Node.

The site is well served by local transit, is a short walk to the Port Credit GO Station and the proposed future LRT Port Credit station. This proposal by CCCL is superior to earlier proposals from other prospective purchasers of the property who sought to redevelop the site for high-rise residential condominium apartments. In its August 9, 2013 written decision, the OMB indicated that "it is a rare instance when an Applicant presents a development proposal that not only meets the requirements of the City's vision for preservation of a site's heritage component and for mainstreet development that responds to the planning context, but also one that receives favourable support from the majority of participants including the local business improvement association, a local business owner and a past member of a local ratepayers group."

2. Consistency with the objectives of a City Council endorsed parking strategy relevant to the subject location.

On July 3, 2013, Council recommended that the study titled *Mississauga Parking Strategy - Phase II: Port Credit and Lakeview* prepared by BA Group for the City be circulated to stakeholders in the Port Credit and Lakeview communities for comment. As such, a City Council endorsed parking strategy is still pending. It should be noted that the subject PIL application is consistent with the Phase II Study, which concludes that there is

currently an adequate amount of public parking in Port Credit. PIL revenues from this application and others will support the future addition of public parking, which the Phase II Study concludes will be required in the longer term.

3. Whether the existing parking supply in the surrounding area can accommodate on-site parking deficiencies.

The parking utilization study submitted by the applicant and prepared by Hatch Mott MacDonald concluded that there is sufficient public parking in the vicinity. Within a 200 m (656 ft.) radius of the subject site there are 343 public parking spaces, which includes two municipal lots and 70 on-street parking spaces on adjacent streets (Lakeshore Road East, Stavebank Road, and Elizabeth Street). During a weekday survey, the combined peak demand was 58% or 198 parking spaces. In other words, at least 145 (42%) of these 343 parking spaces were unoccupied at any given time between approximately 9:00 a.m. and 5:00 p.m. A peer review of this study conducted by BA Group confirmed the sufficiency of nearby public parking. In its August 9, 2013 written decision, the OMB indicated that it accepted the expert witness testimony of Mr. Ralph Bond (BA Group) that there is a sufficient supply of on and off-street parking and no adverse parking impacts are created by the proposal.

4. What site constraints prevent the provision of the required number of parking spaces?

The site location (constrained by public parkland and roads), irregular parcel configuration, and proposed retention of the historic exterior building façades limit the amount of underground parking that can be provided from a design and cost perspective. Due to the proximity of the site to water and the high water table, the applicant has indicated that a third level of underground parking would have to be located entirely under the water table. This would add significant construction and long-term maintenance costs. The applicant has indicated that caisson construction would have to be used to build the third underground parking level as opposed to lag and pile construction which is cost

prohibitive for a project of this size. Further, in order to preserve the heritage façades, a more costly steel structure construction is necessary to retain the walls during excavation and construction.

5. The proposed use of the property, and whether there is any issue as to overdevelopment of the site.

The proposed office and retail uses are permitted within Mississauga Official Plan and the Zoning By-law. Minor variances have been approved relating to height, setbacks, parking/loading and the outdoor patio use. As noted previously, these employment uses are encouraged in Mississauga Official Plan and will enhance the mainstreet character of the area. This historic property has always functioned with insufficient parking and there is no ability to undertake a land assembly.

Based on the foregoing, the proposed development is considered reasonable and does not constitute an overdevelopment of the site.

Reduction of PIL Payment

CCCL has previously indicated that it cannot proceed with this redevelopment project if it is asked to provide the required PIL payment to the City due to the added financial burden of the heritage façade retention, restoration and integration with the proposed modern addition. Consequently, they have requested that the City reduce the PIL payment, notwithstanding the provisions of the City's *Planning Act* Processing Fees By-law 0253-2012. Under that By-law, a total PIL payment of \$363,800.00 would be required for 34 parking spaces, at a rate of \$10,700.00 per parking space.

In considering the request for some relief from the PIL, the City received an estimate prepared by EllisDon Construction of the heritage related costs for the project. These costs which include masonry restoration, shoring, and structural steel for retention of the walls are estimated to be \$651,676.00. An independent consulting engineering firm (Shoalts Engineering) reviewed this cost estimate on behalf of the City. Shoalts Engineering has confirmed that the EllisDon cost estimate is reasonable.

Given its historic attributes and important role in the evolution of Port Credit, the appropriate redevelopment of the former Post Office building is a priority for the City. Maintaining this historic structure is of public benefit and aids in preserving a part of Port Credit's historic character and sense of place. The Port Credit area and the City will benefit from this sensitively designed redevelopment and respect shown for the heritage designation. Further, the development is desirable as it includes the restoration and integration of this important heritage façade into a desirable low-rise built form that will provide office jobs and retail uses along the mainstreet. The Port Credit Community Node's current population to employment ratio of 3.2 to 1 exceeds the maximum Mississauga Official Plan target of 2:1 so additional jobs will contribute to achieving a more balanced ratio.

The Planning and Building Department can support the reduction in the PIL for the reasons stated above as long as the reduced payment is recouped by the City in some other way. Over the past several months, a separate arrangement between the City and CCCL has been discussed that will permit 15 new seasonal boat slip rentals at Credit Village Marina. This will generate an estimated \$200,758.00 in additional revenue to the City over approximately 9 years and will be implemented through a sublease extension and amending agreement between the City and CCCL for public access to the pier immediately south of J.J. Plaus Park. The details of the sublease are outlined in a report from the Commissioner of Community Services scheduled to be considered by General Committee on November 13, 2013.

In order to facilitate the continuance of the Post Office redevelopment project, recognize the significant financial costs associated with preserving the façade of the historic post office building and account for the estimated \$200,758.00 in increased revenues from seasonal boat slip rentals, it is recommended that the required PIL payment be reduced to \$163,042.00. This represents the difference between the full PIL payment and the seasonal boat slip revenue increase. Over a 9 year period, it is estimated that the reduced PIL payment will be fully offset by the additional marina boat slip revenue to the City.

PIL Agreement

The *Planning Act* provides that a municipality and an owner or occupant of a building may enter into an agreement exempting the owner or occupant from providing or maintaining parking facilities in accordance with the applicable Zoning By-law, provided such agreement provides for the payment of monies for the exemption and sets out the basis for such payment.

The Planning and Building Department and the applicant have reached a mutually agreed upon terms and conditions of the PIL approval and related agreement for the subject lands. The agreement provisions will include the following:

- payment-in-lieu of off-street parking is provided for 34 parking spaces;
- a total payment of \$163,042.00 is required;
- payment is to be made in one lump sum;
- if the pier sublease extension and amending agreement is terminated by CCCL or the head landlord at any time over the next 9 years, CCCL shall compensate the City on a pro-rated basis.

FINANCIAL IMPACT:

As of August 14, 2013, the balance of the Payment-in-Lieu of Off-Street Parking account for Port Credit was \$2,585,164.00 and with the incorporation of the monies from this application, the account will have a balance of \$2,748,206.00. With the recommended PIL payment reduction, the City would forgo a payment of \$200,758.00 but would recoup this amount as marina revenue over an estimated 9 year period by amending the pier sublease agreement to allow seasonal boat slip fees at Credit Village Marina.

CONCLUSION:

Current parking standards represent city-wide averages which were developed to ensure that municipal standards will provide adequate off-street parking for all land uses. Nonetheless, there are areas within the City where it may be physically impossible to comply with the off-street parking requirements without jeopardizing the opportunities to expand uses in response to market demand. Older

areas of the City such as Port Credit face the further challenge of strengthening their historic commercial centres through the creation of new residential and commercial space in their core areas through intensification and infilling on lots with limited land areas.

The subject PIL application, including the applicant's request to reduce the \$363,800.00 PIL payment, should be supported for the following reasons:

- The development as proposed addresses the priority of the City to intensify lands for employment opportunities at this location;
- there are on-street parking opportunities in the immediate vicinity to offset the on-site shortfall of 34 parking spaces;
- there are no feasible opportunities to create additional parking on the subject site;
- the proposed shortfall of 34 on-site parking spaces is not expected to adversely impact the local area;
- the proposal will benefit the City from a heritage, land use, design, economic development and transportation perspective and is consistent with the goals and policies of Mississauga Official Plan;
- without a PIL payment reduction, the applicant has indicated that proceeding with the development project is at risk;
- new seasonal boat slip revenues are projected at the Credit Village Marina by including 15 new boat slips in the pier sublease extension and amending agreement with the applicant. This is projected to fully offset the reduced PIL payment over a 9 year period.

ATTACHMENTS:

- Appendix 1: Site and Policy Histories
- Appendix 2: Aerial Photograph
- Appendix 3: Excerpt of Existing Land Use Map
- Appendix 4: Site Plan
- Appendix 5: Building Elevations and Renderings



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Ben Phillips, Development Planner

Centre City Capital Limited

File: FA.31 13/001 W1

Site History

- April 24, 2012 – the applicant submitted a Site Plan application under file SP 12/074 W1 for a two storey office/retail building with a gross floor area (GFA) of 2 687.12 m² (28,924.86 sq. ft.) on the subject lands;
- December 13, 2012 – the applicant resubmitted revised site plan drawings to illustrate a 3 storey office/retail building with a GFA of 3 735.26 m² (40,207.31 sq. ft.) on the subject lands;
- January 31, 2013 – the Committee of Adjustment approved the minor variance application under file 'A' 527/12 relating to height, setbacks, parking/loading and the outdoor patio use proposed for the subject lands. The minor variance modified the required base parking standards and mixed use development shared parking formula for the property, yielding a parking requirement of 117 spaces given the proposed mix and size of uses. As only 83 parking spaces are proposed, there is a parking shortfall of 34 spaces;
- February 26, 2013 – Ted Davidson (Consultants) Inc. on behalf of Snug Harbour Foods Inc. appealed the minor variance decision under file 'A' 527/12 to the Ontario Municipal Board (OMB);
- April 10, 2013 – Council passed By-law 0067-2013, which designated the subject site as being of cultural heritage value or interest under the *Ontario Heritage Act*;
- July 22, 2012 – the two day OMB hearing regarding the minor variances commenced;
- August 9, 2013 – the OMB issued its written decision dismissing the minor variance appeal by Ted Davidson (Consultants) Inc.

Centre City Capital Limited

File: FA.31 13/001 W1

Policy History

- March 27, 1997 - Council adopted Recommendation PDC-43-97 approving a revised Payment-in-Lieu of Off-Street Parking Program;
- March 1998 - The firm of McCormick Rankin Corporation prepared the *City of Mississauga Commercial Areas Parking Strategy* to form the basis for the City's ongoing program of capital investment in parking improvement in the historic commercial areas of Clarkson, Cooksville, Port Credit and Streetsville. On September 30, 1998, the *Strategy* was endorsed by Council as a guide to parking-related matters;
- October 25, 2000 - Council adopted Recommendation PDC-0150-2000 which slightly revised the Payment-in-Lieu of Off-Street Parking Program concerning the approval process and the types of uses that are eligible for PIL;
- February 11, 2009 – Council adopted Recommendation PDC-0014-2009 which revised the Payment-in-Lieu of Off-Street Parking Program including the addition of recommendations from the Parking Strategy for Mississauga City Centre;
- November 13, 2012 – Administrative revision made to Applicability of Surface and Structured Parking Formulas Section to clarify what PIL rate applies when parking being paid for is located off-site;
- December 3, 2012 – Revision to Applicability of Surface and Structured Parking Formulas – clarification that structure parking formulas only apply to the City Centre District.



LEGEND:

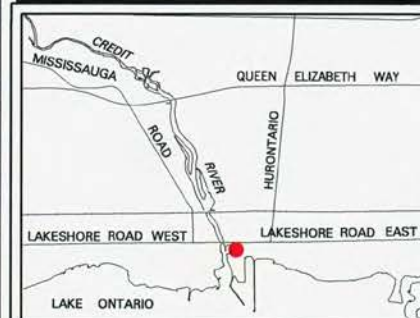


SUBJECT LANDS
31 LAKESHORE ROAD EAST



SUBJECT:

CENTRE CITY CAPITAL LTD.



FILE NO:
FA31_13001A

DWG. NO:
FA.31 13/001

SCALE:
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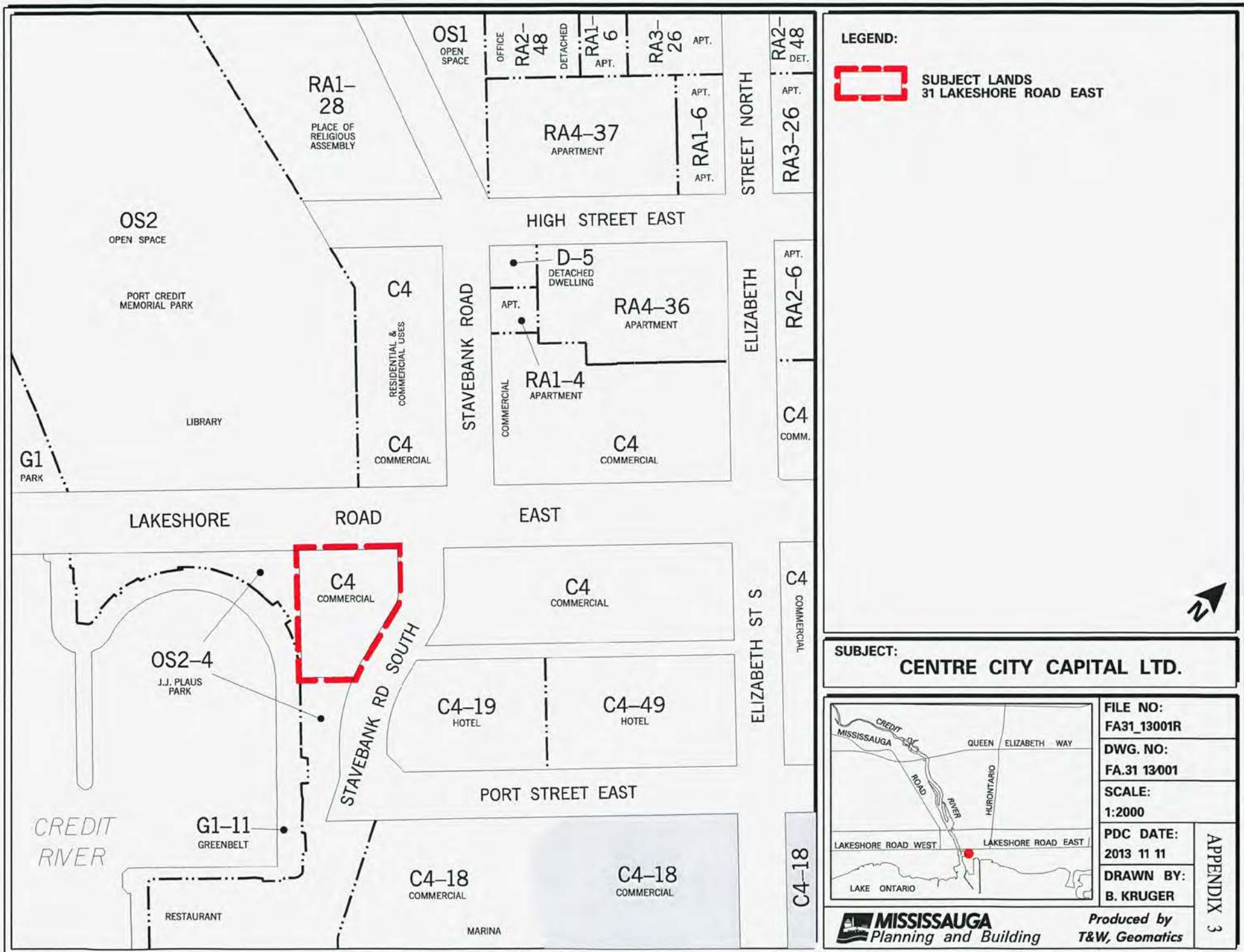
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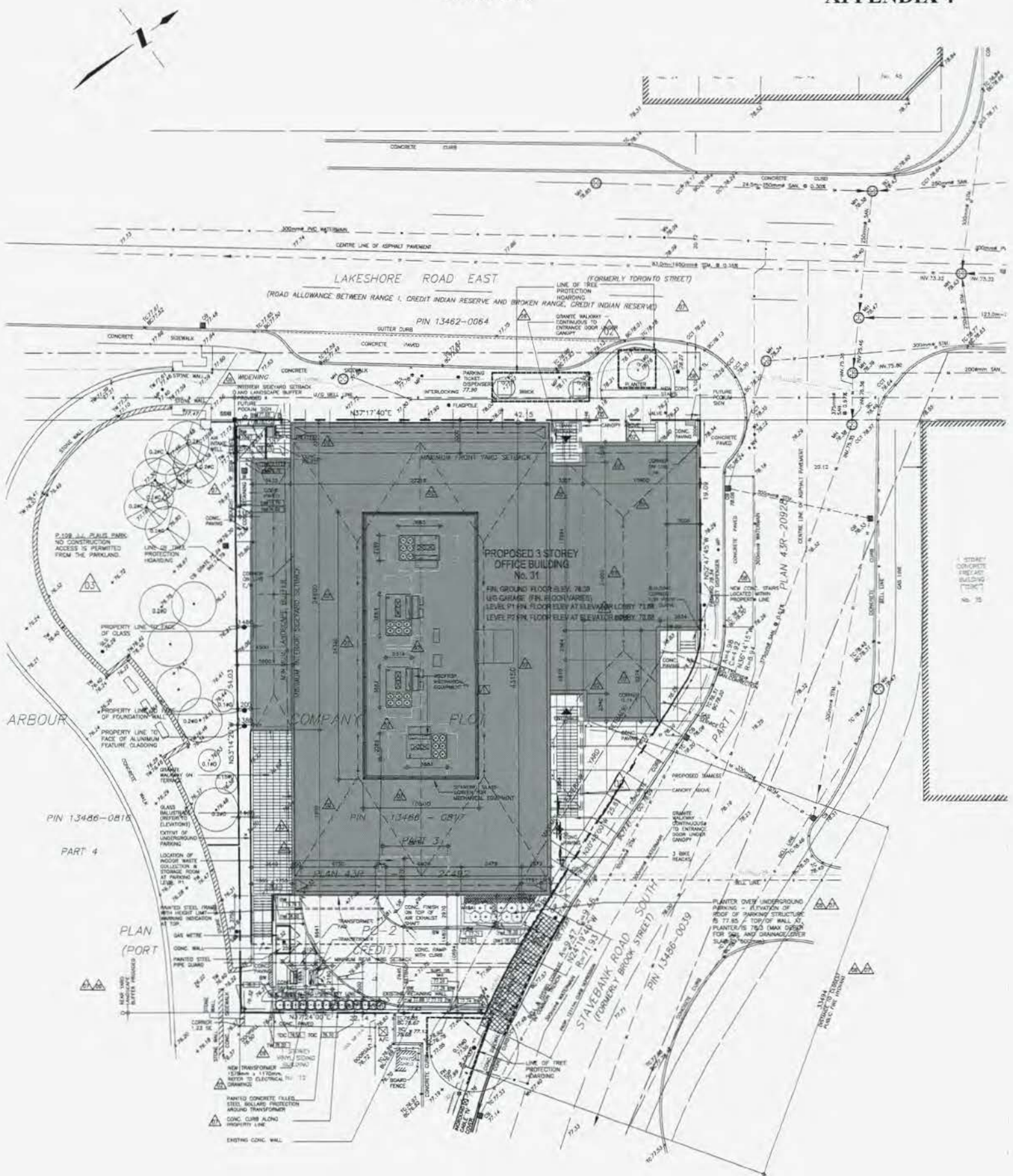
DRAWN BY:
B. KRUGER

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

APPENDIX 2







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WATERSIDE
EXECUTIVE CENTRE
31 Lakeshore Road East
Markham, Ontario

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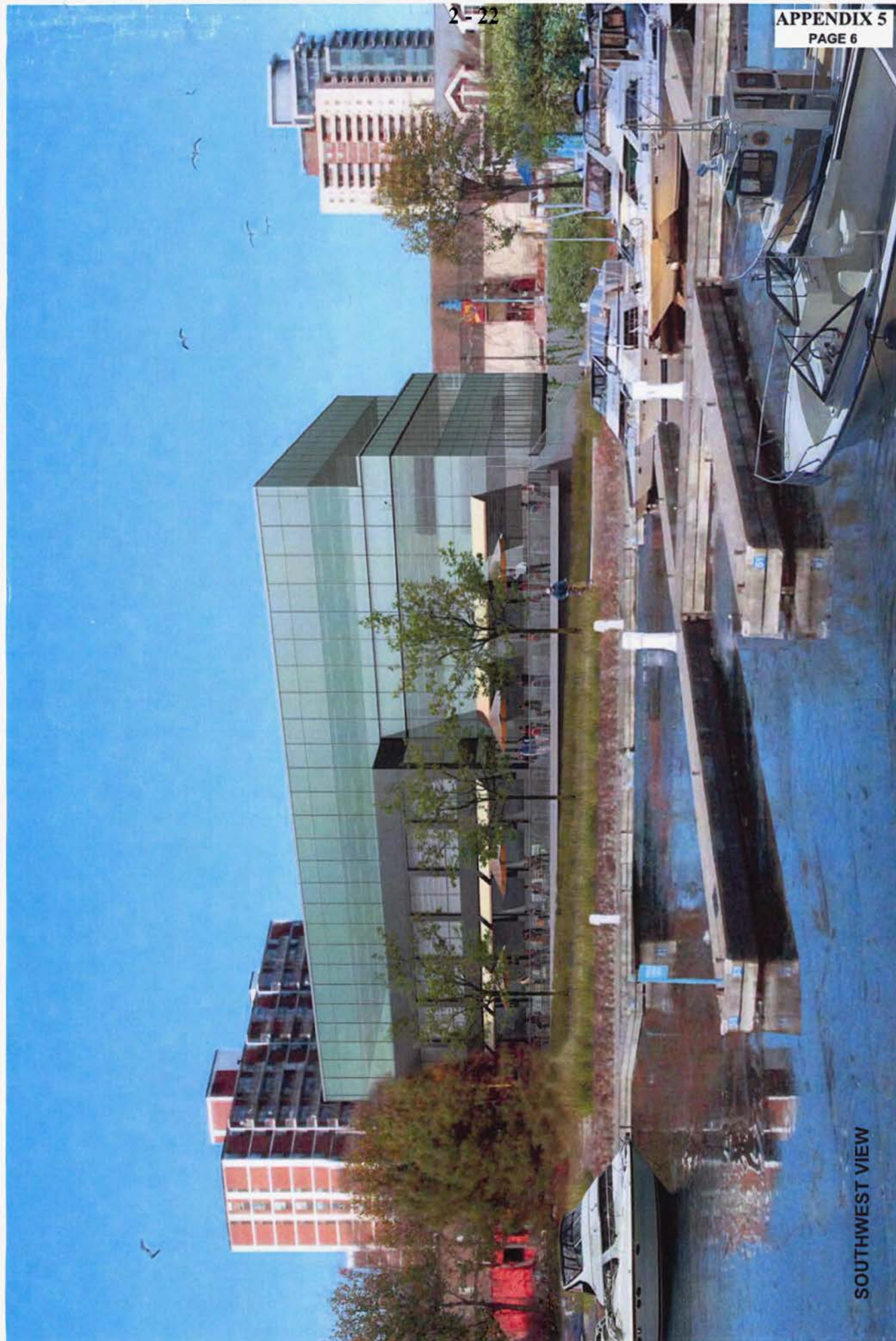
NORTHEAST VIEW



NORTHWEST VIEW



SOUTHEAST VIEW



SOUTHWEST VIEW



Corporate Report

Clerk's Files

Originator's
Files

CD-02.MIS

DATE: October 22, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: November 11, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Mississauga Official Plan – General Amendment**

RECOMMENDATION: That a public meeting be held to consider amendments to Mississauga Official Plan as recommended in the report titled “Mississauga Official Plan – General Amendment” dated October 22, 2013, from the Commissioner of Planning and Building.

REPORT HIGHLIGHTS:

Recommended amendments include:

- Addition of City-owned sites to the Natural Areas System, resulting from Natural Areas Survey Updates completed in 2010, 2011 and 2012;
- Revision to the Natural Hazard limit at one site;
- Updates to the “Greenbelt” land use designation to include additional lands identified in watercourse corridors and along the Lake Ontario shoreline, that are subject to natural hazards;
- Revision of “Parkway Belt West” policies to prohibit power generation and waste management facilities;
- Boundary extension and land use amendments for two Character Areas: the Uptown Major Node and Streetsville Community Node, respectively;

- Terminology amendments in Chapters 11 through to 18 to replace “will” with “may”;
- Prohibition of Motor Vehicle Commercial uses in Corporate Centres and the addition of use prohibitions in Community Nodes and Neighbourhoods under the “Business Employment” designation;
- Discouraging the conversion of multi-unit buildings (e.g. retail, industrial) in Intensification Areas and along Corridors to condominium units; and
- A number of amendments to correct minor errors, update terminology, provide policy clarification, and provide additional direction to guide development.

BACKGROUND:

Mississauga Official Plan (MOP) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. Subsequently, there were 19 appeals to MOP.

MOP came into partial effect on November 14, 2012, when the Ontario Municipal Board (OMB) approved MOP with some modifications, with exception of those policies still under appeal. Subsequent OMB hearings and meetings with appellants have resulted in further MOP appeal resolutions and withdrawals, eliminating the majority of the city-wide appealed policies throughout MOP. As a result, MOP is now in force with the exception of a few remaining city-wide appeals from appellant Orlando Corporation, and the following three site specific appeals:

1. Derry-Ten Limited, registered owner of 70 acres at the southwest quadrant of Derry Road and Hurontario Street. The appeal was scoped in 2012 to apply to a 27 acres site and the appeals are to be consolidated and set off on a separate hearing track;
2. Latiq Qureshi, registered owner of 2625 Hammond Road, at the southwest corner of Dundas Street West and King Forest Drive (Part of Lot 2, Range 1, S.D.S.); and

3. White Elm Investments Ltd. (White Elm), 1450 to 1458 Dundas Street East, approximately 2.80 hectares, located at the south west quadrant of Dixie Road and Dundas Street East.

Now that MOP is largely in effect, it is appropriate to bring forward this report which proposes amendments to MOP to keep the plan current by addressing ongoing policy issues and housekeeping matters. Proposed amendments are intended to clarify policy wording or intent, make minor policy additions and word corrections, and implement the recommendations of studies, e.g. Natural Areas Survey.

The recommendations do not include editorial changes, minor matters of style or organization, changes to the arrangement of text, tables, schedules and figures, or minor rewording that does not alter the intent or meaning of the proposed policies. The proposed changes are summarised in Appendix 1 in the order in which the policies appear in MOP. Deletions are shown as ~~strikeouts~~ and additions are in *italics and underlined*.

Key requested changes to MOP are as follows.

COMMENTS:

Natural Areas System Update

As a result of the Natural Areas Survey Updates completed in 2010 and 2011, a total of 15 City-owned sites were recommended for addition to the Natural Areas System, at the General Committee meetings held on May 4, 2011 and June 27, 2012. The recommendations adopted by City Council (GC-0236-2011 and GC-0496-2012) directed staff to hold a public meeting at the Planning and Development Committee to consider amendment of Schedule 1: Urban System, Schedule 1a: Urban System-Green System and Schedule 3: Natural System of MOP, to include additional lands in the Natural Areas System. The sites recommended for addition to the Natural Areas System are shown on Appendix 2a: Natural Areas Survey 2010 & 2011 Updates.

The Natural Areas Survey 2012 Update identified minor revisions to natural area boundaries, totalling 9.96 hectares (24.61 ac). These lands were recommended for inclusion in the Natural Areas System, at the Planning and Development Committee meeting held on April 15, 2013. The recommendation adopted by City Council (PDC-0062-2013) directed staff to hold a public meeting at the Planning and Development Committee to consider amendment of Schedule 1: Urban System, Schedule 1a: Urban System-Green System and Schedule 3: Natural System of MOP, to include revised boundaries of lands in the Natural Areas System. The minor revisions to the natural area boundaries are shown on the map labelled Appendix 2b. Note that the map illustrates the main areas where boundaries have been updated and that due to the scale of mapping and minor nature of the boundary revisions, some small areas are not visible on the map and have not been shown.

Natural Hazards Limit Revision

At the request of a property owner, the Natural Hazards mapping shown on Schedule 3: Natural System, was reviewed at 2935 and 2955 Mississauga Road, in consultation with staff of Credit Valley Conservation. The review determined that the extent of the Natural Hazards line could be reduced at this location to reflect the current boundary of the "G2" Greenbelt zone delineated on Map 17, Schedule "B" to By-law No. 0225-2007 (Mississauga Zoning By-law).

The revision to the Natural Hazards limit does not alter the requirement to obtain approval from the Credit Valley Conservation for any proposed future development of the property, as the Natural Hazards mapping is provided for illustrative purposes. The change to the Natural Hazard limit will require amendments to Schedule 3: Natural System and Schedule 10: Land Use Designations, as shown on the maps in Appendix 2a, and in Appendix 3, Map 12, "Part of Sheridan Neighbourhood Character Area".

Land Use Designation Changes to Greenbelt

In view of updated information on the limits of natural hazards provided by the conservation authorities during the preparation of

Schedule 3: Natural System in MOP, a comprehensive review of lands in the “Greenbelt” land use designation was undertaken to:

- determine the need to include additional lands subject to natural hazards in the “Greenbelt” land use designation to ensure official plan conformity with Provincial and Regional policies; and
- facilitate the implementation of the Natural Hazard and Greenbelt official plan policies consistently across the City.

The review, which was completed in consultation with staff from the conservation authorities, Region of Peel, Infrastructure Ontario, and City departments, concluded that the “Greenbelt” land use designation needed to be updated to include approximately 60 areas located in watercourse corridors and along the Lake Ontario shoreline. These areas include City-owned lands and lands in public ownership that are:

- zoned Greenbelt (G1) and proposed for redesignation to “Greenbelt” in MOP to ensure that the land use designation is consistent with the uses permitted by the zoning; and
- proposed to be redesignated from “Open Space” and “Utility” to “Greenbelt” in MOP.

These areas proposed to be redesignated to “Greenbelt” are shown in the Schedule 10 excerpt maps, by Character Area, in Appendix 3.

The current Greenbelt official plan policies permit the zoning of lands to “Greenbelt” in any land use designation, which facilitates the development approval process where an official plan amendment is not required. Through detailed studies prepared at the time of a development application, a surveyed limit for the natural hazards and natural features is established which provides the basis for the greenbelt zoning area. As a result, there are lands which already are in a Greenbelt zoning category to recognize the presence of natural hazards (G1) but which do not have a corresponding “Greenbelt” land use designation in the official plan.

The change in land use designation mainly from “Open Space” and “Utility” to “Greenbelt” confirms appropriate uses in these areas in order to protect people and property from natural hazards. Although

the majority of these areas are not developed, any existing uses will continue to be permitted, whereas any new electricity transmission and distribution facilities would be subject to the policies of the “Greenbelt” land use designation (Policy 11.2.3.7).

In addition to the areas shown on the Appendix 3, Character Area maps, there are a number of areas subject to natural hazards, particularly in the Lakeview and Port Credit neighbourhoods, where site specific master plan studies are currently in progress. Once completed, these studies will provide recommendations on future land uses and additional areas for designation to “Greenbelt”. In the meantime, the current Local Area Plan Land Use Maps for Lakeview and Port Credit will be amended to reflect the areas of amendment to “Greenbelt” on Maps 16 and 18 of Appendix 3 (existing Local Area Plan “Open Space” and “Utility” designations are shown on Maps 15 and 17).

Consistent with current practise, lands in private ownership which are within the limits of natural hazards, but not currently designated “Greenbelt”, will continue to be identified on Schedule 10: Land Use Designations with an overlay of the Natural Hazards mapping. The portion of these lands subject to natural hazards will be considered for designation to “Greenbelt” following the completion of detailed technical studies, required at the time of a development application.

Parkway Belt West Designation

On August 30, 2010 the Ministry of Municipal Affairs and Housing approved Amendment 199 to the Parkway Belt West Plan (PBWP). Among other matters, Amendment 199 introduced new definitions to the PBWP, in particular “Linear Facility”, “Public Uses” and “Utility”. These new definitions would permit power generation and waste management systems and associated facilities within the City’s “Parkway Belt West” land use designation.

After a review of the “Parkway Belt West” designation, staff have determined that power generation and waste management facilities are not appropriate uses to locate within this land use designation. The official plan includes policies to appropriately locate these types of uses so as to protect sensitive land uses.

MOP policies currently allow all uses permitted by the PBWP on lands designated “Parkway Belt West”, however, municipalities are not required to permit every land use that is permitted by the PBWP provided the restrictions do not undermine the intent and purpose of the PBWP. It is proposed to revise the “Parkway Belt West” policies to not permit major power generation facilities, waste processing facilities, waste transfer stations and composting facilities.

MOP introduced policies regarding “Uses Permitted in all Designations”. These uses would be permitted within the “Parkway Belt West” designation; however, not all uses are consistent with the PBWP (e.g., some structures associated with community infrastructure). As such, the Ministry of Municipal Affairs and Housing has requested that the “Uses Permitted in all Designations” policy be revised to not apply to the “Parkway Belt West” designation. Policy amendments are outlined in the Modification Table in Appendix 1 (see Policies 11.2.1.1 and 11.2.13.1).

Uptown Major Node Boundary Amendment

OPA 3, related to Pinnacle’s development application, amended the land use designation of lands located within the northwest quadrant of Eglinton Avenue West and Hurontario Street. The amendment extended the “Residential Medium Density” designation westerly to accommodate the requested use of the lands for townhouses.

As a result, the contiguous “Residential Medium Density” (RMD) lands straddle two Character Areas – Uptown Major Node and Hurontario Neighbourhood (see Appendix 4). However, given that the subject RMD lands form part of one comprehensive townhouse/apartment development proposal within the Uptown Major Node Character Area, they should be captured within the same Character Area.

Two mapping inconsistencies that affect Schedules 1, 1a, 4 and 10, also need to be revised. First, a small right-of-way parcel immediately west of Cooksville Creek should not be indicated with a “Greenbelt” designation, but should remain as right-of-way. Second, the amendments to the “Public Open Space” and “Greenbelt” land use designations as shown on Schedule ‘A’ of OPA 3, result in amendments to MOP Schedules 1, 1a and 4.

Map amendments required to address the Uptown Major Node boundary amendment and to correctly implement OPA 3, are outlined in the Modification Table in Appendix 1 (see Sections 13 and 16, and the Schedules section), and shown in Appendix 4.

Streetsville Community Node Amendments

With the acquisition of the former Russell Langmaid Public School for park purposes (P-512), the parkland requirements for the Streetsville Community Node have been satisfied. Subsequently, the following changes are required:

- the “Public Open Space” designation currently shown on the south side of Tannery Street and east of Mullet Creek is no longer required for future parks and recreational needs; and
- provision for a community park as outlined in Streetsville Community Node Special Site 2, Policy 14.11.6.2.2.c., is no longer required.

Map and policy amendments required to address the school site acquisition, are outlined in the Modification Table in Appendix 1 under Section 14 and the Schedules section, and shown in Appendix 5.

Part 3 Amendments: “will” to “may”

The word “will” is used in all land use permission policies in Part 3 of MOP, e.g. “will be permitted”, “will also be permitted”, “will also permit”, or “will permit”. However, the use of the word “will” is not consistent with the intent of MOP which is to identify potential uses subject to the use meeting the other policies of the Plan. This is stated in the Introduction of section 1.1.4, How to Read Mississauga Official Plan:

“To understand the planning rationale and policy objectives of Mississauga Official Plan...it should be read in its entirety and all relevant text, tables, and schedules are to be applied to each situation.”

Further, the use of the word “will” could be incorrectly interpreted to mean that all of the listed uses, the condition for the use or the maximum floor space index (FSI)/height identified, will be permitted regardless of the circumstances and that other general conditions in MOP do not need to be considered. The MOP definition for “will”

exacerbates the issue since “will” is defined as a mandatory requirement of the Plan. The below examples illustrate the issue:

- Section 11.2.1, Uses Permitted in all Designations, lists community infrastructure, which includes daycare facilities, as a use permitted in all designations. However, a daycare facility is considered a sensitive land use that is restricted in the Airport Operating Area through Section 6.9.2, Aircraft Noise policies; and
- Where a Character Area policy permits a maximum FSI for a special site, the ability to achieve the maximum FSI is ultimately subject to how a development proposal addresses the Chapter 9 urban design policies.

To address this issue, it is proposed that the word “will” be replaced with “may”, where appropriate in MOP Part 3 policies. The use of the word “may” does not change the intent of the subject policies, but clarifies that additional uses, use conditions or maximum FSIs introduced in the policies are subject to the use meeting the other policies of MOP. The word “may” introduces flexibility into a policy to evaluate the use in the context of MOP in its entirety. This is supported by the MOP definition whereby, “may” means a discretionary, but not a mandatory policy or requirement of the Plan. Even though a land use designation may list a use as permitted, if a use cannot meet other relevant policies of MOP, it should not be permitted.

The recommended policy amendments in Chapters 11 through to 18 to replace “will” with “may” are outlined in the Modification Table in Appendix 1.

Prohibited Uses in Corporate Centres, Community Nodes and Neighbourhoods

In Mississauga Plan, the following uses listed under the “Business Employment” designation, were permitted in Employment Districts, but not in Nodes:

- adult entertainment establishments;
- animal boarding establishments;

- body rub establishments;
- motor vehicle body repair facilities;
- Motor Vehicle Commercial uses;
- motor vehicle rental facilities;
- transportation facilities;
- trucking terminals; and
- waste processing or transfer stations and composting facilities.

In addition, Nodes in Employment Districts did not allow the following additional uses:

- outdoor storage and display areas;
- transportation facilities, except public transportation facilities; and
- trucking facilities.

The above prohibitions, except for Motor Vehicle Commercial uses (MVCUs) and motor vehicle rental facilities, were brought forward to MOP as prohibited uses under the “Business Employment” designation in Corporate Centres (Policy 15.1.8.2).¹

MVCUs should also have been brought forward into MOP as prohibited uses in Corporate Centres since these uses are also not appropriate in employment nodes. Motor vehicle rental facilities are potentially suitable uses in Corporate Centres, subject to design criteria, however; MVCUs as specifically designated in MOP and permitting a gas bar, motor vehicle repair, motor vehicle service station, and motor vehicle wash, would have difficulty meeting design criteria for Corporate Centres. MVCUs would need to be considered on a site by site basis and subject to an OPA to designate a proposed site to “Motor Vehicle Commercial” within a Corporate Centre.

MVCUs listed as a permitted use under the “Business Employment” designation in Mississauga Plan, should also have been brought forward into the MOP “Business Employment” designation (Policy

¹ In addition, the following uses were brought forward to MOP as prohibited uses: cardlock fuel dispensing, outdoor storage and display areas, and self storage facilities.

11.2.11.1), allowing for the exclusion of MVCUs as permitted uses under Corporate Centres.

The “Business Employment” designation is not permitted in Community Nodes and Neighbourhoods, except for lands with this designation on the day the Plan came into effect. The uses prohibited under Policy 15.1.8.2 in Corporate Centres, including MVCUs, should be extended to Community Nodes and Neighbourhoods where such uses are also not appropriate.

The recommended policy amendments in MOP Chapters 11, 14, 15 and 16 regarding MVCUs and uses to be prohibited in the “Business Employment” designation in Corporate Centres, Community Nodes and Neighbourhoods, are outlined in the Modification Table in Appendix 1 (see Policies 11.2.11, 14.1.5, 15.1.8 and 16.1.5).

Condominiums Conversions

Future growth will primarily be directed to Intensification Areas, including Intensification Corridors. Higher density uses will also be directed to designated Corridors that run through, or abut, the Downtown, Major Nodes, Community Nodes, and Corporate Centres.

Property redevelopment in Intensification Areas and along Corridors, will be necessary to accommodate future growth. However, development proposals to convert existing multi-unit buildings to condominium units may limit redevelopment and intensification potential. Having many condominium property owners potentially impedes the flexibility to pursue future property redevelopment.

Presently, Policy 10.3.7 in the Foster a Strong Economy section of MOP, discourages the conversion of multi-unit industrial developments to industrial condominiums for lands within Intensification Areas and along Corridors. However, the policy should apply to any building conversion (e.g. retail) and not be limited to industrial buildings. Further, to better reflect the relationship of this policy to intensification policies, it is proposed that it be deleted from Section 10 and moved to the 5.5 Intensification Areas section.

The recommended policy amendments to address the industrial and retail condominium issues are outlined in the Modification Table in Appendix 1, under Section 5, Direct Growth.

Other Amendments

Staff have also identified the following amendments to MOP to correct minor inconsistencies, update terminology, provide policy clarification, and provide additional direction to guide development. The Modification Table (Appendix 1) provides further detail regarding the following proposed amendments:

- revisions to Section 1.1.4, How to Read Mississauga Official Plan, to:
 - allow figures and appendices, which are included for information purposes and do not constitute official plan policy, to be modified without an amendment to MOP;
 - clarify the City's land use designation boundaries and that a land use designation extends to the centre line of a road right-of-way;
 - recognize existing legal uses at the time of MOP approval; and
 - move the Community Facilities definition from the Glossary to this section as a separate policy, and amend it to clarify that private facilities are not limited to gyms;
- revisions to Sections 1.1.4, 3.2, 8.2.2, and 17.1.1 and Policies 7.4.1.9, 10.2.4, and 19.5.2, to change the terminology from "local area plan" to "local area review", for consistency with policy 1.1.4.c. that refers to a local area review;
- revisions to Policies 6.9.2.3 and 6.9.2.5, to make a Character Area distinction;
- revisions to Policies 7.4.1.10, 7.4.1.12, 7.4.2.2 and 7.4.3.3, to update terminology from Heritage Impact Statement to Heritage Impact Assessment;
- revision to Policy 7.5.3, to allow arts and cultural uses and activities within the public realm;
- revision to Section 8.2.3, Transit Network, to make reference to Schedule 6 that shows the Long Term Transit Network;

- revisions to Road Classification Tables 8-1: Arterials, and 8-2: Major Collectors, to bring Table 8-1 into conformity with ROPA 26, Schedule F – Regional Road Mid-Block Right of Way Requirements, and amend a distance, street name and Right-of-Way (R-O-W) width in the Table, and update Table 8-2, to reflect a newly built portion of Vicksburgh Drive (see Appendix 6);
- revision to Section 9.5, Site Development and Buildings, to replace Figures 9-30 and 9-31, to remove the dimensions on one figure and to clarify the intent on the other;
- revision to Policy 9.5.4.6, to replace the word “should” with “will” to strengthen the policy to a mandatory requirement;
- revision to Section 10.3, to clarify that only “industrial” sales and service (i.e. not retail sales and service) are permitted;
- revision to Policy 10.6.6, to clarify what “existing conditions” means in the first sentence of the policy and when these conditions should be preserved, and move the portion of the policy that makes reference to at-source controls, to the 6.5.2 Stormwater and Drainage section;
- revision to Policy 11.2.1.1, under Uses Permitted in all Designations, to include the following uses: conservation, flood control and/or erosion management, transit facilities, and transportation infrastructure;
- revisions to Policies 11.2.1.1.c. and 11.2.3.2.b., to correct “electricity transmission and distribution facility” terminology to align with the glossary term, and to Policy 11.2.3.2.d., to reflect “erosion management” terminology used in the zoning by-law;
- addition of a new Policy, 11.2.1.3, to potentially allow accessory uses directly associated with a community infrastructure use;
- revisions to Policy 11.2.3.2.c., to show the list of facilities as examples and not a finite list;
- deletion of Policy 11.2.5.8, to allow for a home occupation in all “Residential” designations;
- revision to Policy 11.2.6 1, to include motor vehicle sales as a permitted use under the “Mixed Use” designation;

- revisions to Sections 13.1, 14.1, 15.1, 16.1, 17.1 and 18.1, Introduction, to clarify that each of the City Structure elements are made up of several Character Areas;
- revision to Policies 14.1.2.3 and 16.1.2.5.b., to clarify the compliance requirements for existing apartment buildings on redevelopment sites;
- revisions to maps and policy for Section 14.11, Streetsville, Community Node, Special Sites 5 and 6, and Section 15.4, Meadowvale Business Park, Corporate Centre, Exempt Sites 7 and 11, to amend a mapping overlap issue since lands can only be part of one special site;
- deletion of Section 15.1.6, Convenience Commercial, since Corporate Centre Character Areas do not have any lands designated “Convenience Commercial”;
- revision to Section 15.4, Meadowvale Business Park, Figure 15-4.1: Meadowvale Business Park Restricted Areas, to change the “Figure” title to a “Map” title, consistent with map labelling throughout MOP;
- expand Policy 16.1.2.1, to reference condominium development;
- revision to Policy 17.1.4.1, to remove motor vehicle sales from the list since it is redundant given the proposed “Mixed Use” designation permission for motor vehicle sales;
- revisions to Policy 19.4.5, to update terminology for “Restrictions on Title”, “Heritage Impact Statement”, and “Heritage Conservation Plan”, as well as add the following to the list of studies, reports and/or documents that may be required as part of a complete application submission:
 - Property Evaluation Report;
 - Condominium Declaration;
 - Fire Code Compliance Letter; and
 - Property Standards Compliance Letter;
- deletion and revision of Glossary terminology for Community Facilities and Heritage Impact Statement, respectively;

- revisions to Schedule 4, Parks and Open Spaces and Schedule 10, Land Use Designations, to reflect land use designation changes resulting from the sale of Plum Tree Park lands, adjacent to Plum Tree Park Public School, to the Peel District School Board, and the purchase of the Union Gas lands to the south of Plum Tree Park lands (excluding areas that still contain the gas line), as compensation for the loss of the Plum Tree Park lands. The Union Gas lands are proposed to be used for both emergency services and park purposes (see Appendix 7);
- revisions to Schedule 8, Designated Right-of-Way Widths (see Appendix 6), to:
 - a) bring it into conformity with ROPA 26, Schedule F – Regional Road Mid-Block Right-of-Way Requirements; and
 - b) amend Note 6 to exclude roads and highways as base map information;
- relocation of Appendix C from the Appendix section to the Other Information section;
- revisions to the Lakeview Local Area Plan to convert the Figure 1 and 2 labels to Map labels, and to Southdown Local Area Plan to convert the Figure 1 and 29 labels to Map labels, consistent with labeling throughout MOP; and
- revision to the Southdown Local Area Plan to remove a figure reference from a policy and update the figure caption.

STRATEGIC PLAN:

MOP is an important tool to implement the land use components of the Strategic Plan. The results of the “Our Future Mississauga – Be part of the Conversation” public consultation informed the preparation of the Plan. The policy themes of MOP advance the strategic pillars for change, which are:

Move: Developing a Transit Oriented City
 Belong: Ensuring Youth, Older Adults and New Immigrants Thrive
 Connect: Complete Our Neighbourhoods

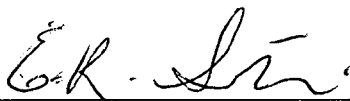
Prosper: Cultivating Creative and Innovative Businesses
Green: Living Green

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Subsequent to the OMB's partial approval of Mississauga Official Plan on November 14, 2012, a majority of the appeals have been eliminated and MOP is now in force with the exception of a few remaining city-wide appeals and three site specific appeals. With MOP largely in effect, it is appropriate to bring forward this report to keep the plan current by addressing ongoing policy issues and housekeeping matters. The proposed MOP amendments are outlined in Appendix 1. A public meeting should be held to consider the requested amendment.

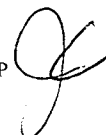
ATTACHMENTS:

APPENDIX 1:	Modification Table for Mississauga Official Plan
APPENDIX 2:	Natural Areas Survey Updates
APPENDIX 3:	Schedule 10 Excerpt Maps: Land Use Designation Changes to Greenbelt
APPENDIX 4:	OPA 3 – Character Area Boundaries: Existing and Proposed Amendments
APPENDIX 5:	Streetsville Community Node Amendments
APPENDIX 6:	Amended Right-of-Ways
APPENDIX 7:	Plum Tree Park and Union Gas Lands: Schedule 4 and 10 Amendments



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Sharleen Bayovo, Policy Planner



Modification Table for Mississauga Official Plan
last revised October 22, 2013

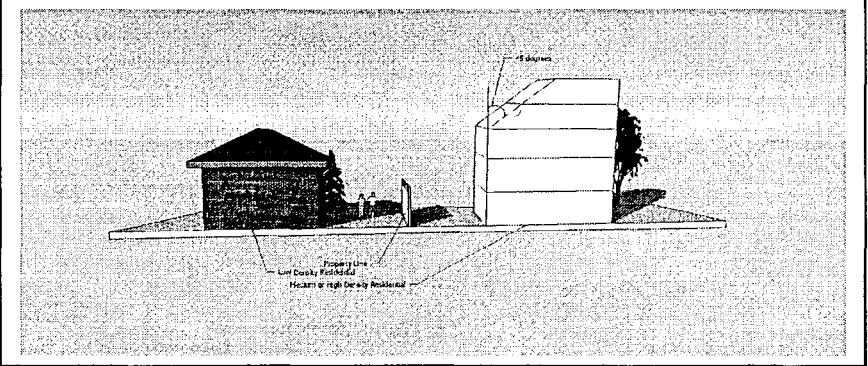
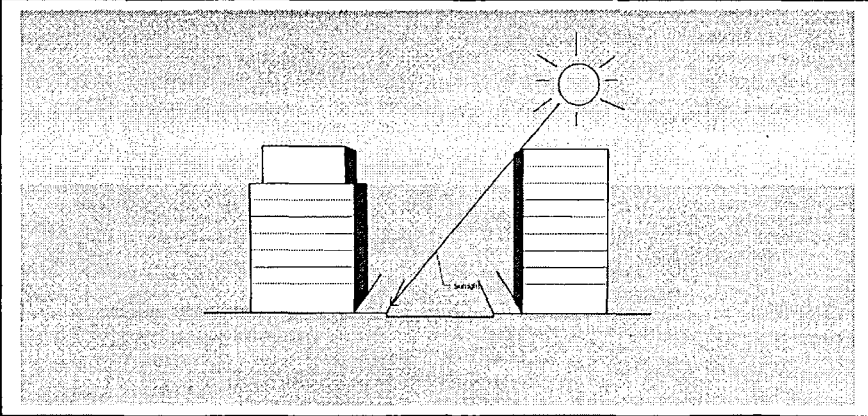
APPENDIX 1

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as strikeouts; additions are <i>italicized and underlined</i> .		
1. Introduction		
1.1.4.a.	Figures and associated captions and appendices are for information and illustration purposes only and are not policy and should not require adoption and amendment by by-law.	That the last sentence of Policy 1.1.4.a. be amended as follows: Figures and associated captions and appendices <u>may be modified without an amendment to this Plan.</u> will be adopted and amended by by-law.
1.1.4.b.	Land use designations generally coincide with property lines, although there are some instances where uses do not follow the property line, e.g. Greenbelt, and, therefore, the boundary needs to be interpreted. Clarify that when the City acquires land for a road, the road does not need to be redesignated, since the land use of the adjacent properties extends to the centre line of the road right-of-way.	That Policy 1.1.4.b. be amended as follows: The location of boundaries and symbols, including land use designations , are approximate and they are not intended to define the exact locations except where they coincide with major roads, railways, transmission lines, major <i>watercourses</i> , or other bodies of water, and other clearly recognizable physical features. Future roads and public transit systems are shown in approximate locations only. Numbers are approximations, except designated rights-of-way widths. <u>Where a land use designation coincides with a property line, the property line will generally be interpreted as the boundary of the land use designation. Where a property is adjacent to a road, the land use designation is interpreted to extend to the centre line of the road right-of-way.</u>
1.1.4.f. 1.1.4.g.	Inconsistent with Section 1.1.4 c that refers to a local area review. A local area review may result in new character area policies or a local area plan.	That the last sentence of Policy 1.1.4.f. be amended as follows: It is intended that special sites will be reviewed during the preparation of local area <u>plans reviews</u> or other planning studies. That the fifth sentence of Policy 1.1.4.g. be amended as follows: "Exempt sites" will be reviewed during the preparation of local area <u>plans reviews</u> or other planning studies.
1.1.4 g	The third sentence regarding existing uses is needed in the Plan, but outside of the reference to "exempt sites". There should be a general statement that allows existing	That the third sentence of Policy 1.1.4 g be removed and renumbered separately as a new policy following Policy 1.1.4.g., and be amended as follows: Mississauga Official Plan will not be interpreted to prevent the use of any land or building on these sites <u>a site</u> for a purpose that is contrary to the Plan, if such uses or buildings lawfully existed on the date of the approval of the Plan.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
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	(legal) uses to be recognized. Reference only to "exempt sites" narrows the scope of the statement.	
1.1.4 New Policy	Community infrastructure includes community facilities, but the community facilities definition is located in the Glossary. For reader ease, the community facility definition should be included in Section 1.1.4. Amendment of the policy is then required to clarify that private facilities are not limited to gyms.	<p>That the existing community facilities definition be deleted from the Glossary and moved to Section 1.1.4 and placed as a separate policy before the Policy 1.1.4.o. "community infrastructure" definition:</p> <p><i><u>"Community facility" means a facility operated by or on behalf of a public authority for the provision of community activities such as, but not limited to recreation, libraries, arts, crafts, museums, social and charitable activities. This includes pools, outdoor rinks and arenas. Private facilities such as gyms, banquet halls/conference centres or convention centres are not considered community facilities.</u></i></p>
3. Promote Collaboration		
3.2	Inconsistent with Section 1.1.4.c. that refers to a local area review. A local area review may result in new character area policies or a local area plan.	<p>That the first sentence of the 3.2 introduction paragraph be amended as follows:</p> <p>Mississauga is committed to an on-going process to develop <u>undertake</u> local area plans <u>reviews</u>.</p> <p>That Policy 3.2.1 be amended as follows:</p> <p>The public and other stakeholders will be engaged throughout the preparation of local area plans <u>review process</u>. This may include but not be limited to, the development of a vision for the study area, the preparation of a directions report to form the basis of the local area plan <u>review</u>, <u>and</u> the formulation of policies and revisions based on comments received from stakeholders.</p>
5. Direct Growth		
5.5.17 New Policy	Redevelopment and intensification potential for Intensification Areas and Corridors is limited when existing buildings are converted into condominium units.	<p>That a new policy be added as follows:</p> <p><i><u>5.5.17 For existing buildings within Intensification Areas and along Corridors that do not meet the policies of this Plan, applications for condominium ownership will be discouraged.</u></i></p> <p>That Policy 10.3.7 be deleted:</p> <p>10.3.7 The conversion of multi-unit industrial developments to industrial condominiums will be discouraged for lands within Intensifications Areas and along Corridors.</p>

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
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6. Value the Environment		
6.9.2.3	Character Area distinction required for Community Nodes and Neighbourhoods.	That Policy 6.9.2.3 be amended by deleting the reference to “Malton Character Area” and replacing it with “Malton Community Node and Malton Neighbourhood Character Areas”.
6.9.2.5	Character Area distinction required for Community Nodes, Neighbourhoods and individual Corporate Centres.	<p>That Policy 6.9.2.5 be amended by deleting the reference to “Malton, Meadowvale Village and East Credit Character Areas” and replacing it with “Malton Community Node and Malton, Meadowvale Village and East Credit Neighbourhood Character Areas”.</p> <p>That Policy 6.9.2.5 be amended by deleting the reference to “Gateway and Airport Corporate Character Areas” and replacing it with “Gateway Corporate and Airport Corporate Character Areas”.</p>
7. Complete Communities		
7.4.1.9	Inconsistent with Section 1.1.4.c. that refers to a local area review. A local area review may result in new character area policies or a local area plan.	<p>That Policy 7.4.1.9 be amended as follows:</p> <p>Local area plans <i>reviews</i> may suggest ways to protect cultural heritage resources of major significance by prohibiting uses or development that would have a deleterious effect on the cultural heritage resource, and encouraging uses and development that preserve, maintain and enhance the cultural heritage resource.</p>
7.4.1.10 7.4.1.12 7.4.2.2, 7.4.3.3	Update terminology to align with the Provincial Policy Statement.	That Policies 7.4.1.10, 7.4.1.12, 7.4.2.2 and 7.4.3.3, be amended by replacing the term <i>Heritage Impact Statement</i> with <i>Heritage Impact Assessment</i> .
7.5.3 New Policy	Difficulty encountered for cultural uses and activities to conduct events within the public realm.	<p>That Policy 7.5.3 be amended to allow for cultural uses within the public realm by adding the following:</p> <p>7.5.3 Mississauga will support cultural development by considering the needs of the cultural community when:</p> <ul style="list-style-type: none"> a. acquiring or selling municipal land; and b. building and rehabilitating municipal facilities; <i>and</i> <i>c. <u>allowing for arts and cultural uses and activities within the public realm (e.g. public art, festivals).</u></i>
8. Create a Multi-Modal City		
8.2.2.1.b	Inconsistent with Section 1.1.4.c. that refers to a local area review. A local area review may result in new character area policies or a local area plan.	<p>That the last sentence of Policy 8.2.2.1.b. be amended as follows:</p> <p>Local area plans <i>reviews</i> may provide further guidance on vehicular access.</p>

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as strikeouts; additions are <i>italicized and underlined</i> .		
8.2.2.5	Inconsistent with Section 1.1.4.c. that refers to a local area review. A local area review may result in new character area policies or a local area plan.	That the first sentence of Policy 8.2.2.5 be amended as follows: Additional roads may be identified during the review of development applications and the preparation of <u>through</u> local area plans <u>reviews</u> .
8.2.3	The Transit Network section is missing the reference to the related Schedule 6 - Long Term Transit Network.	That the following sentence be added at the end of the Section 8.2.3 Transit Network preamble: <u><i>Schedule 6: Long Term Transit Network, provides a conceptual overview of the long term transit network for Mississauga.</i></u>
Tables 8-1, 8-2	<p>Regional Official Plan Amendment No. 26 (ROPA 26) was adopted June 28, 2012. MOP, Tables 8-1 and 8-2, need to be brought into conformity with ROPA 26, Schedule F - Regional Road Mid-Block Right of Way Requirements. This involves amendments for Cawthra Road, Derry Road W. and Winston Churchill Blvd.</p> <p>Also update the Road Classification Tables:</p> <p>a) Table 8-1: Arterials, to reflect:</p> <ul style="list-style-type: none"> that Mississauga Road changes into Queen Street in the Streetsville Community Node area; the Region's verified distance measurement is approximately 280 m west of Queen Street to the Credit River; and that the Cawthra Road R-O-W from Silver Creek Blvd. to QEW is 45 m, consistent 	That Table 8-1: Road Classification - Arterials and Table 8-2: Road Classification - Major Collectors, be amended as shown in Appendix 6.

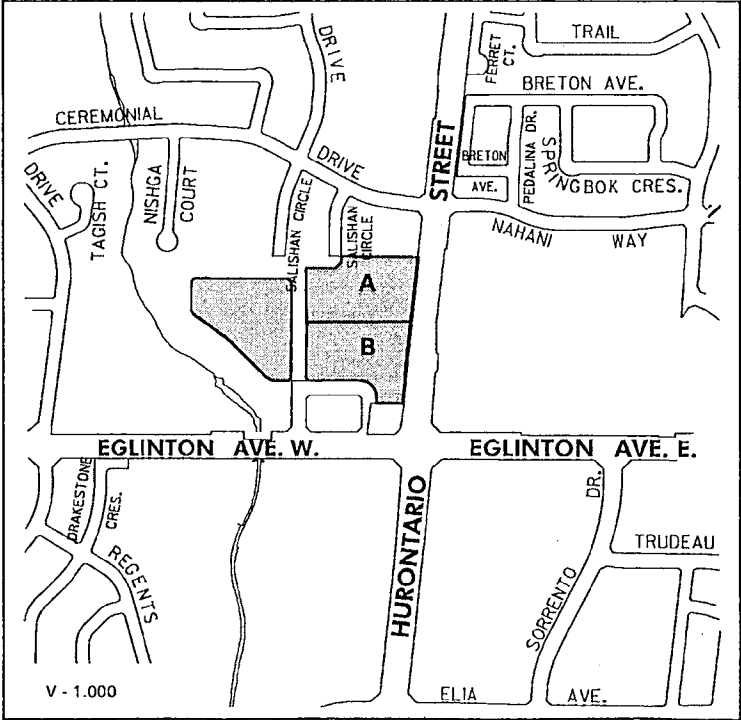
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	<p>with MOP Schedule 8: Designated Right-of-Way Widths, and with Schedule F of ROPA 26; and</p> <p>b) Table 8-2: Major Collectors, to reflect a newly built portion of Vicksburgh Drive.</p>	
<p>9. Build a Desirable Urban Form</p>		
<p>9.5</p>	<p>The dimensions on Figure 9-30 should be removed because they are being interpreted literally, whereas, they were included only as an example.</p>	<p>That Figure 9-30 be replaced with the following figure:</p> 
<p>9.5</p>	<p>The sunlight contact point on Figure 9-31 should be revised to clarify that the point is on the sidewalk.</p>	<p>That Figure 9-31 be replaced with the following figure:</p> 

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9.5.4.6	Visible outdoor storage is not a desirable public realm element. This policy should be strengthened to a mandatory requirement.	That Policy 9.5.4.6 be amended as follows: Outdoor storage should <u>will</u> not be located adjacent to, or be visible from city boundaries, the public realm or residential lands by incorporating the use of appropriate setbacks, screening, landscaping and buffering.
10. Foster a Strong Economy		
10.2.4	Inconsistent with Section 1.1.4.c. that refers to a local area review. A local area review may result in new character area policies or a local area plan.	That Policy 10.2.4 be amended as follows: Within Intensification Areas, ground floor retail uses are encouraged within office buildings. Local Area Plans <u>area reviews</u> may determine where ground floor retail uses will be required.
10.3 first paragraph	Clarify that sales and service uses are not intended to be retail sales and service, and only sales and service accessory to industrial uses.	That Section 10.3, paragraph 1, be amended as follows: Industrial uses include manufacturing, assembling, processing, fabricating, research and development, sales and service , warehousing, distributing, and wholesaling, and sales and service accessory to these uses.
10.6.6	It is unclear what "existing conditions" means in the first sentence of the policy and when these conditions should be preserved. The last two sentences of the policy are related to Stormwater and Drainage controls and should therefore be moved to that section.	That Policy 10.6.6 be amended as follows: 10.6.6 Where possible, the existing conditions should be augmented by the re-establishment of native vegetation and the preservations of existing landforms, vegetation and drainage patterns. <u>existing landforms, native vegetation and drainage patterns should be preserved and enhanced during construction and maintenance of facilities.</u> Where possible, at-source controls should be provided to reduce the need for new infrastructure. All efforts to this effect should be guided by the appropriate environmental agencies, according to all Provincial Government, Regional Government and municipal regulations. That the last two sentences of Policy 10.6.6 be revised and reinstated as a separate policy under Section 6.5.2 Stormwater and Drainage, following existing Policy 6.5.2.6, as follows: <u>At-source controls should be provided to reduce the need for new stormwater infrastructure. All efforts to this effect should be guided by the appropriate environmental agencies, according to all Provincial Government, Regional Government and municipal policies, guidelines and regulations.</u>
11. General Land Use Designations		
11.2	Concern that the phrases "will also permit", "will permit", "will only be permitted", and "will be permitted" may be interpreted to mean that all of the listed uses will be permitted regardless	That Policies 11.2.2.1, 11.2.4.2, 11.2.5.2, 11.2.6.1, 11.2.7.1, 11.2.8.1, 11.2.9.1, 11.2.10.1, 11.2.11.1, and 11.2.12.1 be amended to replace "will also permit" with "may also permit". That Policies 11.2.5.3, 11.2.5.4, 11.2.5.5 and 11.2.5.6 be amended to replace "will permit" with "may permit".

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	<p>of the circumstances.</p> <p>The use of the phrases “may also permit”, “may permit”, “may only be permitted”, and “may be permitted”, better reflects the intent of the Plan which is to identify potential uses subject to the use meeting the other policies of the Plan.</p>	<p>That Policy 11.2.5.7 be amended to replace “will only be permitted” with “may only be permitted”.</p> <p>That Policy 11.2.3.2 be amended to include the word “may”, as follows: 11.2.3.2 Lands designated Greenbelt <u>may</u> permit the following uses:</p> <p>That Policies 11.2.1.1, 11.2.5.8, 11.2.5.12, 11.2.8.5, 11.2.9.2, and 11.2.10.2 be amended to replace “will be permitted” with “may be permitted”.</p>
11.2.1.1	<p>Not all uses permitted by the “Uses Permitted in all Designations” policy are permitted by the Parkway Belt West Plan (e.g., some structures associated with community infrastructure).</p> <p>These uses - conservation, flood control and/or erosion management, transit facilities, and transportation infrastructure - are appropriate in all land use designations and should, therefore, be included in the list of permitted uses.</p> <p>The term “electricity transmission and distribution facilities”, should be replaced with “electric power distribution and transmission facility”, which is a defined glossary term.</p>	<p>That Policy 11.2.1.1 be amended as follows:</p> <p>11.2.1.1 The following uses will <u>may</u> be permitted in all land use designations, except Greenbelt <u>and Parkway Belt West</u> unless specifically allowed:</p> <ul style="list-style-type: none"> a. community infrastructure; b. community gardening; c. <u>conservation</u>; d. electricity transmission and distribution facilities <u>electric power distribution and transmission facility</u>; e. <u>flood control and/or erosion management</u>; f. natural gas and oil pipeline; g. parkland; h. piped services and related facilities for water, wastewater and stormwater; and i. telecommunication facility; j. <u>transit facilities; and</u> k. <u>transportation infrastructure.</u>
11.2.3.2.b.	<p>The term “electricity transmission and distribution facilities”, should be replaced with “electric power distribution and transmission facility”, which is a defined glossary term.</p>	<p>That Policy 11.2.3.2.b. be deleted and replaced with the following: electricity transmission and distribution facilities <u>electric power distribution and transmission facility</u>;</p>
11.2.1.3 New Policy	<p>Accessory uses directly associated with a community infrastructure use, may be</p>	<p>That a new policy be added as follows: <u>11.2.1.3 Uses accessory to a community infrastructure use, may be permitted. Accessory uses should generally be limited to a maximum of 20% of the total Gross Floor Area and should be</u></p>

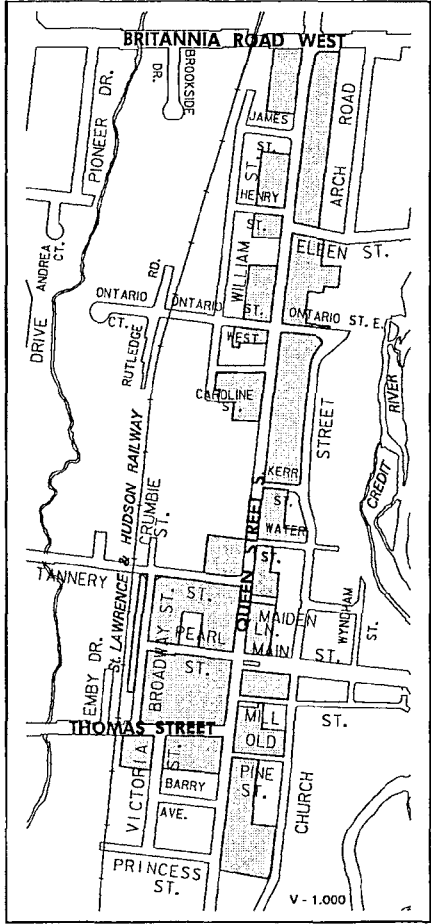
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	appropriate. Policy parameters are needed for uses accessory to a community infrastructure use.	<u>on the same lot and clearly subordinate to the functioning of the permitted use.</u>
11.2.3.2.c.	The list of facilities that must locate near water or traverse a watercourse was intended as examples and not a finite list.	That in Policy 11.2.3.2.c., the reference to “i.e.” be changed to “e.g.”
11.2.3.2.d.	Clarify wording and use the term “erosion management” to reflect the terminology used in the zoning by-law.	That Policy 11.2.3.2.d. be amended as follows: d. flood <u>control</u> and/or erosion <u>management</u> work;
11.2.5.8	Policy 11.2.5.2.c. permits a home occupation in residential designations; however, Policy 11.2.5.8 further restricts the use only to detached dwellings. With many types of housing forms in a growing city, the restriction of home occupations to detached dwellings is not reflective of the current residential dwelling composition. Concerns regarding home occupation issues such as employees and customers on premises, signage and parking, can be controlled in the zoning by-law.	That Policy 11.2.5.8 be deleted: 11.2.5.8 Home occupations will be permitted only in detached dwellings.
11.2.6	In Mississauga Plan, motor vehicle sales were permitted under both the “Mainstreet Retail Commercial” and “General Retail Commercial” designations, now part of the “Mixed Use” designation in MOP. Motor vehicle sales should have been brought forward into MOP as a permitted use under the “Mixed Use” designation.	That the following be added to the Policy 11.2.6.1 “Mixed Use” designation list: <ul style="list-style-type: none">• <u>motor vehicle sales</u>

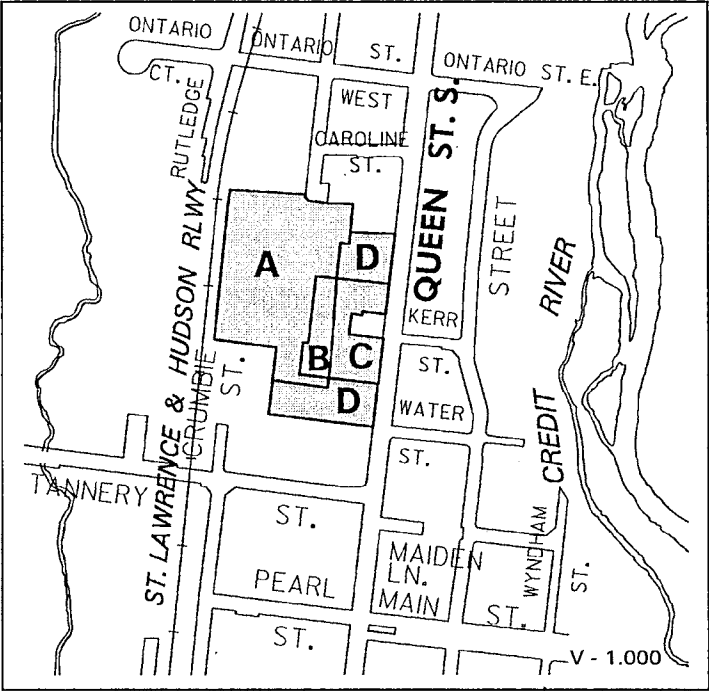
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11.2.11	In Mississauga Plan, Motor Vehicle Commercial uses (MVCUs) were permitted under the "Business Employment" designation in Employment Districts, but not in Nodes. MVCUs should have been brought forward into MOP as a permitted use under the "Business Employment" designation.	<p>That the following be added to the Policy 11.2.11.1 "Business Employment" designation, permitted use list:</p> <ul style="list-style-type: none"> • <u>Motor Vehicle Commercial uses</u>
11.2.13.1	Amendment 199 to the Parkway Belt West Plan added new definitions which would allow power generation and waste management systems on lands designated "Parkway Belt West". Mississauga Official Plan has other policies that direct these types of uses to appropriate locations and away from sensitive land uses.	<p>That Policy 11.2.13.1 be amended as follows:</p> <p>11.2.13.1 Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan. In case of discrepancy between the Parkway Belt West Plan and Mississauga Official Plan, the provisions of the Parkway Belt West Plan will prevail.</p> <p><u>11.2.13.2 Notwithstanding the provisions of the Parkway Belt West Plan, the following uses will not be permitted:</u></p> <p><u>a. major power generation facility; and</u></p> <p><u>b. waste processing stations or waste transfer stations and composting facilities.</u></p>
12. Downtown		
12 Downtown	<p>Concern that the phrases "will be permitted" and "will also be permitted" may be interpreted to mean that all of the listed uses will be permitted regardless of the circumstances.</p> <p>The use of the phrases "may be permitted" and "may also be permitted" better reflects the intent of the Plan which is to identify potential uses subject to the use meeting the other policies of the Plan.</p>	<p>That the following policies be amended to replace "will be permitted" with "may be permitted": 12.1.3.1, 12.1.4.1, 12.3.2.1.2.d., 12.3.2.2.2.b., 12.4.3.1.2.a., 12.4.3.1.2.c., 12.4.3.1.2.d., 12.4.3.2.2.a. and b., 12.4.3.3.2.a., 12.4.3.4.2.a., 12.4.3.5.2, 12.4.3.6.2.a., 12.4.3.7.2, 12.4.3.8.2, 12.4.4.1.2, 12.5.4.2.2, 12.5.4.3.2.f., and 12.5.4.4.2.k.</p> <p>That Policy 12.5.4.3.2.a. be amended to replace "will also be permitted" with "may also be permitted".</p>
13. Major Nodes		
13 Major Nodes	Concern that the phrase "will be permitted" may be interpreted	That the following policies be amended to replace "will be permitted" with "may be permitted": 13.1.2.2, 13.1.3.1, 13.1.4.1, 13.3.4.3.2, 13.3.4.3.3, 13.3.4.3.4, 13.3.4.3.5,

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	<p>to mean that all of the listed uses will be permitted regardless of the circumstances.</p> <p>The use of the phrase “may be permitted” better reflects the intent of the Plan which is to identify potential uses subject to the use meeting the other policies of the Plan.</p>	<p>13.3.4.4.2, 13.3.4.5.3, and 13.6.4.6.2.a., c. and d.</p>
<p>13.1 13.3 13.3.4.6</p>	<p>OPA 3 (Pinnacle development application), created a Special Site that straddles two Character Areas - Uptown Major Node and Hurontario Neighbourhood. However, given that the Special Site lands are part of one comprehensive townhouse/ apartment development proposal predominately within the Uptown Major Node Character Area, they should be captured within the same Character Area. This requires a boundary extension of the Uptown Major Node Character Area, affecting Maps 13-1 and 13-3 and the Special Site 6 map.</p>	<p>That the following Uptown Major Node maps be amended, as shown in Appendix 4:</p> <ul style="list-style-type: none"> • Map 13-1: City Structure - Major Nodes • Map 13-3: Uptown Major Node Character Area <p>That the Major Nodes - Uptown, 13.3.4.6 Special Site 6 map, be replaced with the following map:</p> 

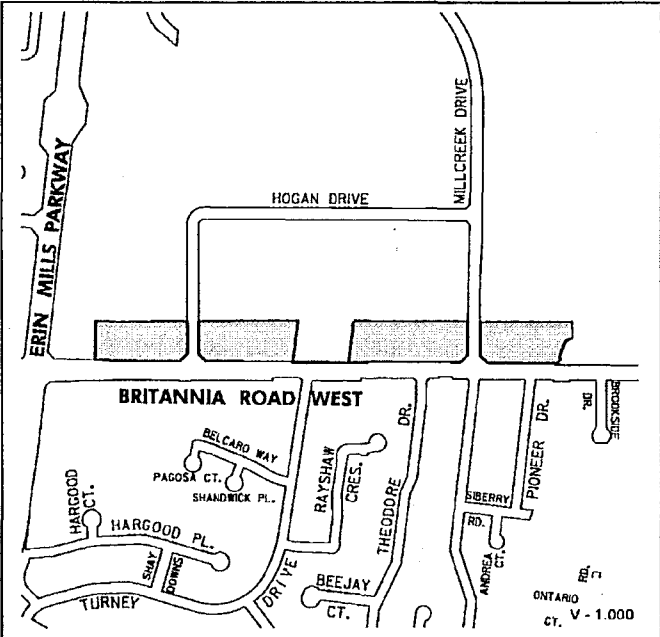
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13.1	Clarification required that each City Structure element, e.g. Major Nodes, is comprised of several Character Areas.	That the first sentence of the 13.1 Introduction, be amended as follows: There are two Major Nodes <u>Character Areas</u> in Mississauga:
14. Community Nodes		
14	Concern that the phrases “will be permitted” and “will also be permitted” may be interpreted to mean that all of the listed uses will be permitted regardless of the circumstances. The use of the phrases “may be permitted” and “may also be permitted” better reflects the intent of the Plan which is to identify potential uses subject to the use meeting the other policies of the Plan.	That Policies 14.1.2.2, 14.1.3.1, 14.2.3.1.4, 14.2.4.1.2, 14.8.2.3.2, 14.9.2.1.2, 14.11.6.4.2, and 14.11.6.6.2 be amended to replace “will be permitted” with “may be permitted”. That Policies 14.2.3.1.3, 14.11.7.1.2 and 14.11.7.2.2 be amended to replace “will also be permitted” with “may also be permitted”.
14.1	Clarification required that each City Structure element, e.g. Community Nodes, is comprised of several Character Areas.	That the first sentence of the 14.1 Introduction, be amended as follows: There are ten Community Nodes <u>Character Areas</u> in Mississauga:
14.1.2.3	Before permitting additional development on a site with existing apartment buildings, it is in the City’s interest that the site and the existing buildings be in compliance with applicable requirements, standards and codes. The policy in its present form requires existing buildings to meet <i>current</i> building code and fire code; however, existing buildings are only required to comply with the applicable codes	That Policy 14.1.2.3 be deleted, as follows: 14.1.2.3 Proposals for additional development on lands with existing apartment buildings will, as a condition of development, demonstrate that the site in its entirety meets current site plan and landscaping requirements, and existing buildings meet current building code, fire code and property standards. And replaced with the following: <u>14.1.2.3 Proposals for additional development on lands with existing apartment buildings will, as a condition of development, demonstrate the following:</u> <ul style="list-style-type: none"> • <u>that the site in its entirety meets site plan and landscaping requirements;</u> • <u>compliance with the property standards by-law; and</u> • <u>compliance with the applicable building code and fire code (i.e. the code in effect when</u>

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14.1.5 New Policy	<p>in effect when the building was constructed.</p> <p>The "Business Employment" designation is not permitted in Community Nodes, except for lands with this designation on the day the Plan came into effect.</p> <p>The uses prohibited under policy 15.1.8.2 in Corporate Centres, including Motor Vehicle Commercial uses, should be extended to Community Nodes where such uses are also not appropriate.</p>	<p><u>the building was constructed).</u></p> <p>That Section 14.1.5, Business Employment, be amended by adding the following new policy:</p> <p><u>14.1.5.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</u></p> <ul style="list-style-type: none"> <u>a. adult entertainment establishment;</u> <u>b. animal boarding establishment;</u> <u>c. body rub establishment;</u> <u>d. cardlock fuel dispensing;</u> <u>e. composting facilities;</u> <u>f. motor vehicle body repair facility;</u> <u>g. Motor Vehicle Commercial uses;</u> <u>h. outdoor storage and display areas related to a permitted manufacturing use;</u> <u>i. transportation facilities;</u> <u>j. trucking terminals;</u> <u>k. self storage facilities; and</u> <u>l. waste processing stations or waste transfer stations.</u>
14.11	<p>The "Public Open Space" designation currently shown on the south side of Tannery Street and east of Mullet Creek is no longer required for future parks and recreational needs.</p> <p>Streetsville Community Node Special Site 2, policy 14.11.6.2.2.c., notes that redevelopment will include provisions for a community park and a multi-use recreational trail. However, the Community Services Dept., Parks and Forestry Division, has confirmed that the community park need has been satisfied with P-512 and that a trail is no longer planned in this location.</p>	<p>That Map 14-11 - Streetsville Community Node Character Area, be amended by deleting the circle shape located on the south side of Tannery Street, east of Mullet Creek, and replacing the area with the existing, surrounding 1.0-1.8 FSI Range marking, as shown on the map in Appendix 5.</p> <p>That Policy 14.11.6.2.2.c. be deleted:</p> <ul style="list-style-type: none"> c. redevelopment will include provisions for a community park and a multi-use recreational trail. The trail will be located adjacent to the east side of the Mullet Creek valley, from Tannery Street to the existing trail crossing Mullet Creek, south of Thomas Street. The location and size of the community park will be determined through the preparation of a parkland concept plan.

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14.11.6.5 Site 5	<p>There is a mapping overlap of the Streetsville Community Node Special Sites 5 and 6. Lands can only be part of one special site.</p> <p>Mapping is to be revised to eliminate the overlap for both Special Site maps. Policy amendments for Special Site 6 are also required to address the mapping adjustments.</p> <p>Lands are to be removed from Special Site 5 and shown on Special Site 6 to eliminate the overlap. The restriction on drive-through facilities policy in Special Site 5 will now also apply to the lands shown in Special Site 6.</p>	That the Section 14.11.6.5, Site 5 map be replaced with the following map:
14.11.6.6 Site 6		

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15. Corporate Centres		
15 Corporate Centres	<p>Concern that the phrases “will be permitted” and “will also be permitted” to identify permitted uses by land use designation or conditions where a use may be permitted, may be interpreted to mean that all of the listed uses will be permitted regardless of the circumstances.</p> <p>The use of the phrases “may be permitted” and “may also be permitted” better reflects the intent of the Plan which is to identify potential uses subject to the use meeting the other policies of the Plan.</p>	<p>That Policies 15.1.3.1, 15.1.4.1, 15.1.8.1, 15.3.3.1.2.b., 15.3.3.2.2.b., 15.4.2.1, 15.4.3.1.2, 15.4.3.11.2 and 15.5.3.1.2 be amended to replace “will be permitted” with “may be permitted”.</p> <p>That Policies 15.3.3.1.2.b., 15.3.4.1.2, 15.4.3.2.2, 15.4.3.3.2, 15.4.3.4.2, 15.4.3.5.2, 15.4.3.6.2, 15.4.3.7.2.a. and b., 15.4.3.8.2, 15.4.3.9.2, and 15.4.3.10.2 be amended to replace “will also be permitted” with “may also be permitted”.</p>
15.1	Clarification required that each City Structure element, e.g. Corporate Centres, is comprised of several Character Areas.	<p>That the first sentence of the 15.1 Introduction, be amended as follows:</p> <p>There are four Corporate Centres <u>Character Areas</u> in Mississauga:</p>
15.1.6	Corporate Centres Character Areas do not have any lands designated Convenience Commercial. It is, therefore, not necessary to include Convenience Commercial permissions.	<p>That Section 15.1.6 including Policies 15.1.6.1 and 15.1.6.2, be deleted:</p> <p>15.1.6.1 Notwithstanding the Convenience Commercial policies of this Plan, the following uses will not be permitted:</p> <p>a. Residential.</p> <p>15.1.6.2 The Convenience Commercial designation will not be permitted, except for lands designated Convenience Commercial at the time this Plan comes into effect.</p>
15.1.8	In Mississauga Plan, Motor Vehicle Commercial Uses were permitted in Employment Districts, but not in Nodes. Motor Vehicle Commercial uses should have been brought forward into MOP as a prohibited use in Corporate Centres since these uses are not appropriate in employment nodes.	<p>That the following use be added:</p> <p>15.1.8.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</p> <ul style="list-style-type: none"> • <u>Motor Vehicle Commercial uses;</u>

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15.4	Figure 15-4.1 should be labelled as a Map, consistent with labelling throughout MOP.	That the "Figure" label be amended as follows: Figure <u>Map</u> 15-4.1: Meadowvale Business Park Restricted Areas
15.4.3	<p>There is a mapping overlap of Meadowvale Business Park Corporate Centre Exempt Sites 7 and 11. Lands can only be part of one exempt site.</p> <p>Mapping is to be adjusted to correct overlap for both Exempt Site maps. The land area shown on Exempt Site 7 is to be removed from the lands shown on Exempt Site 11 to correct the overlap. A policy is to be added to Exempt Site 7 to reflect the policy from Exempt Site 11 that still applies to these lands.</p>	<p>That a policy be added to Exempt Site 7, as follows: <u>15.4.3.7.3 Notwithstanding the policies of this Plan, one storey buildings will be permitted.</u></p> <p>That the 15.4.3.11 Exempt Site 11 map be replaced with the following map:</p> 
16. Neighbourhoods		
16 Neighbourhoods	Concern that the phrases "will be permitted", "will also permit" and "will also be permitted" to identify permitted uses by land use designation or conditions where a use may be permitted, may be interpreted to mean that all of the listed uses will be permitted regardless of the	That the following policies be amended to replace "will be permitted" with "may be permitted": 16.2.3.1.2, 16.2.3.4.2, 16.2.3.5.2, 16.2.3.6.2.a., 16.2.3.7.2, 16.2.3.9.2, 16.2.3.9.3, 16.2.3.10.2, 16.3.1.1.2, 16.4.2.2.1.a., 16.4.4.1.c., 16.4.7.2.1.a., 16.4.7.3.2.a., 16.5.5.4.2, 16.5.5.5.2, 16.5.5.8.2, 16.5.5.9.2, 16.5.5.11.2, 16.5.5.12.2, 16.6.1.4, 16.6.3.2.a., 16.6.5.3.2.a., 16.6.5.6.2, 16.7.3.3.2, 16.7.3.4.2.a., 16.7.3.5.2, 16.8.3.1.2.a. and b., 16.8.3.3.2.a. and b., 16.8.3.7.2, 16.8.3.8.2, 16.8.3.9.2, 16.8.4.2.2, 16.10.2.1.2, 16.10.2.4.2, 16.11.2.1.3.c., d., f. and g., 16.11.2.2.2, 16.14.5.1.2.a. and d., 16.15.4.3.2.a., 16.16.3.1.2, 16.17.2.3.a., 16.17.2.4, 16.17.4.2.2, 16.17.4.10.2, 16.18.2.3, 16.18.5.1.2, 16.18.5.2.2.f., 16.22.2.3.2, 16.23.2.4, and 16.23.5.6.2.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
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	<p>circumstances.</p> <p>The use of the phrases “may be permitted”, “may also permit” and “may also be permitted” better reflects the intent of the Plan which is to identify potential uses subject to the use meeting the other policies of the Plan.</p>	<p>That Policies 16.2.2.3, 16.4.3.2, 16.6.1.2, 16.12.2.1, 16.14.2.4, 16.15.2.2, 16.16.1.3, 16.19.2.2, 16.23.2.3 be amended to replace “will also permit” with “may also permit”.</p> <p>That the following policies be amended to replace “will also be permitted” with “may also be permitted”: 16.2.3.3.2, 16.2.4.2.2, 16.5.5.2.2, 16.5.5.2.3, 16.5.5.10.2, 16.5.6.1.2, 16.5.6.2.2, 16.5.6.3.2, 16.8.3.4.2, 16.8.3.5.2, 16.8.3.6.2, 16.8.3.10.2, 16.8.4.1.2, 16.8.4.2.2, 16.8.4.3.2, 16.8.4.5.2, 16.8.4.6.2, 16.8.4.7.2, 16.9.2.3.2.a., 16.9.2.4.2, 16.9.3.1.2, 16.10.3.1.2, 16.11.2.3.2, 16.12.4.1.2, 16.17.4.7.2, 16.17.5.1.2, 16.18.5.3.2, and 16.18.6.1.2.</p> <p>That the following policy be amended to replace “will be permitted” with “is permitted”:</p> <p>16.23.5.2.2 Notwithstanding the provisions of the Mixed Use designation, only a day care facility will be <u>is</u> permitted.</p>
16.1	Clarification required that each City Structure element, e.g. Neighbourhoods, is comprised of several Character Areas.	<p>That the first sentence of the 16.1 Introduction, be amended as follows:</p> <p>There are 22 Neighbourhoods <u>Character Areas</u> in Mississauga:</p>
16.1.2.1	The policy should be amended to reference condominium development.	<p>That Policy 16.1.2.1 be amended as follows:</p> <p>16.1.2.1 To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots proposed along the periphery of a draft plan of subdivision or which are subject to a consent application <u>created by land division or units or pots created by condominium</u> will generally represent the greater of:</p> <ol style="list-style-type: none"> The average lot frontage and lot area of residential lots, <u>units or pots</u> on both sides of the same street within 120 m of the subject property. In the case of a corner <u>development</u> lot, lots, <u>units or pots</u> on both streets within 120 m will be considered; or the requirements of the Zoning By-law.
16.1.2.5.b.	Before permitting additional development on a site with existing apartment buildings, it is in the City’s interest that the site and the existing buildings be in compliance with applicable requirements, standards and codes.	<p>That Policy 16.1.2.5.b. be deleted, as follows:</p> <p>16.1.2.5.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.</p> <p>And replaced with the following:</p> <p><u>16.1.2.5.b. as a condition of development, demonstrate the following:</u></p>

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	The policy in its present form requires existing buildings to meet <i>current</i> building code and fire code; however, existing buildings are only required to comply with the applicable codes in effect when the building was constructed.	<ul style="list-style-type: none"> • <u>that the site in its entirety meets site plan and landscaping requirements;</u> • <u>compliance with the property standards by-law; and</u> • <u>compliance with the applicable building code and fire code (i.e. the code in effect when the building was constructed).</u>
16.1.5 New Policy	The “Business Employment” designation is not permitted in Community Nodes and Neighbourhoods, except for lands with this designation on the day the Plan came into effect. The uses prohibited under policy 15.1.8.2 in Corporate Centres, including Motor Vehicle Commercial uses, should be extended to Neighbourhoods where such uses are also not appropriate.	<p>That Section 16.1.5 be amended by adding the following new policy:</p> <p><u>16.1.5.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</u></p> <ul style="list-style-type: none"> <u>a. adult entertainment establishments;</u> <u>b. animal boarding establishment;</u> <u>c. bodyrub establishment;</u> <u>d. cardlock fuel dispensing;</u> <u>e. motor vehicle body repair facility;</u> <u>f. Motor Vehicle Commercial uses;</u> <u>g. outdoor storage and display areas related to a permitted manufacturing use;</u> <u>h. transportation facilities;</u> <u>i. trucking terminals;</u> <u>j. self storage facilities; and</u> <u>k. waste processing stations or waste transfer stations and composting facilities.</u>
16.1 16.12	OPA 3 (Pinnacle development application), created a Special Site that straddles two Character Areas - Uptown Major Node and Hurontario Neighbourhood. However, given that the Special Site lands are part of one comprehensive townhouse/ apartment development proposal predominately within the Uptown Major Node Character Area, they should be captured within the same Character Area. The OPA 3, 13.3.4.6 Special Site 6 lands should be wholly within	<p>That the following Hurontario Neighbourhood maps be amended, as shown in Appendix 4:</p> <ul style="list-style-type: none"> • Map 16-1: City Structure - Neighbourhoods • Map 16-12: Hurontario Neighbourhood Character Area

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as strikeouts ; additions are <i>italicized and underlined</i> .		
	the Uptown Major Node Character Area boundary, removing the lands from the Hurontario Neighbourhood Character Area.	
17. Employment Areas		
17 Employment Areas	<p>Concern that the phrases “will be permitted” and “will also be permitted” to identify permitted uses by land use designation or conditions where a use may be permitted, may be interpreted to mean that all of the listed uses will be permitted regardless of the circumstances.</p> <p>The use of the phrases “may be permitted” and “may also be permitted” better reflects the intent of the Plan which is to identify potential uses subject to the use meeting the other policies of the Plan.</p>	<p>That Policies 17.1.2.1, 17.1.4.1, 17.1.8.1, 17.2.3.1.c., 17.2.5.1.2.a., 17.3.1.1, 17.3.3.1.2, 17.4.2.1, 17.4.2.3, 17.5.3.1.2.a., 17.5.3.2.2.a., 17.5.3.4.2, and 17.7.2.1 be amended to replace “will be permitted” with “may be permitted”.</p> <p>That Policies 17.4.5.1.2 and 17.4.5.2.2 be amended to replace “will also be permitted” with “may also be permitted”.</p>
17.1	Introduction sentence structure should be consistent with the other Character Areas.	<p>That the first sentence of the 17.1 Introduction, be amended as follows:</p> <p>There are nine Employment Areas <u>Character Areas</u> in Mississauga: are located with following nine Character Areas</p>
17.1.1	Inconsistent with Section 1.1.4.c. that refers to a local area review. A local area review may result in new character area policies or a local area plan.	<p>That the second sentence of Policy 17.1.1.1 be amended as follows:</p> <p>Local area plans <u>reviews</u> or planning studies may establish maximum height requirements.</p>
17.1.4.1	With the addition of motor vehicle sales to the “Mixed Use” list of permitted uses under Policy 11.2.6.1, it is not required to be listed as an additional permitted use.	<p>That Policy 17.1.4.1 be amended, as follows:</p> <p>17.1.4.1 Notwithstanding the Mixed Use policies of the Plan, the following additional uses will be permitted only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Character Areas:</p> <p>c. motor vehicle sales.</p>

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
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18. Special Purpose Areas		
18.1	Clarification required that each City Structure element, e.g. Special Purpose Areas, is comprised of several Character Areas.	That the first sentence of the Section 18.1 Introduction, be amended as follows: There are two Special Purpose Areas <u>Character Areas</u> in Mississauga:
18.3.2.1	Concern that the phrase “will be permitted” to identify conditions where a use may be permitted, may be interpreted to mean that the use will be permitted regardless of the circumstances. The use of the phrase “may be permitted” better reflects the intent of the Plan which is to identify potential uses subject to the use meeting the other policies of the Plan.	That Policy 18.3.2.1 be amended to replace “will be permitted” with “may be permitted”.
19. Implementation		
19.4.5	<p>The requirement for a property evaluation report and a condominium declaration are already noted on the City’s condominium application forms.</p> <p>A property evaluation report, prepared by a professional such as an engineer, evaluates the condition of property components (e.g. driveways, parking spaces). The Transportation & Works Department requires a copy of the report to determine if any repairs are required and before it can provide comments/ conditions of draft approval in</p>	<p>That the following items be added to the Policy 19.4.5 list of studies, reports and/or documents that may be required as part of a complete application submission:</p> <ul style="list-style-type: none"> • <u>Property evaluation report</u> • <u>Condominium declaration</u> <p>That the terminology for the existing listed item “Restrictions on Title” be amended as follows:</p> <p><u>Restrictions on Title (where the creation of Common Element Condominium lots precedes the creation of the private road) (including where the creation of parcels of land tied to a common element road condominium precedes the registration of the condominium road)</u></p>

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	<p>connection with the conversion of existing rental buildings to condominium tenure.</p> <p>Zoning, Development & Design and Legal Services need to review the <i>condominium declaration</i> to see whether the information contained within the declaration corresponds to conditions that may have been issued as part of the site plan approval process. Warning clauses and parking allocation are also reviewed.</p> <p>The terminology for listed item "Restrictions on Title" needs to be updated.</p>	
19.4.5	<p>To align with Provincial Policy Statement terminology, "Heritage Impact Assessment" must be used rather than "Heritage Impact Statement". "Heritage Conservation Plan" is inaccurate terminology.</p>	<p>That the following terms be amended as follows:</p> <ul style="list-style-type: none"> Heritage Impact Statement be amended by deleting "Statement" and replacing with "Assessment": <ul style="list-style-type: none"> <i>Heritage Impact Statement Assessment</i> Heritage Conservation Plan be amended by adding "Management": <ul style="list-style-type: none"> Heritage Conservation <i>Management</i> Plan
19.4.5	<p>In order for a property owner to demonstrate that the existing building complies with the property standards by-law and the applicable fire code, it is reasonable for the City to require compliance letters as part of a development application.</p>	<p>That the following items be added to the Policy 19.4.5 list of studies, reports and/or documents that may be required as part of a complete application submission:</p> <ul style="list-style-type: none"> <i>Fire Code Compliance Letter (for existing buildings on a redevelopment site)</i> <i>Property Standards Compliance Letter (for existing building on a redevelopment site)</i>
19.5.2	<p>Inconsistent with Section 1.1.4 c that refers to a local area review. A local area review may result in new character area policies or a local area plan.</p>	<p>That the first sentence of Policy 19.5.2 be amended as follows:</p> <p>Mississauga may initiate site specific amendments to this Plan through local area <u>plans reviews</u> or other planning studies.</p>

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
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Glossary		
Glossary	Community infrastructure includes community facilities, but the community facilities definition is located in the Glossary. For reader ease, the community facility definition should be included in Section 1.1.4 and deleted from the Glossary.	That the Community Facilities definition be deleted from the Glossary: COMMUNITY FACILITIES means a facility operated by or on behalf of a public authority for the provision of community activities such as, but no limited to recreation, libraries, arts, crafts, museums, social and charitable activities. This includes pools, outdoor rinks and arenas. Private gyms, banquet halls/conference centres or convention centres are not considered community facilities.
Glossary	To align with Provincial Policy Statement terminology, Heritage Impact Assessment must be used rather than Heritage Impact Statement.	That the term Heritage Impact Statement be amended as follows: o <i>Heritage Impact Statement Assessment</i>
Schedules (listed in the order as they appear in the MOP General Amendment Report, by topic area)		
Schedules 1, 1a Schedule 3	Natural Areas Survey Updates completed in 2010, 2011 and 2012 recommended addition of City-owned sites to the Natural Areas System.	That Schedule 3 be amended, as shown in Appendices 2a and 2b. That Schedules 1 and 1a be amended to reflect the Schedule 3 Natural Areas System amendments.
Schedule 3 Schedule 10	Revision to the Natural Hazards limit to reflect the current boundaries of the "G1" and "G2" Greenbelt zones.	That Schedule 3 be amended, as shown in Appendix 2a. That Schedule 10 be amended, as shown in Appendix 3, Map 16, "Part of Sheridan Neighbourhood Character Area".
Schedule 10	Recommended updates to the Greenbelt land use designation to include additional lands identified in watercourse corridors and along the Lake Ontario shoreline that are subject to natural hazards.	That Schedule 10 be amended, as shown in the Schedule 10 excerpt maps located in Appendix 3.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
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<p>Schedules 1, 1a, 1b Schedule 2 Schedule 4 Schedule 9 Schedule 10</p>	<p>OPA 3 (Pinnacle development application), created a Special Site that straddles two Character Areas - Uptown Major Node and Hurontario Neighbourhood. However, given that the Special Site lands are part of one comprehensive townhouse/ apartment development proposal within the Uptown Major Node Character Area, they should be captured within the same Character Area.</p> <p>On the OPA 3 "Amended Land Use Designations" map, a small right-of-way parcel immediately west of Cooksville Creek should not be captured in the Greenbelt designation.</p> <p>Amendments to the Public Open Space and Greenbelt land use designations as shown on Schedule 'A' of OPA 3, were not captured as amendments to MOP Schedules 1, 1a or 4.</p>	<p>That Schedules 1, 1a, 1b, 2, 4, 9 and 10 be amended as reflected in Appendix 4, and noted below:</p> <p>That Schedules 1, 1b, 2 and 9, be amended to extend the boundary of the Uptown Major Node to include all of the OPA 3, 13.3.4.6 Special Site 6 lands.</p> <p>That Schedules 1, 1a and 4, be amended to correctly reflect the amended Public Open Space and Greenbelt land use designations, as shown on Schedule 'A' of OPA 3.</p> <p>That on Schedules 1, 1a, 4 and 10, the right-of-way parcel located immediately west of Cooksville Creek, be amended from Greenbelt to road right-of-way.</p>
<p>Schedule 1, 1a Schedule 4 Schedule 10</p>	<p>With the acquisition of the former Russell Langmaid Public School for park purposes (P-512), the parkland requirements for the Streetsville Community Node have been satisfied.</p> <p>The former school site is 0.66 ha (1.62 ac.) in size and is comprised of two land parcels bisected by a road right-of-way (Maiden Lane). The south block has an area of 0.22 ha (0.49 ac.) and now forms part of the City's parkland inventory.</p> <p>Subsequently, the "Public Open Space" designation currently</p>	<p>That Schedules 1, 1a, 4 and 10 be amended as noted below and reflected in Appendix 5:</p> <ul style="list-style-type: none"> • Delete the "Public Open Space" designation (circle shape) located on the south side of Tannery Street, east of Mullet Creek, and replace the designation with the existing, surrounding land use designation, "Residential High Density"; and • Redesignate the limits of the south block (south of Maiden Lane, west of Church Street) of the former Russell Langmaid Public School site from "Residential Low Density 1" to "Public Open Space".

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
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	shown on the south side of Tannery Street and east of Mullet Creek is no longer required for future parks and recreational needs.	
Schedule 8	<p>Regional Official Plan Amendment No. 26 (ROPA 26) was adopted June 28, 2012. Mississauga Official Plan, Schedule 8, needs to be brought into conformity with ROPA 26, Schedule F - Regional Road Mid-Block Right of Way Requirements.</p> <p>This involves amendments in three areas: 1) Cawthra Road (approx. QEW to Dundas; 2) Derry Road West; and 3) Winston Churchill Blvd. (south).</p> <p>The subject matter of the map is designated road right-of-way widths. Under "Notes", Note 6, Base map information should, therefore, exclude roads from the list of examples and have a note similar to that on Schedule 5: Long Term Road Network.</p>	<p>That Schedule 8: Designated Right-of-Way Widths, be amended to reflect the Region's Schedule F - Regional Road Mid-Block Right of Way Requirements, as shown in Appendix 6.</p> <p>That Note 6 on Schedule 8, be amended as shown in Appendix 6 and as follows:</p> <p>Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.</p>
Schedule 4 Schedule 10	<p>Plum Tree Park lands, adjacent to Plum Tree Park Public School, sold to the Peel District School Board. To reflect the sale of these lands: a) the lands on Schedule 4 to change from Private and Public Open Spaces to Educational Facilities; and, b) the Schedule 10 land use designation for these lands is to be changed from "Public Open</p>	<p>That Schedules 4 and 10 be amended, as shown in Appendix 7.</p>

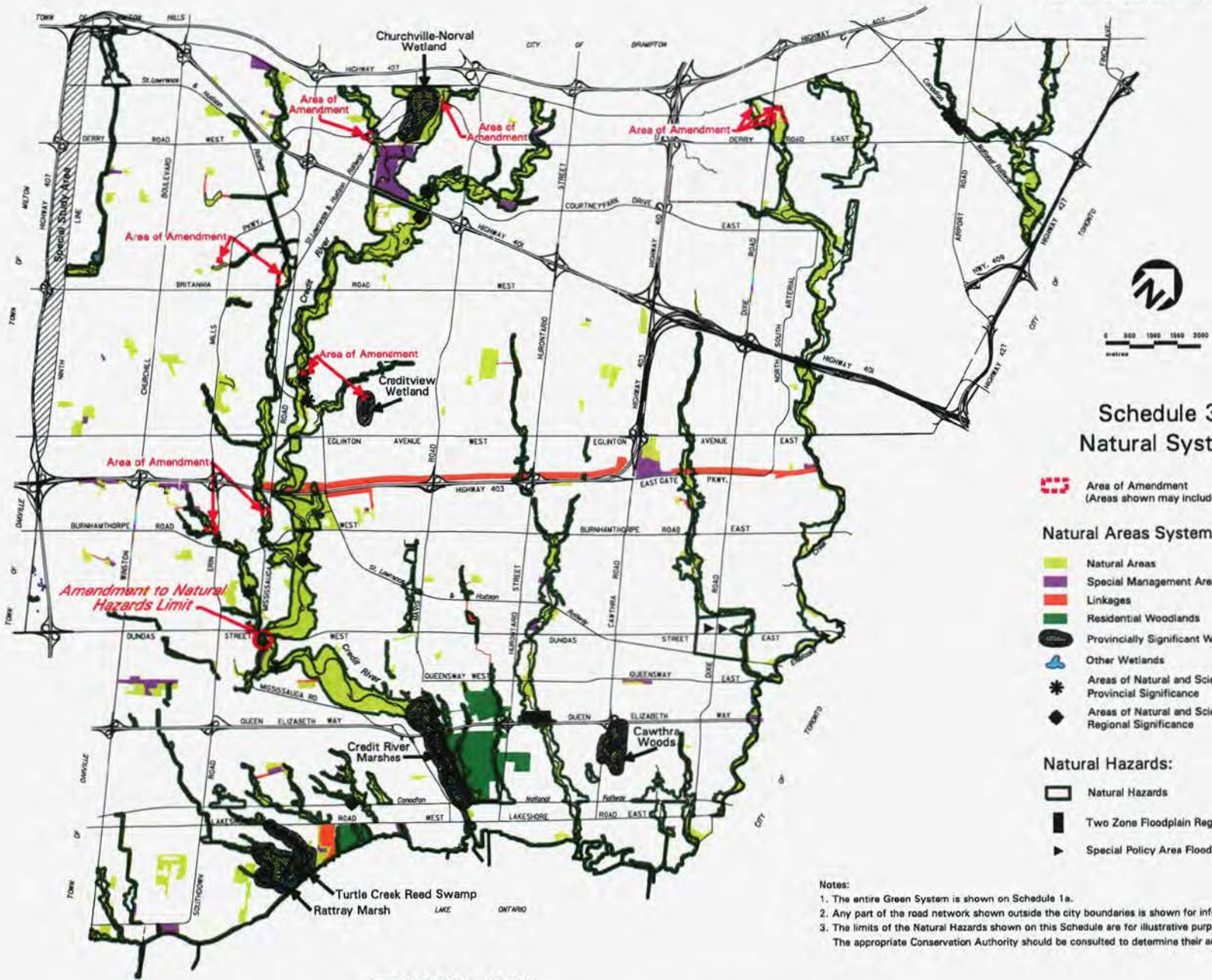
POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as strikeouts; additions are <i>italicized and underlined</i> .		
	<p>Space” to “Residential Low Density II”.</p> <p>Union Gas lands to the south of Plum Tree Park lands, purchased by the City for emergency services and park purposes. To reflect the purchase of these lands; a) the lands on Schedule 4 to change from Utilities to Public and Private Open Spaces; and, b) the Schedule 10 land use designation for these lands is to be changed from “Utility” to “Public Open Space”.</p>	
Appendix		
Appendix C: Credits	Appendix C: Credits, lists figure numbers, descriptions and sources (e.g. photo credits). This list is for information purposes only and may be updated from time to time if a photo/sketch is updated or a figure is added that changes the number order.	That Appendix C be removed from the Appendix and inserted into the Other Information section.
Local Area Plans		
Lakeview Local Area Plan	Figures 1 and 2 are labeled as figures, but should be labeled as Maps, consistent with labeling throughout MOP.	<p>That the “Figure” labels be deleted and replaced with “Map” labels for figures 1 and 2:</p> <p>Figure <u>Map</u> 1: The Lakeview Local Area is located in the southeast corner of Mississauga and includes areas identified in the City Structure as Community Node, Neighbourhood and Employment Area.</p> <p>Figure <u>Map</u> 2: Location of Special Sites within the Lakeview Local Area.</p> <p>That reference in the Local Area Plan text to “figure” be deleted and replaced with “map”.</p>
Southdown Local Area Plan	Figures 1 and 29 are incorrectly labeled as figures. Should be labeled as Maps, consistent with labeling throughout MOP.	<p>That the “Figure” labels be deleted and replaced with “Map” labels for figures 1, 29 and 38:</p> <p>Figure <u>Map</u> 1: The Southdown Character Area is located in the southwest corner of Mississauga and is identified in the City Structure as an Employment Area.</p>

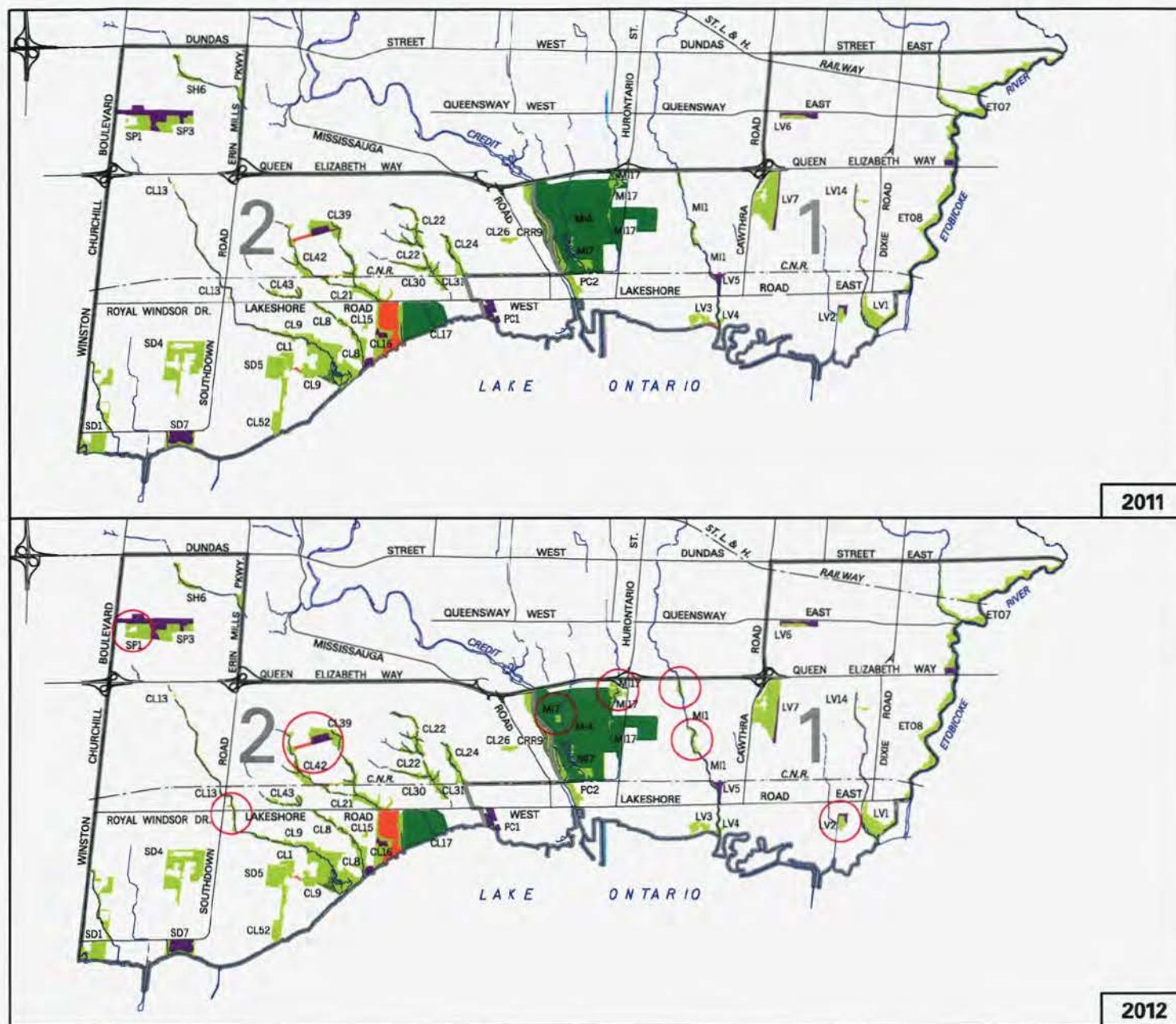
POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as strikeouts; additions are <i>italicized and underlined</i> .		
		<p>Figure <u>Map</u> 29: Location of Special Sites within the Southdown Local Area.</p> <p>That reference in the Local Area Plan text to “figure” be deleted and replaced with “map”.</p>
Southdown Local Area Plan Policy 9.1.d.	Policy 9.1.d. includes a bracketed reference: (see key plan: Gateway Locations), that relates to Figure 15; however, figures are for information and illustration purposes only and are not policy.	<p>That Policy 9.1.d. of the Southdown Local Area Plan be amended as follows:</p> <p>d. At entry locations, encourage development to form gateways that are substantial in built form with landmark architectural character and quality and special landscape treatment (see key plan: Gateway Locations);</p> <p>That Figure 15 be moved from its existing location in Section 9.0 Urban Design Policies to immediately follow Policy 9.1.d., and that the Figure 15 caption be amended as follows:</p> <p>Figure 15: Development at major intersections should have substantial built form, with landscape treatments and landmark quality architecture. Major intersections are considered Gateway locations and should have substantial built form, with landscape treatments and landmark quality architecture.</p>

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APPENDIX 2

Natural Areas Survey Updates





MISSISSAUGA NATURAL AREAS SURVEY 2012 UPDATE

Wards 1 & 2

- Natural Area
- Residential Woodland
- Special Management Area
- Linkage
- LV2 Natural Area Name
- Ward Boundary
- Main Areas of Updated Boundaries

KEY MAP



MISSISSAUGA
Leading today for tomorrow

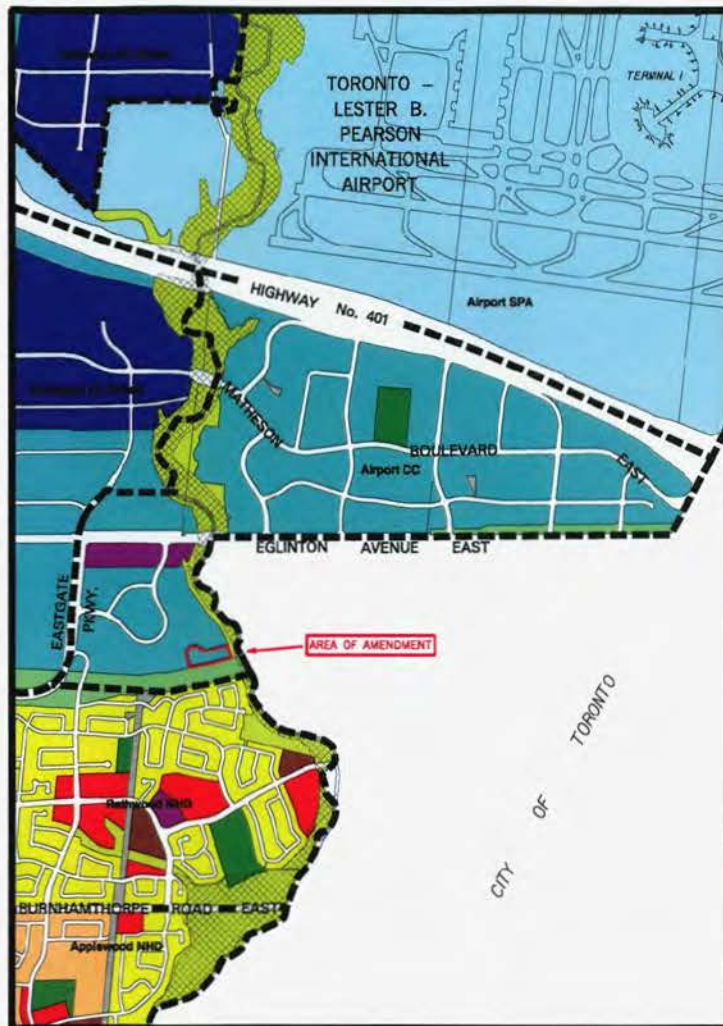
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T&W, Geomatics

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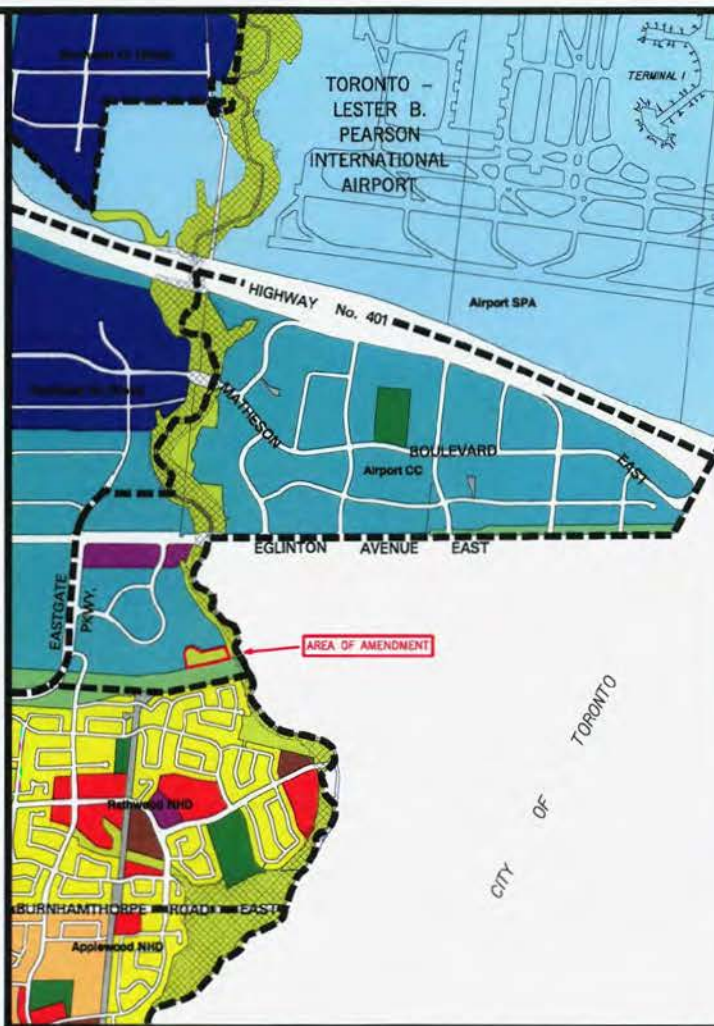
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APPENDIX 3

Schedule 10 Excerpt Maps:
Land Use Designation Changes to “Greenbelt”



EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

APPENDIX 3 MAP 1

LAND USE DESIGNATIONS

- | | |
|----------------------------|---------------------|
| Residential Low Density I | Business Employment |
| Residential Low Density II | Industrial |
| Residential Medium Density | Airport |
| Residential High Density | Institutional |
| Downtown Mixed Use | Public Open Space |
| Downtown Core Commercial | Private Open Space |
| Mixed Use | Greenbelt |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | To Be Determined |
| Natural Hazards | |
| Character Area Boundary | |

AREA OF AMENDMENT

FROM
 Business Employment

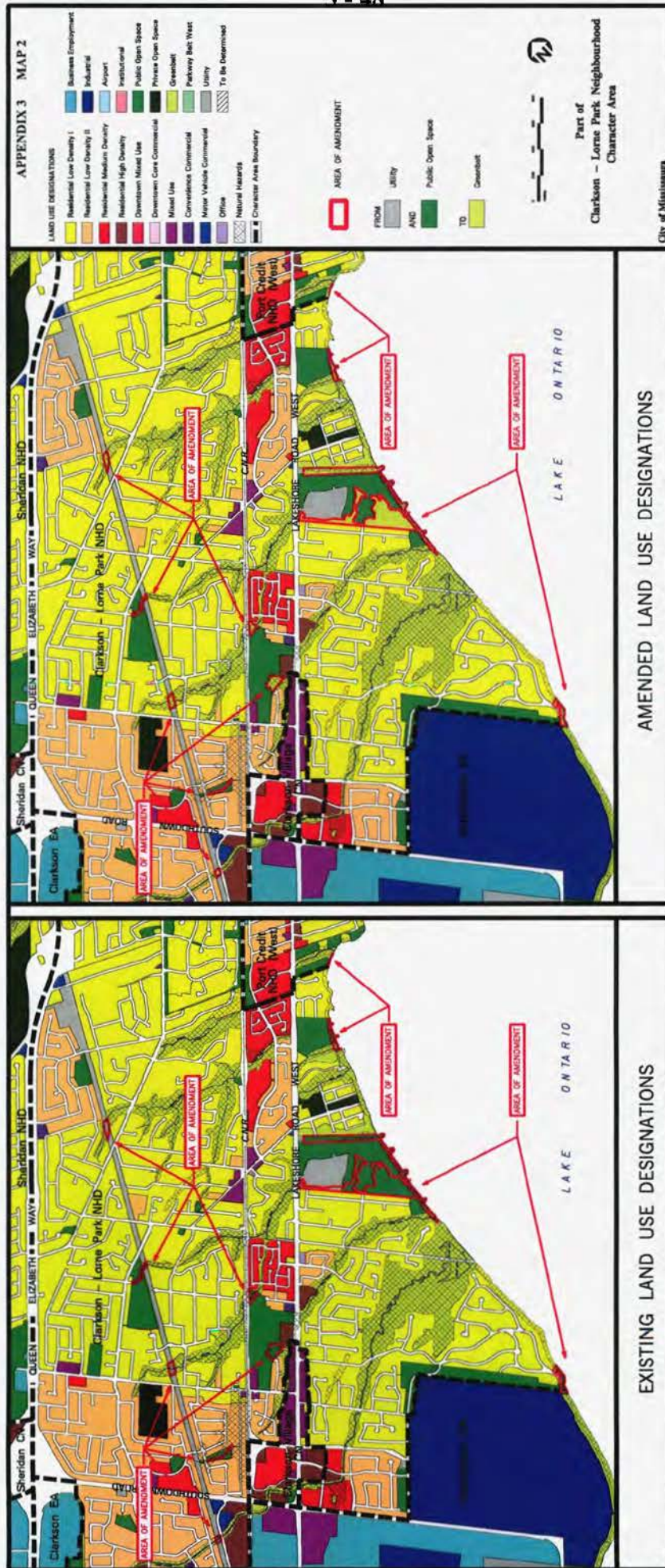
TO
 Greenbelt

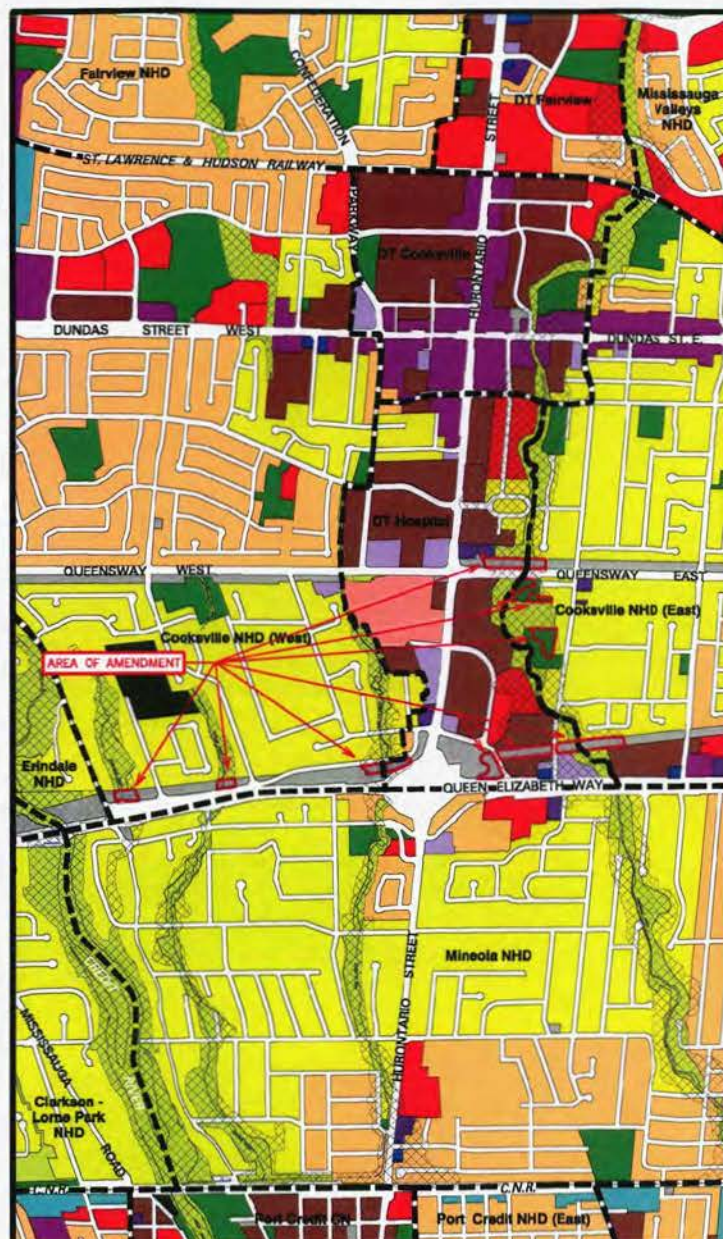


Airport Corporate Centre
Character Area

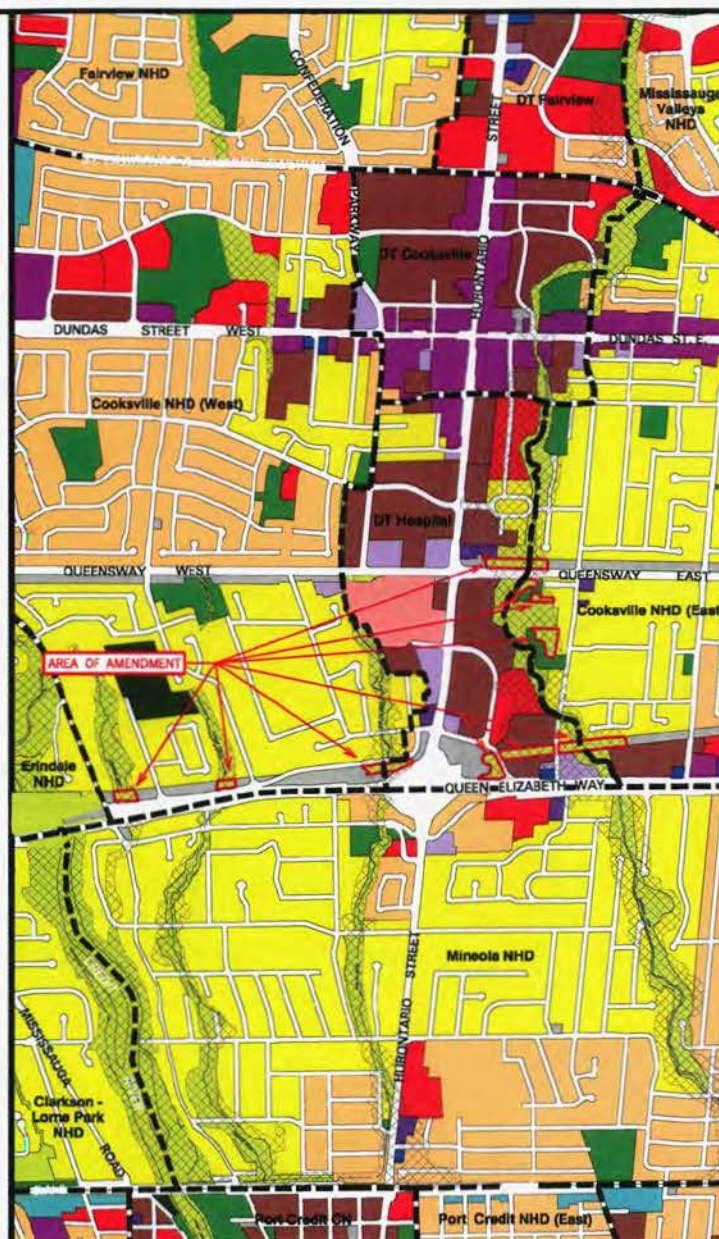
City of Mississauga

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EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

- | | |
|----------------------------|---------------------|
| Residential Low Density I | Business Employment |
| Residential Low Density II | Industrial |
| Residential Medium Density | Airport |
| Residential High Density | Institutional |
| Downtown Mixed Use | Public Open Space |
| Downtown Core Commercial | Private Open Space |
| Mixed Use | Greenbelt |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | To Be Determined |
| Natural Hazards | |
| Character Area Boundary | |

AREA OF AMENDMENT

FROM
 Public Open Space

AND
 Utility

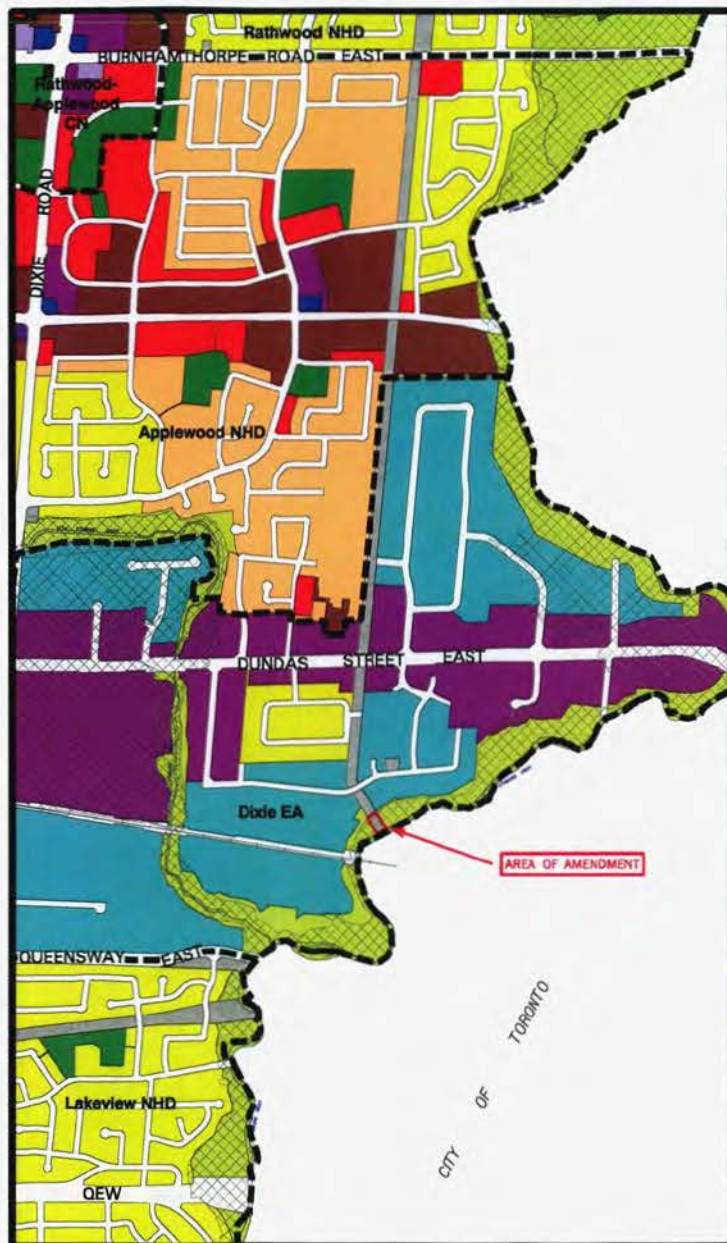
TO
 Greenbelt



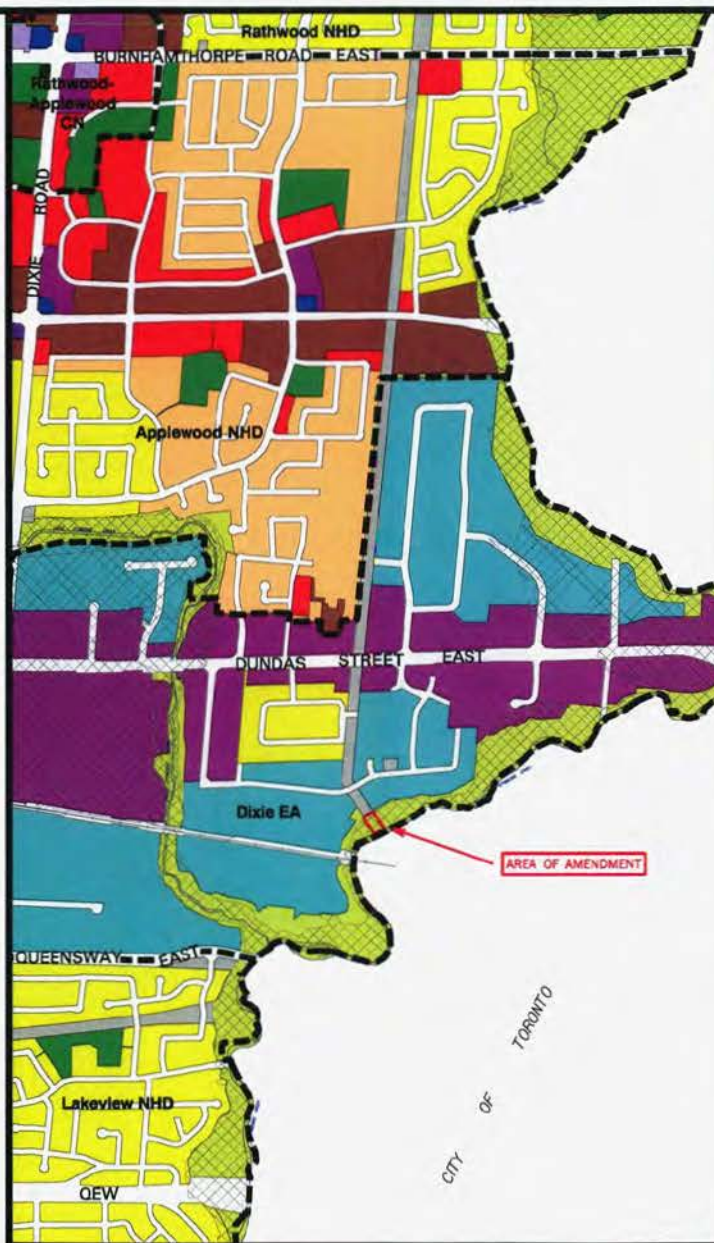
Part of Cookville Neighbourhood
and Downtown Hospital
Character Area

City of Mississauga

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EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

- | | |
|----------------------------|---------------------|
| Residential Low Density I | Business Employment |
| Residential Low Density II | Industrial |
| Residential Medium Density | Airport |
| Residential High Density | Institutional |
| Downtown Mixed Use | Public Open Space |
| Downtown Core Commercial | Private Open Space |
| Mixed Use | Greenbelt |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | To Be Determined |
| Natural Hazards | |
| Character Area Boundary | |

AREA OF AMENDMENT

FROM

Utility

TO

Greenbelt



Part of
Dixie Employment Area
Character Area

City of Mississauga

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EXISTING LAND USE DESIGNATIONS




AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

- | | | | |
|---|----------------------------|---|---------------------|
|  | Residential Low Density I |  | Business Employment |
|  | Residential Low Density II |  | Industrial |
|  | Residential Medium Density |  | Airport |
|  | Residential High Density |  | Institutional |
|  | Downtown Mixed Use |  | Public Open Space |
|  | Downtown Core Commercial |  | Private Open Space |
|  | Mixed Use |  | Greenbelt |
|  | Convenience Commercial |  | Parkway Belt West |
|  | Motor Vehicle Commercial |  | Utility |
|  | Office |  | To Be Determined |
|  | Natural Hazards | | |
|  | Character Area Boundary | | |

AREA OF AMENDMENT

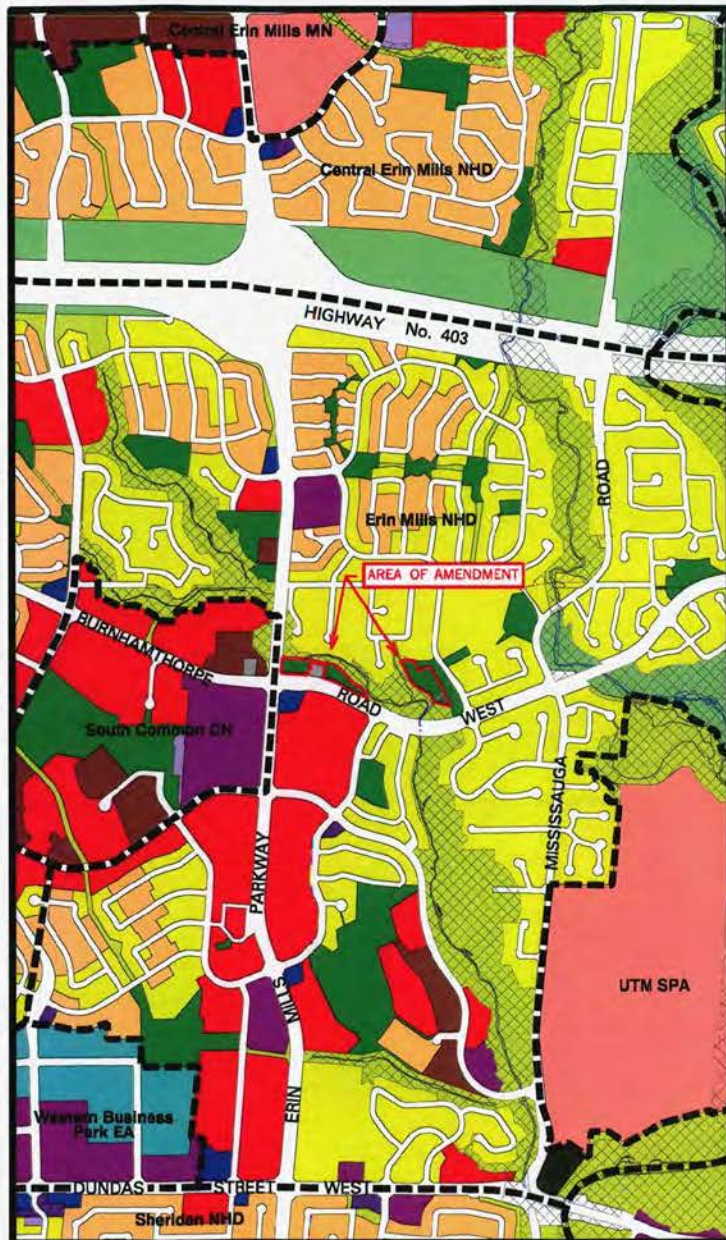
FROM  Utility

TO  Greenbelt



**Part of Erindale Neighbourhood and
Sheridan Neighbourhood
Character Area**

City of Mississauga



EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

- | | |
|----------------------------|---------------------|
| Residential Low Density I | Business Employment |
| Residential Low Density II | Industrial |
| Residential Medium Density | Airport |
| Residential High Density | Institutional |
| Downtown Mixed Use | Public Open Space |
| Downtown Core Commercial | Private Open Space |
| Mixed Use | Greenbelt |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | To Be Determined |
| Natural Hazards | |
| Character Area Boundary | |

AREA OF AMENDMENT

FROM
 Public Open Space

TO
 Greenbelt



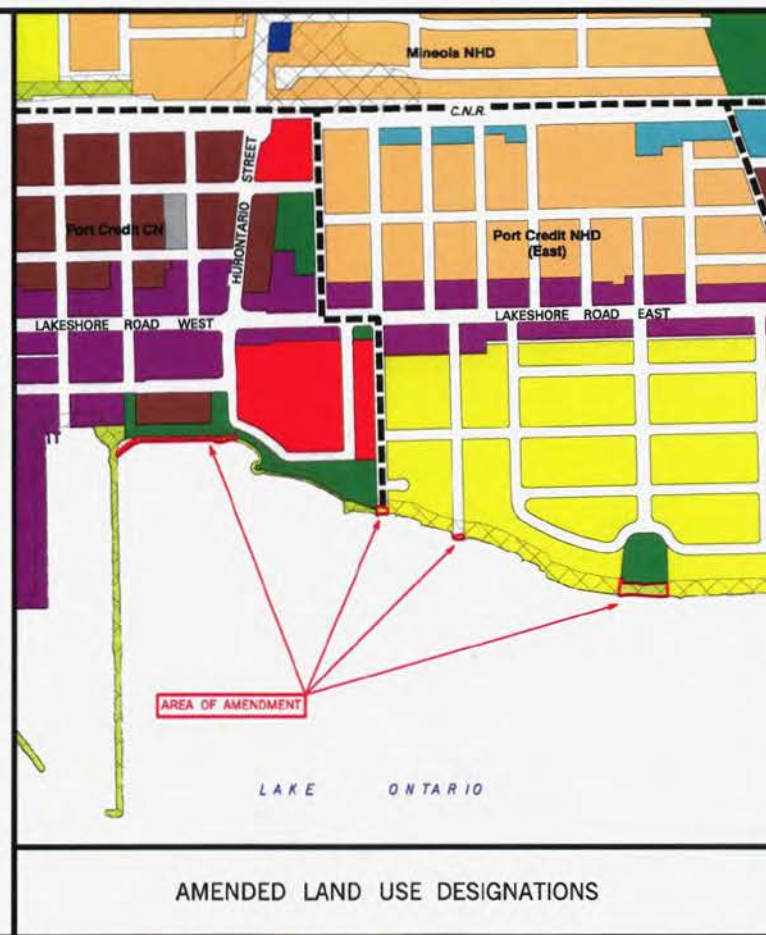
Part of
Erin Mills Neighbourhood
Character Area

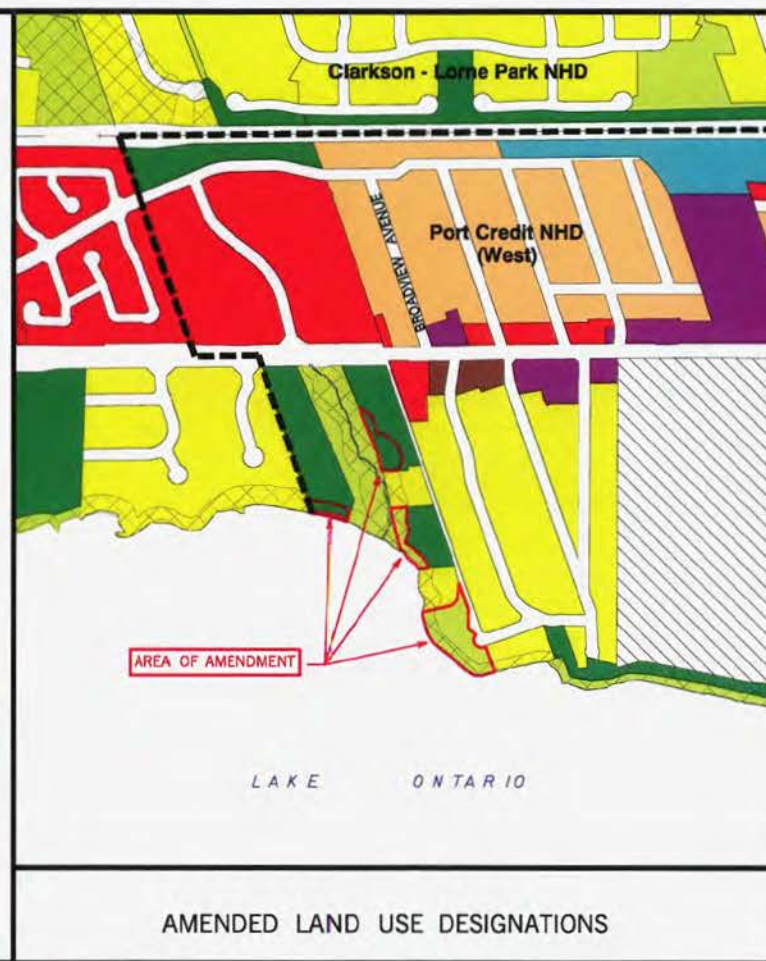
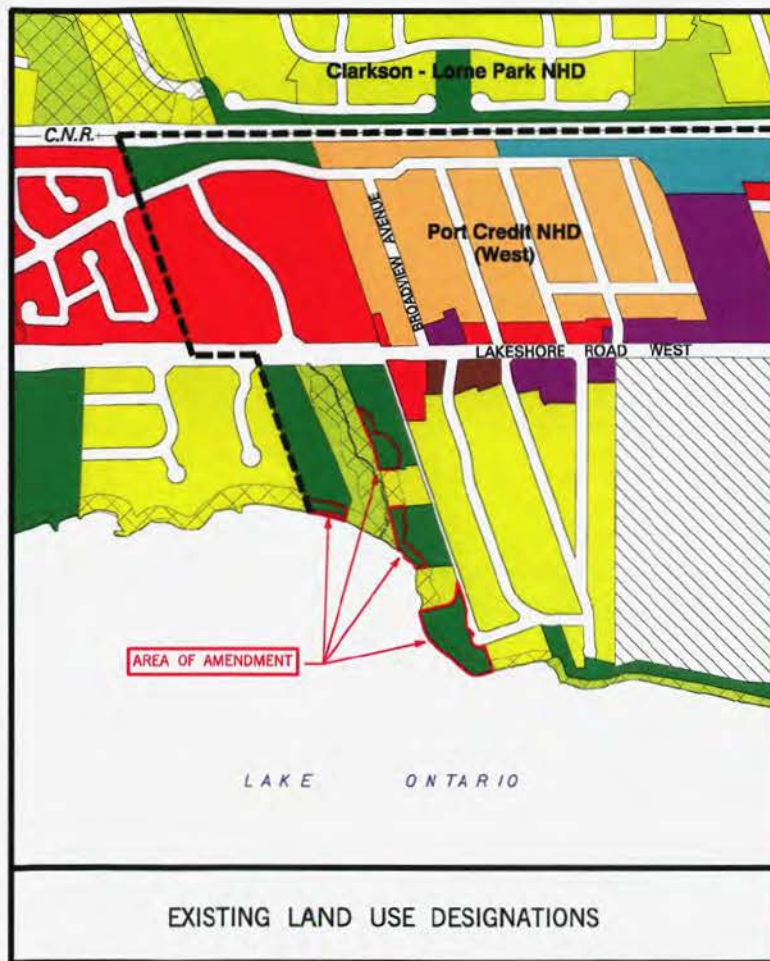
City of Mississauga

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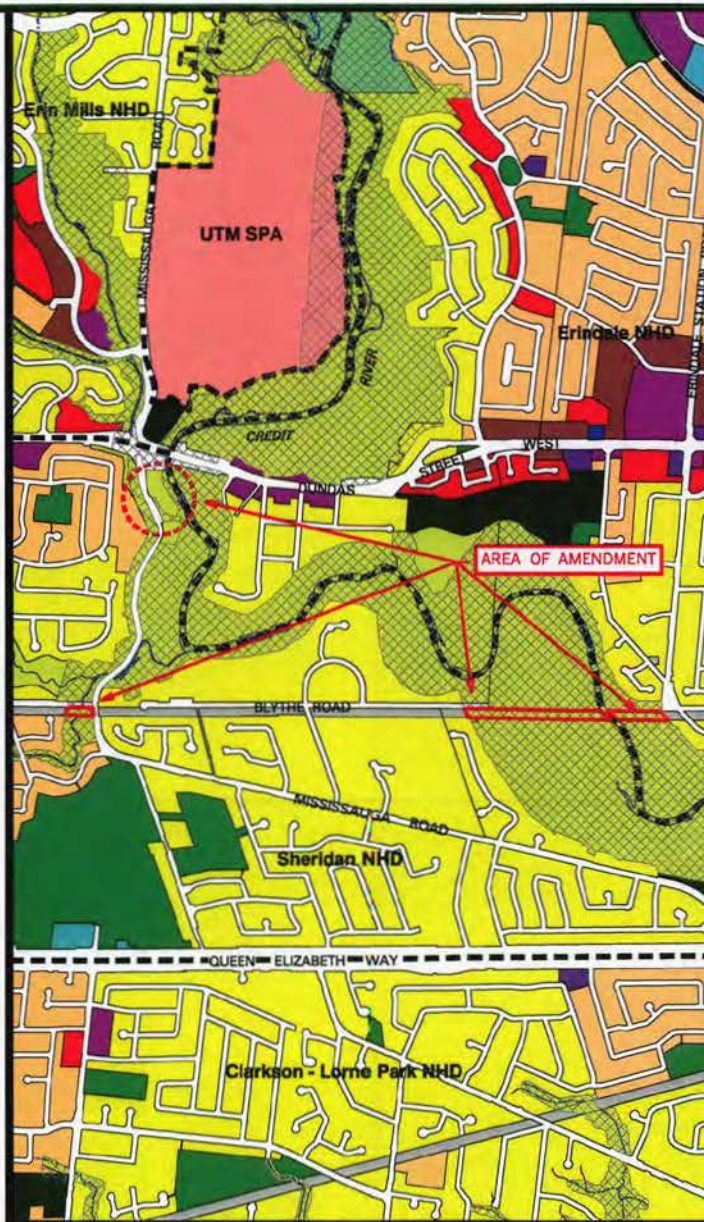








EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

	Residential Low Density I		Business Employment
	Residential Low Density II		Industrial
	Residential Medium Density		Airport
	Residential High Density		Institutional
	Downtown Mixed Use		Public Open Space
	Downtown Core Commercial		Private Open Space
	Mixed Use		Greenbelt
	Convenience Commercial		Parkway Belt West
	Motor Vehicle Commercial		Utility
	Office		To Be Determined
	Natural Hazards		
	Character Area Boundary		

AREA OF AMENDMENT

AMENDMENT TO NATURAL HAZARDS LIMIT

FROM
 Utility

TO
 Greenbelt



Part of
Sheridan Neighbourhood and
Erindale Neighborhood
Character Area

SCHEDULE 'A' TOGETHER WITH
THE TEXT CONSTITUTES AMENDMENT No. 1

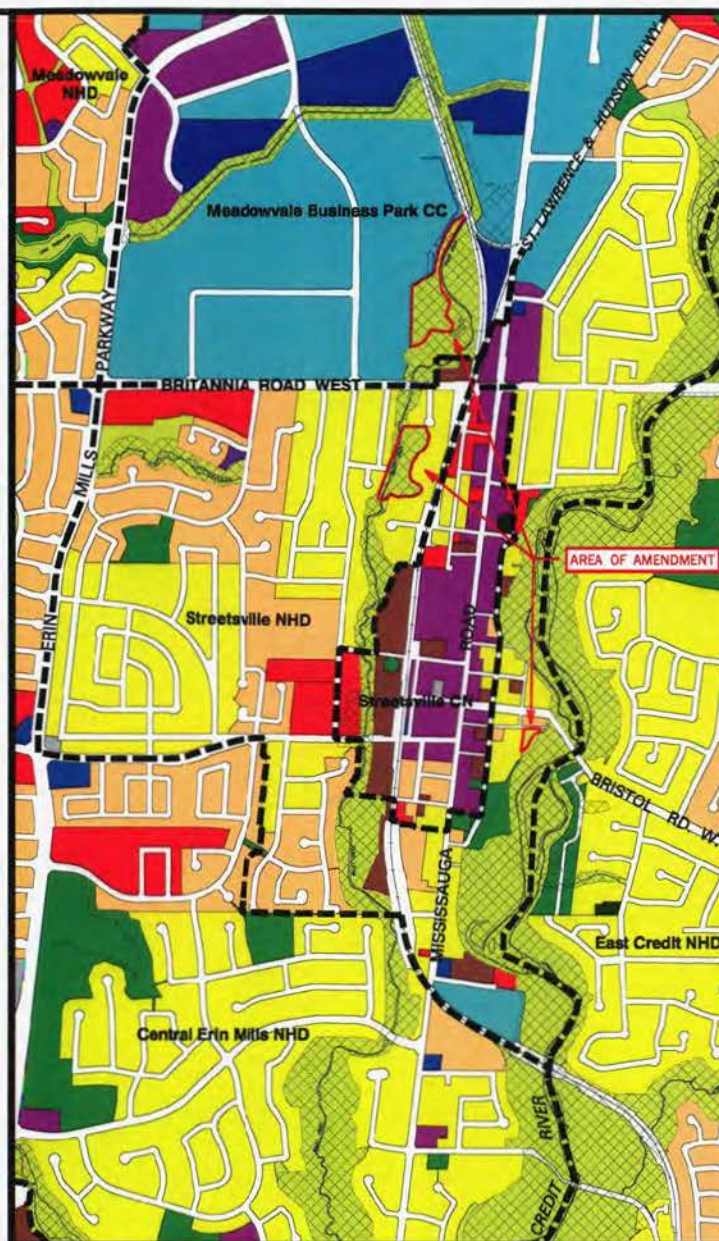
City of Mississauga

October 2012

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EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

- | | |
|----------------------------|---------------------|
| Residential Low Density I | Business Employment |
| Residential Low Density II | Industrial |
| Residential Medium Density | Airport |
| Residential High Density | Institutional |
| Downtown Mixed Use | Public Open Space |
| Downtown Core Commercial | Private Open Space |
| Mixed Use | Greenbelt |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | To Be Determined |
| Natural Hazards | |
| Character Area Boundary | |

AREA OF AMENDMENT

FROM
 Public Open Space
 AND
 Residential Low Density I
 AND
 Business Employment
 TO
 Greenbelt



Part of
 Streetsville Neighbourhood and
 Meadowvale Business Park Corporate Centre
 Character Area

City of Mississauga

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EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

	Residential Low Density I		Business Employment
	Residential Low Density II		Industrial
	Residential Medium Density		Airport
	Residential High Density		Institutional
	Downtown Mixed Use		Public Open Space
	Downtown Core Commercial		Private Open Space
	Mixed Use		Greenbelt
	Convenience Commercial		Parkway Belt West
	Motor Vehicle Commercial		Utility
	Office		To Be Determined
	Natural Hazards		
	Character Area Boundary		

AREA OF AMENDMENT

FROM
 Public Open Space

TO
 Greenbelt



Part of
Western Business Park
Employment Area
Character Area

City of Mississauga

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APPENDIX 3 MAP 15

LAND USE DESIGNATIONS

	Residential Low Density I
	Residential Low Density II
	Residential Medium Density
	Residential High Density
	Mixed Use
	Convenience Commercial
	Motor Vehicle Commercial
	Business Employment
	Public Open Space
	Private Open Space
	Greenbelt
	Utility

TRANSPORTATION LEGEND

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

LAND USE LEGEND

	Natural Hazards
	Public School
	Catholic School
	Community Facilities
	Local Area Plan Boundary

Notes:

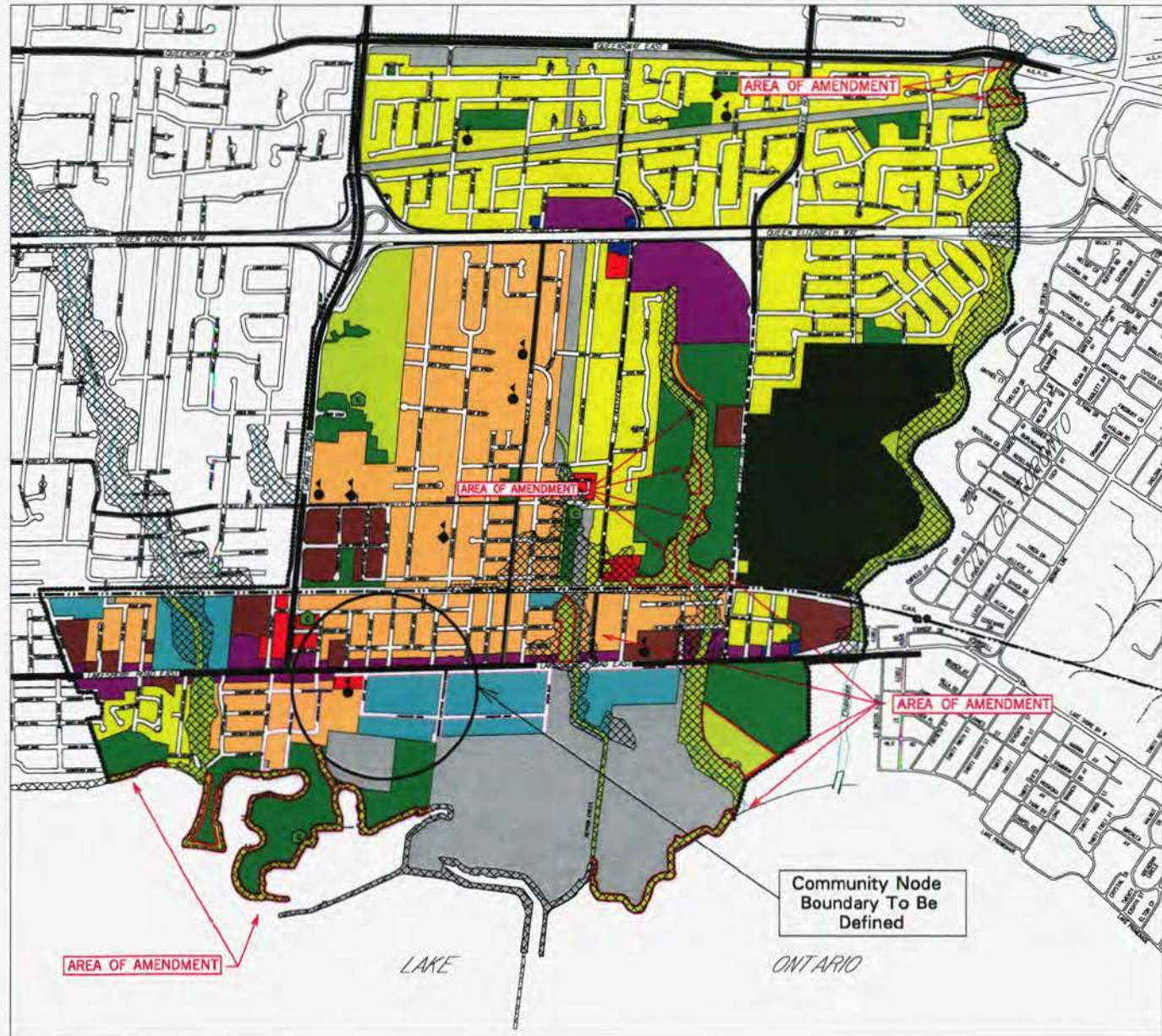
- Any part of the road network shown outside the city boundaries is shown for information purposes only.
- Refer to Schedule 3, Natural System for the location of the Natural Area System and Natural Hazards.
- The limits of the Natural Hazards shown on this map are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

EXISTING LAND USE DESIGNATIONS

Lakeview Local Area Plan Land Use Map



City of Mississauga



LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space
- Private Open Space
- Greenbelt
- Utility

TRANSPORTATION LEGEND

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

LAND USE LEGEND

- Nature Hazards
- Public School
- Catholic School
- Community Facilities
- Local Area Plan Boundary

Notes:

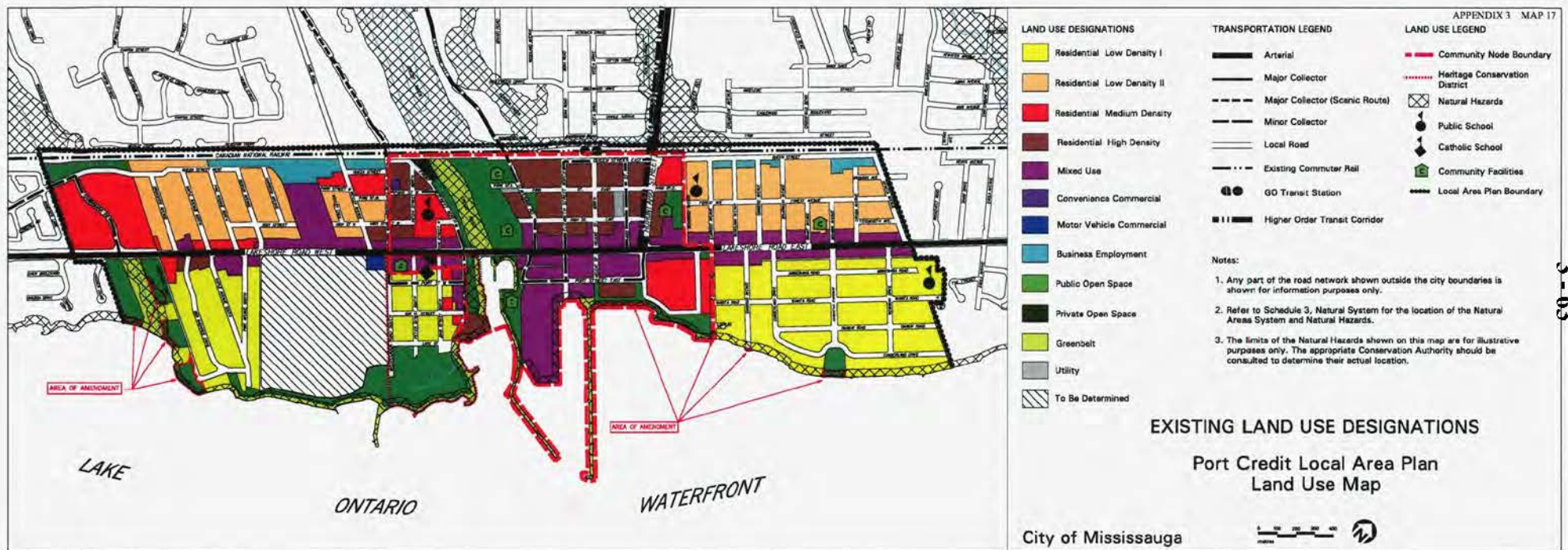
- Any part of the road network shown outside the city boundaries is shown for information purposes only.
- Refer to Schedule 3, Natural System for the location of the Natural Areas System and Natural Hazards.
- The limits of the Natural Hazards shown on this map are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

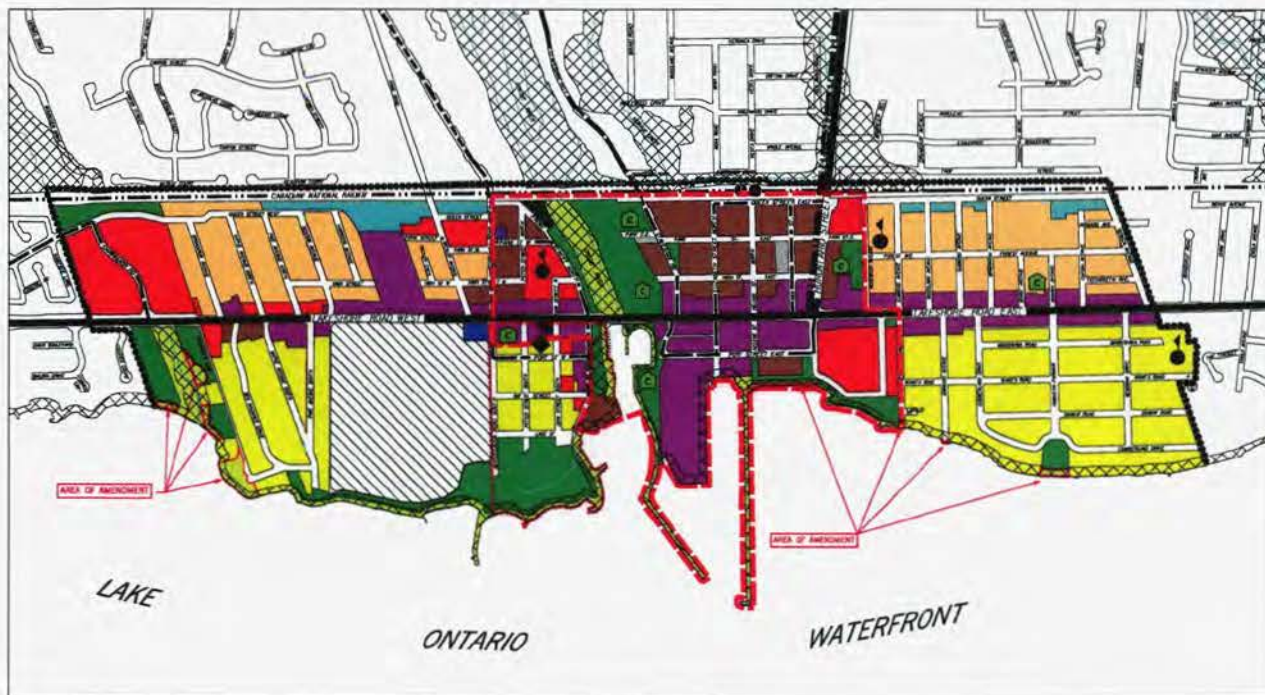
AMENDED LAND USE DESIGNATIONS

Lakeview Local Area Plan
Land Use Map



City of Mississauga





LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space
- Private Open Space
- Greenbelt
- Utility
- To Be Determined

TRANSPORTATION LEGEND

- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Local Road
- Existing Commuter Rail
- GO Transit Station
- Higher Order Transit Corridor

Notes:

1. Any part of the road network shown outside the city boundaries is shown for information purposes only.
2. Refer to Schedule 3, Natural System for the location of the Natural Areas System and Natural Hazards.
3. The limits of the Natural Hazards shown on this map are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

APPENDIX 3 MAP 18 LAND USE LEGEND

- Community Node Boundary
- Heritage Conservation District
- Natural Hazards
- Public School
- Catholic School
- Community Facilities
- Local Area Plan Boundary

AMENDED LAND USE DESIGNATIONS

Port Credit Local Area Plan Land Use Map

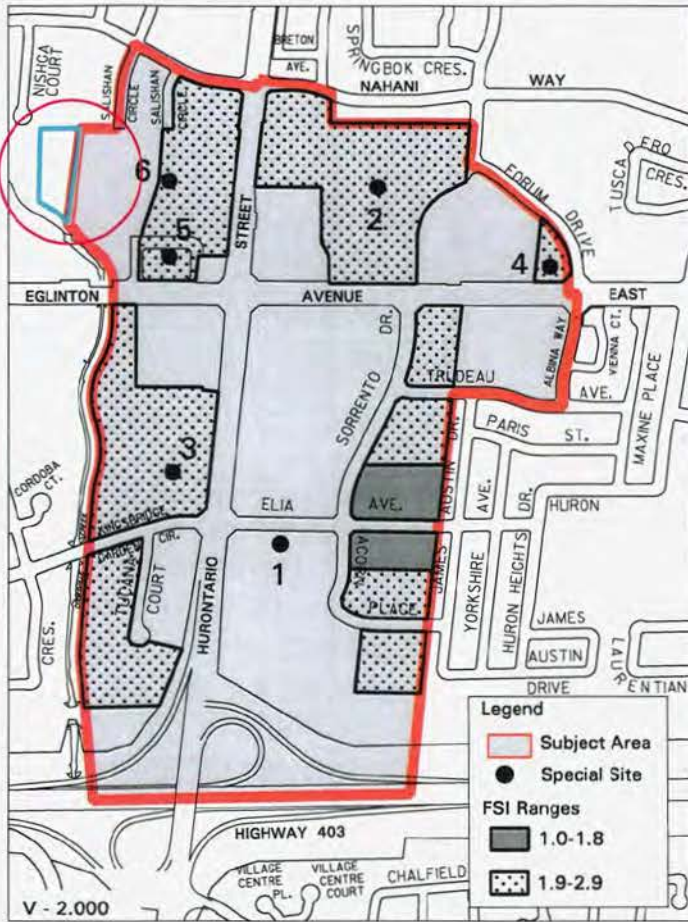
City of Mississauga



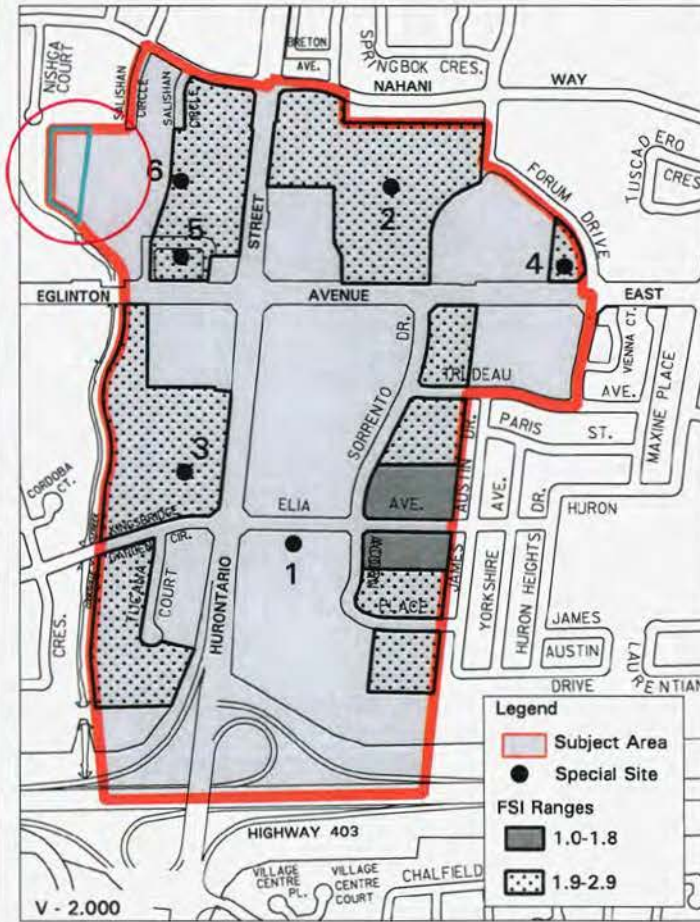
APPENDIX 4

OPA 3 – Character Area Boundaries:
Existing and Proposed Amendments





Schedule 'B'
EXISTING UPTOWN MAJOR NODE CHARACTER AREA

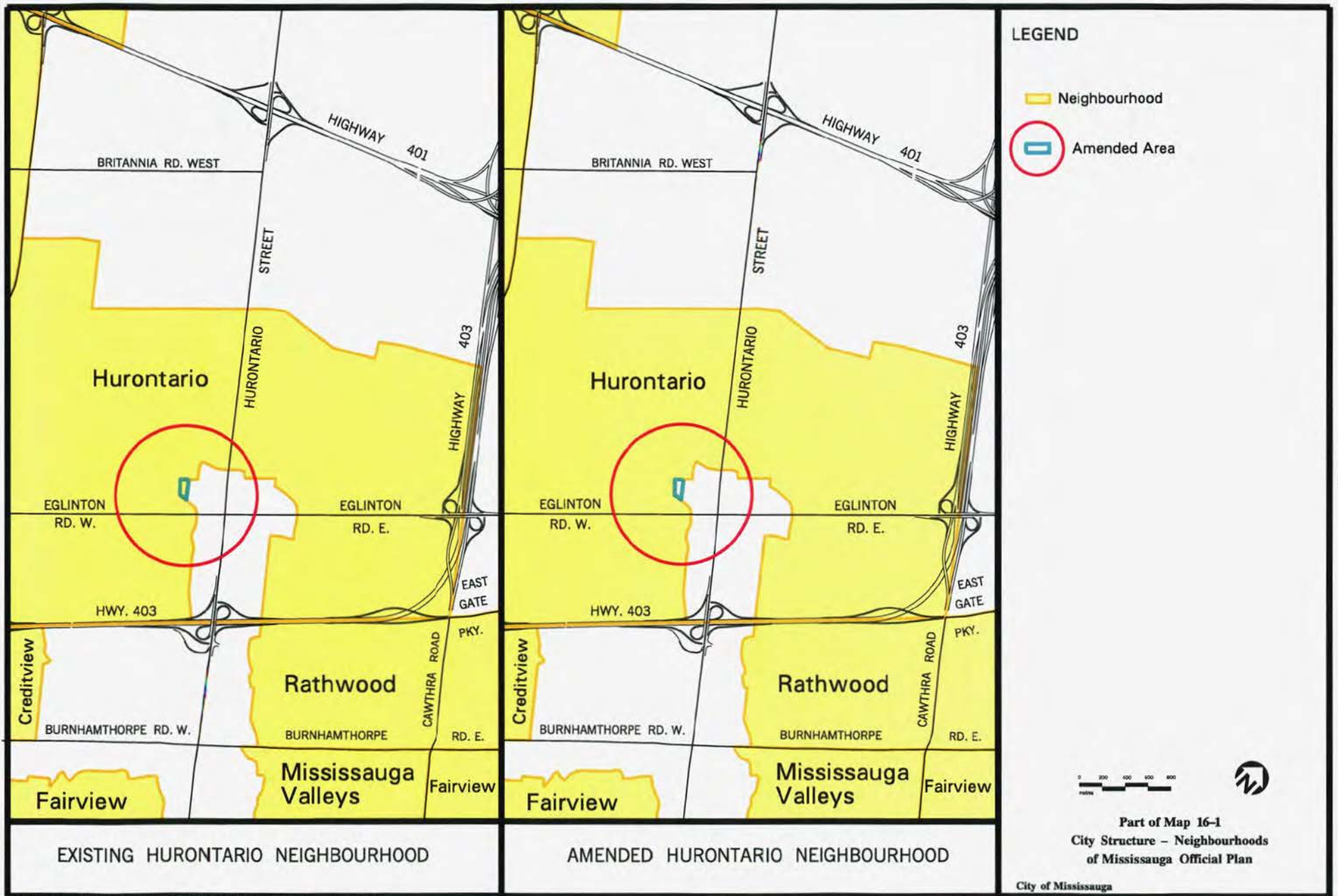


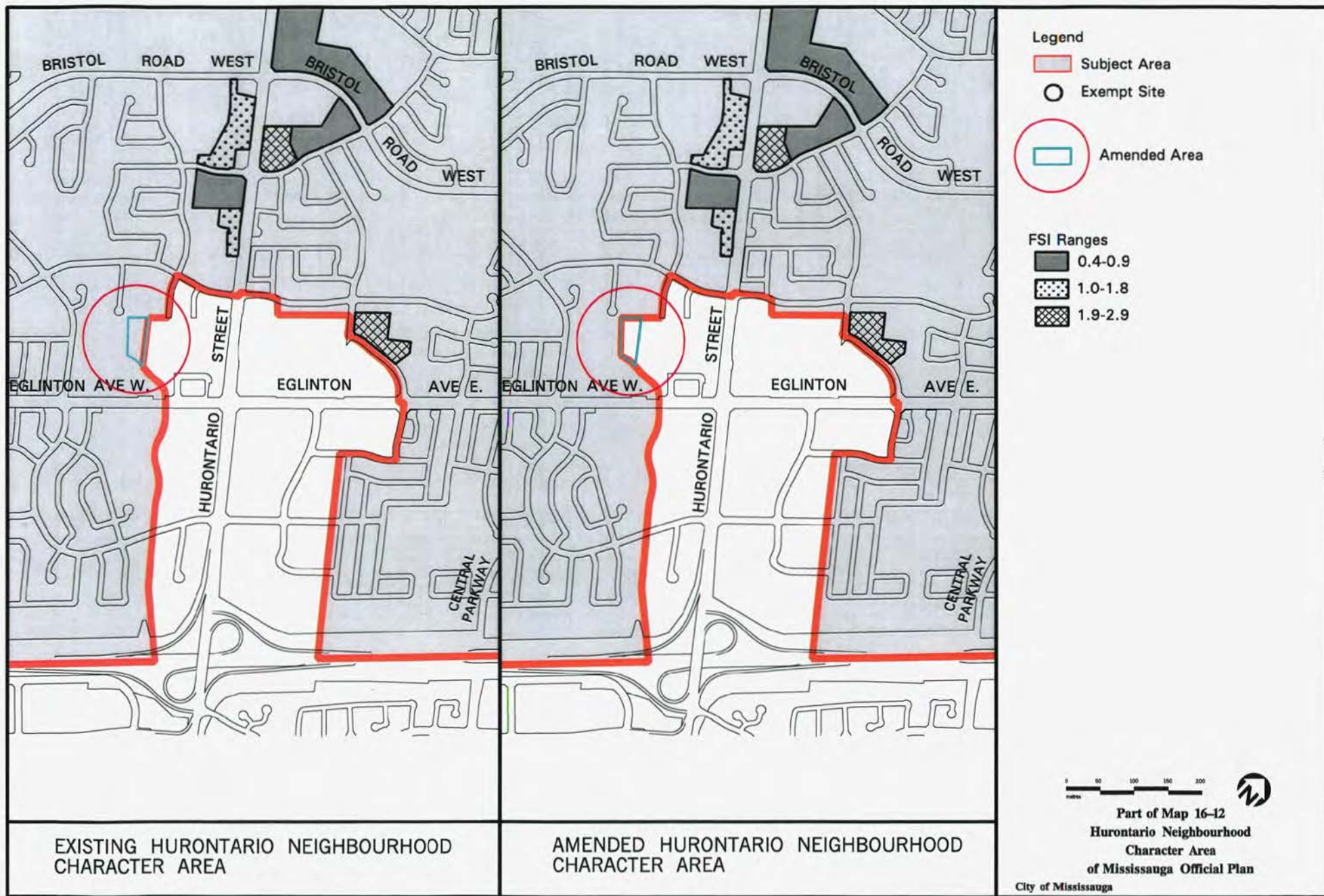
Schedule 'B'
AMENDED UPTOWN MAJOR NODE CHARACTER AREA

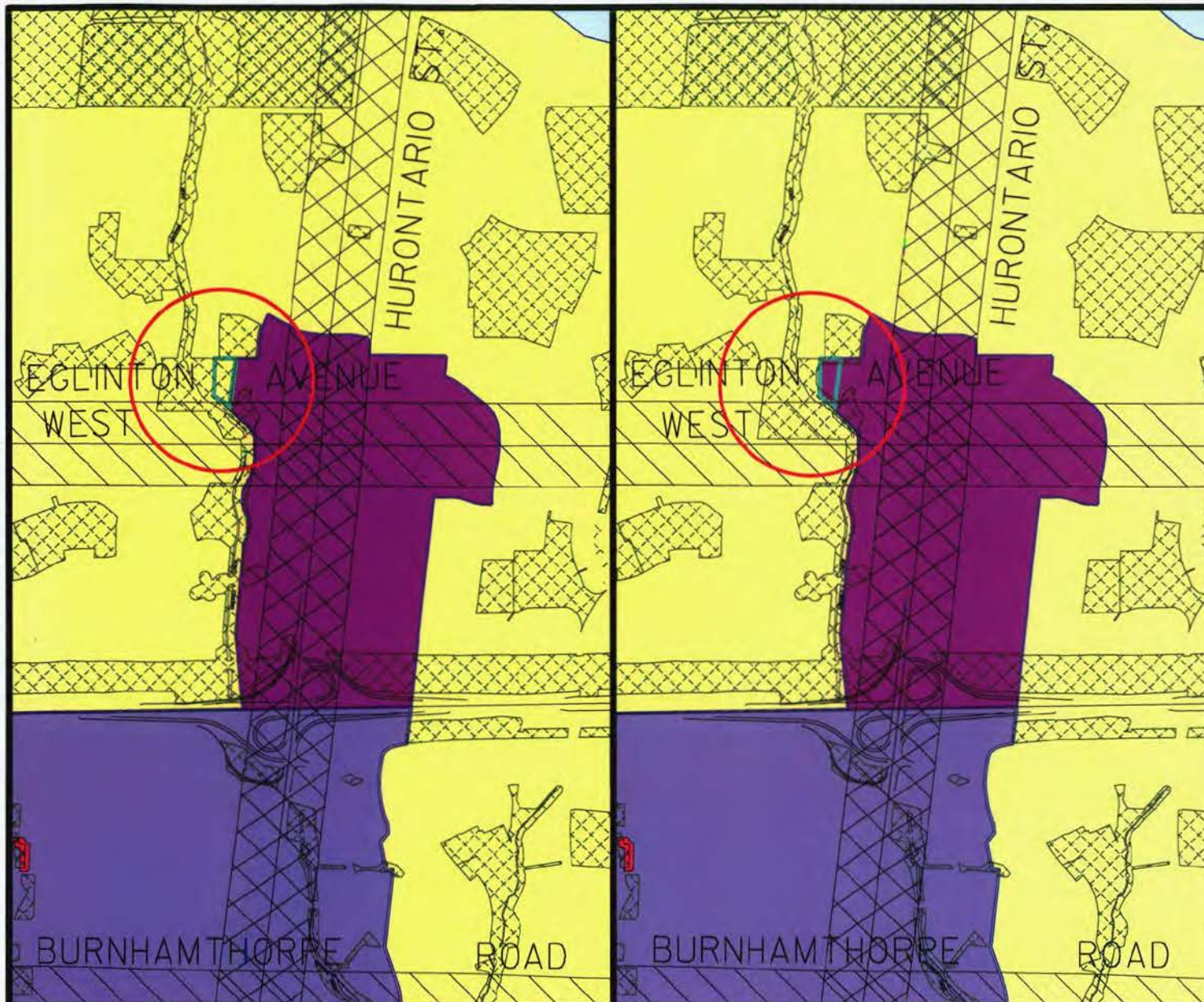


Map 13-3
Uptown Major Node Character Area
of Mississauga Official Plan

City of Mississauga







EXISTING SCHEDULE 1 URBAN SYSTEM-
UPTOWN MAJOR NODE BOUNDARY
AND GREEN SYSTEM

AMENDED SCHEDULE 1 URBAN SYSTEM-
UPTOWN MAJOR NODE BOUNDARY
AND GREEN SYSTEM

LEGEND:

Green System

Green System

City Structure

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

Corridors

- Corridor
- Intensification Corridor

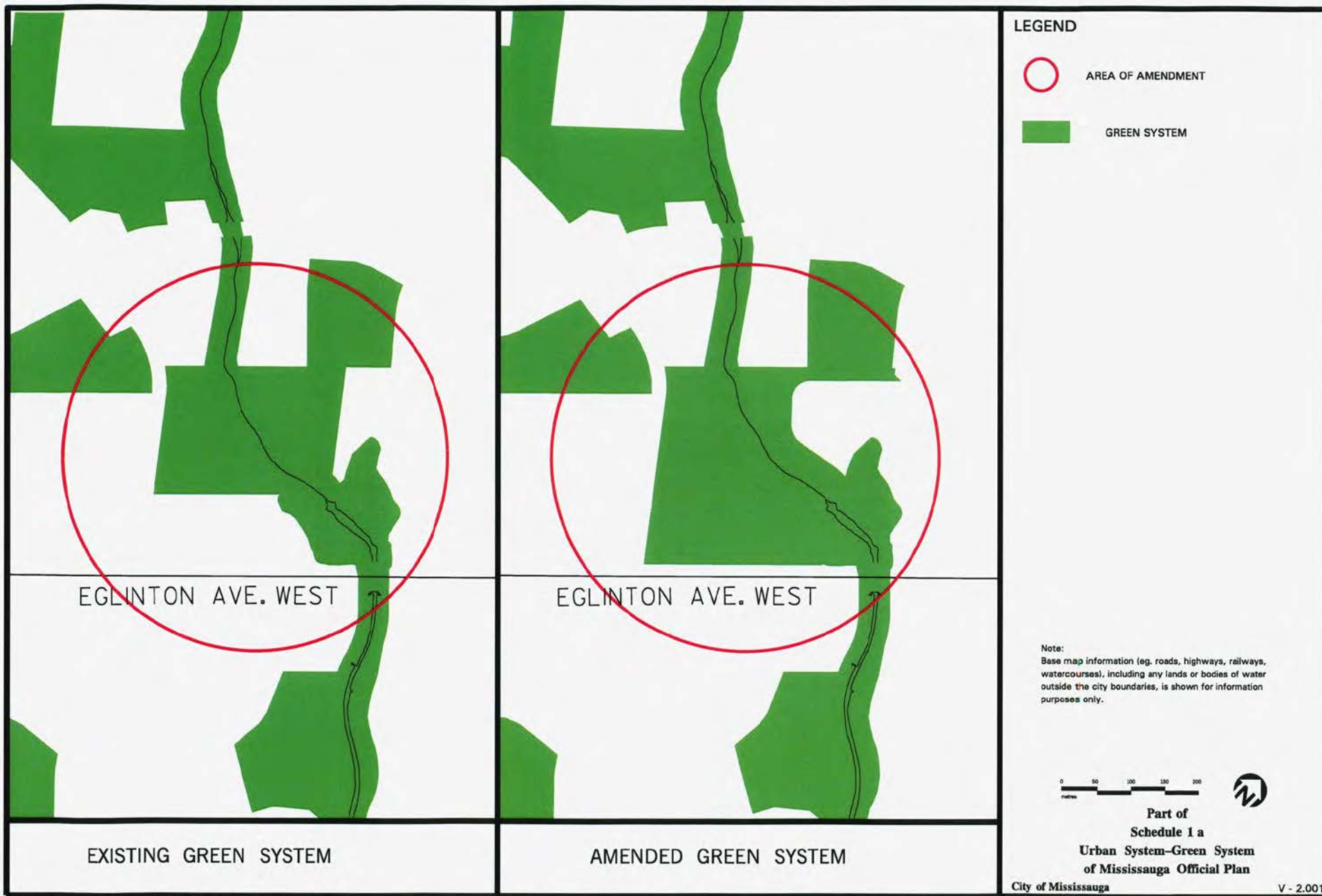


AMENDED AREA

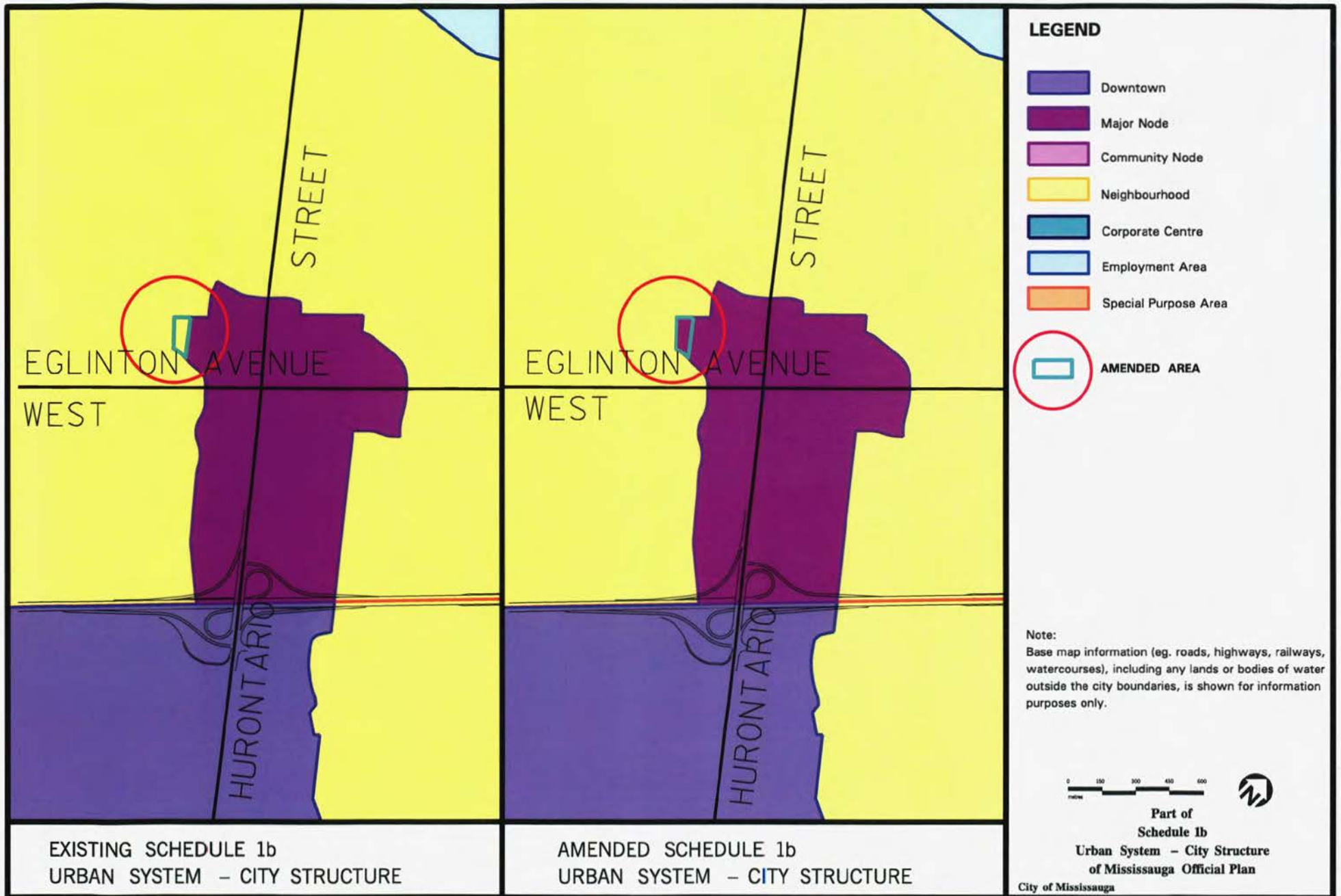
Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



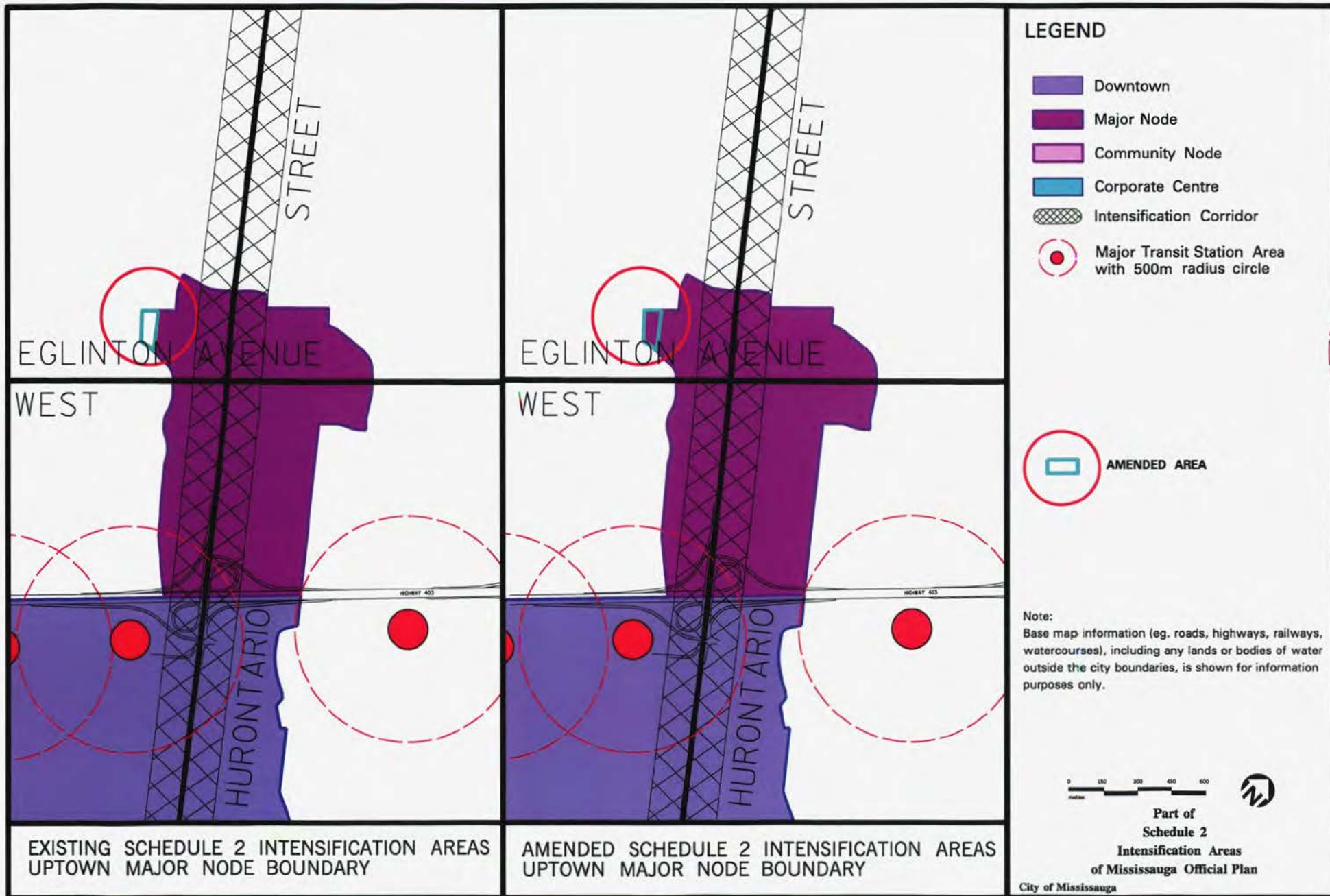
Part of
Schedule 1
Urban System
of Mississauga Official Plan
City of Mississauga



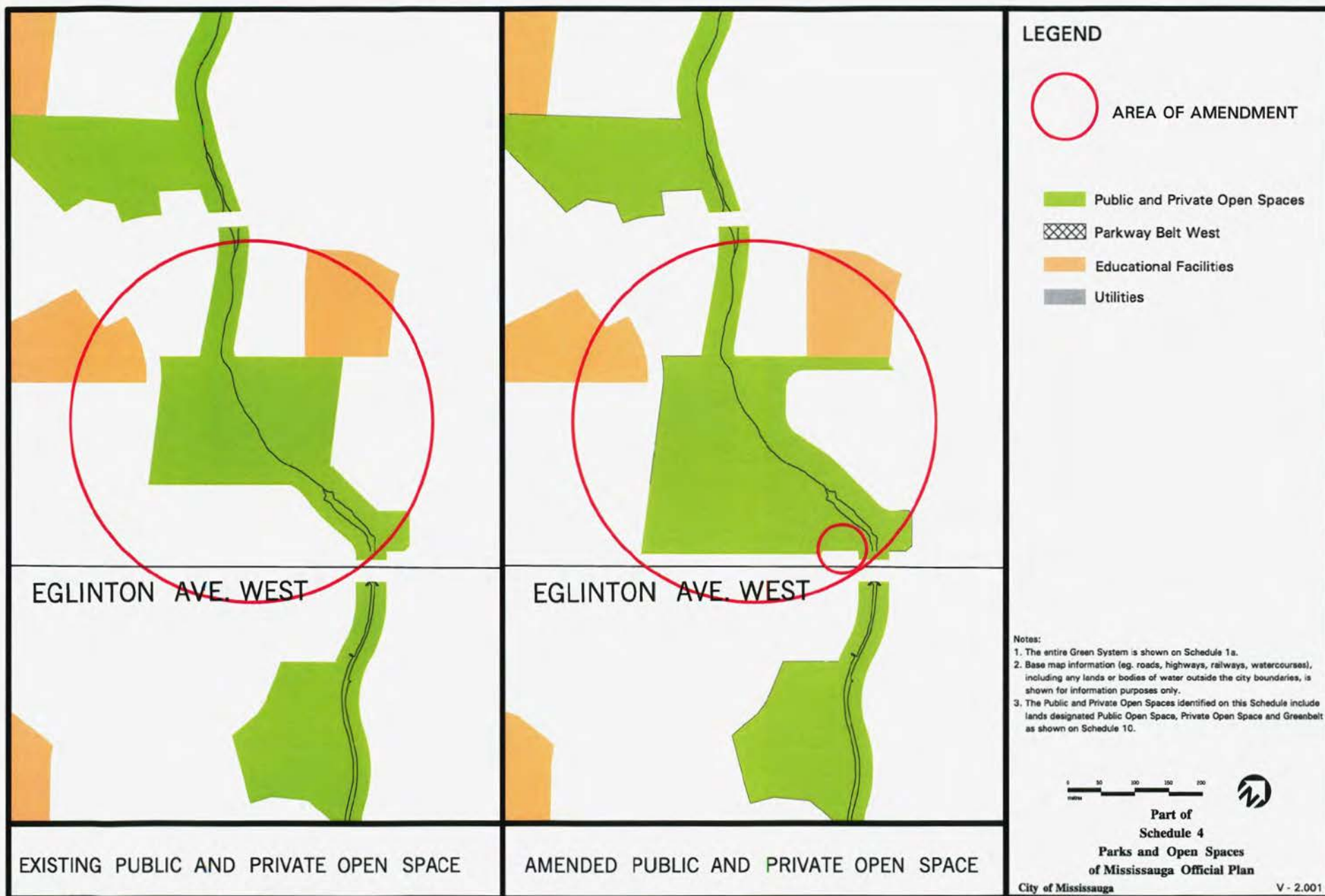
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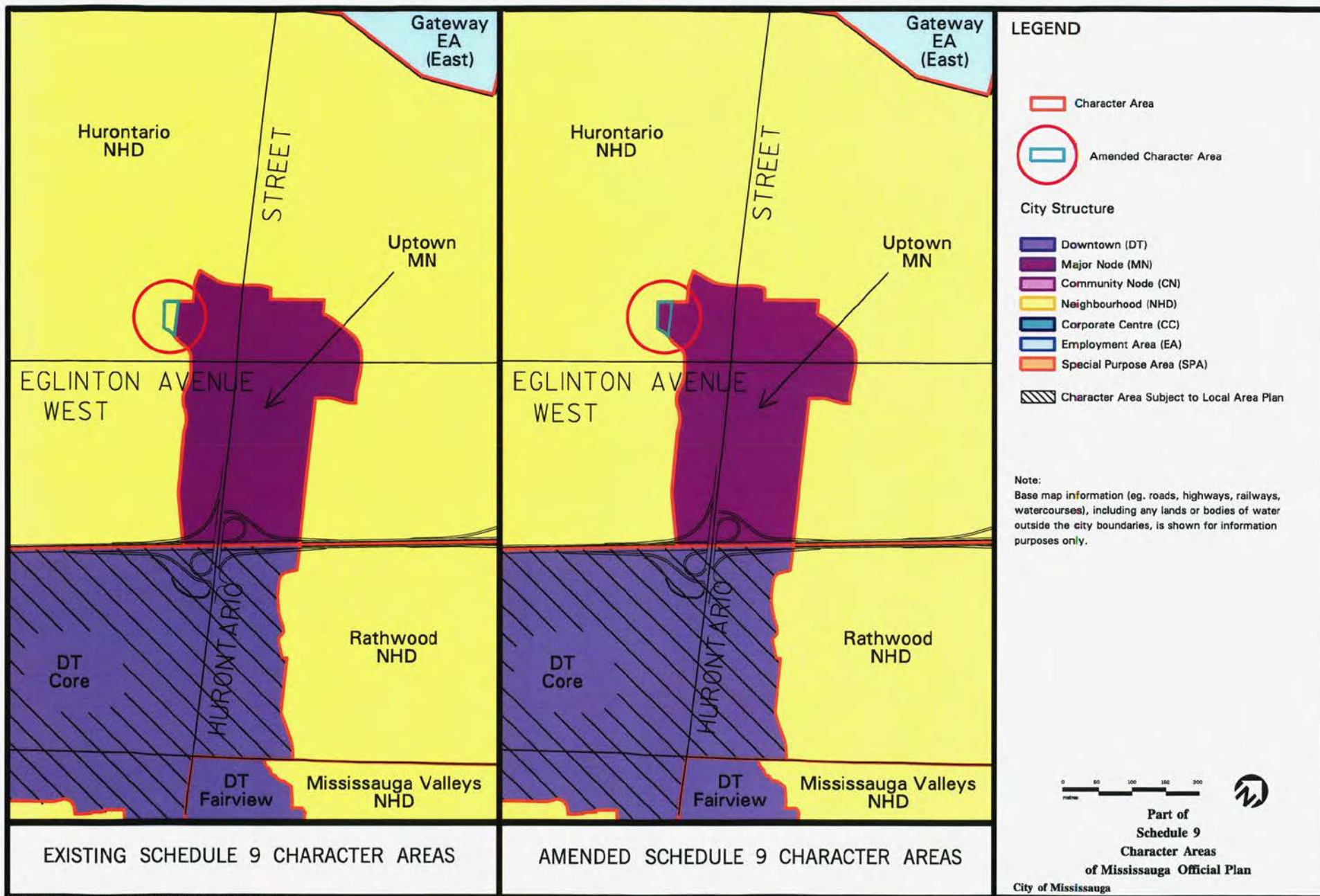


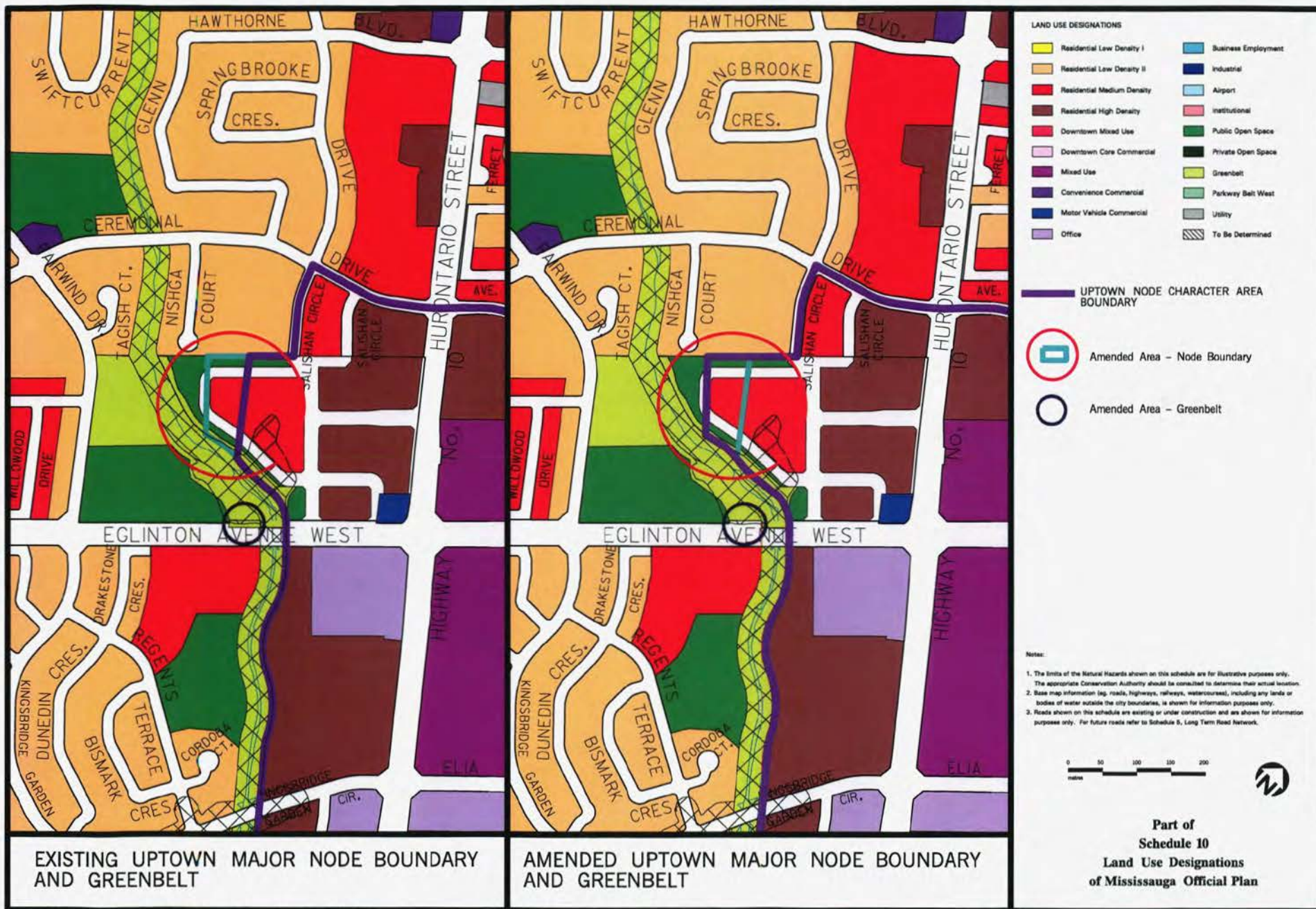
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APPENDIX 5

Streetsville Community Node Amendments

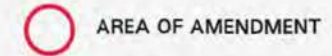


EXISTING MAP 14-11: STREETSVILLE
COMMUNITY NODE CHARACTER AREA



AMENDED MAP 14-11: STREETSVILLE
COMMUNITY NODE CHARACTER AREA

LEGEND



Part of Mississauga Official Plan

City of Mississauga



EXISTING URBAN SYSTEM – GREEN SYSTEM

AMENDED URBAN SYSTEM – GREEN SYSTEM

LEGEND

Green System

Green System

City Structure

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

Corridors

- Corridor
- Intensification Corridor

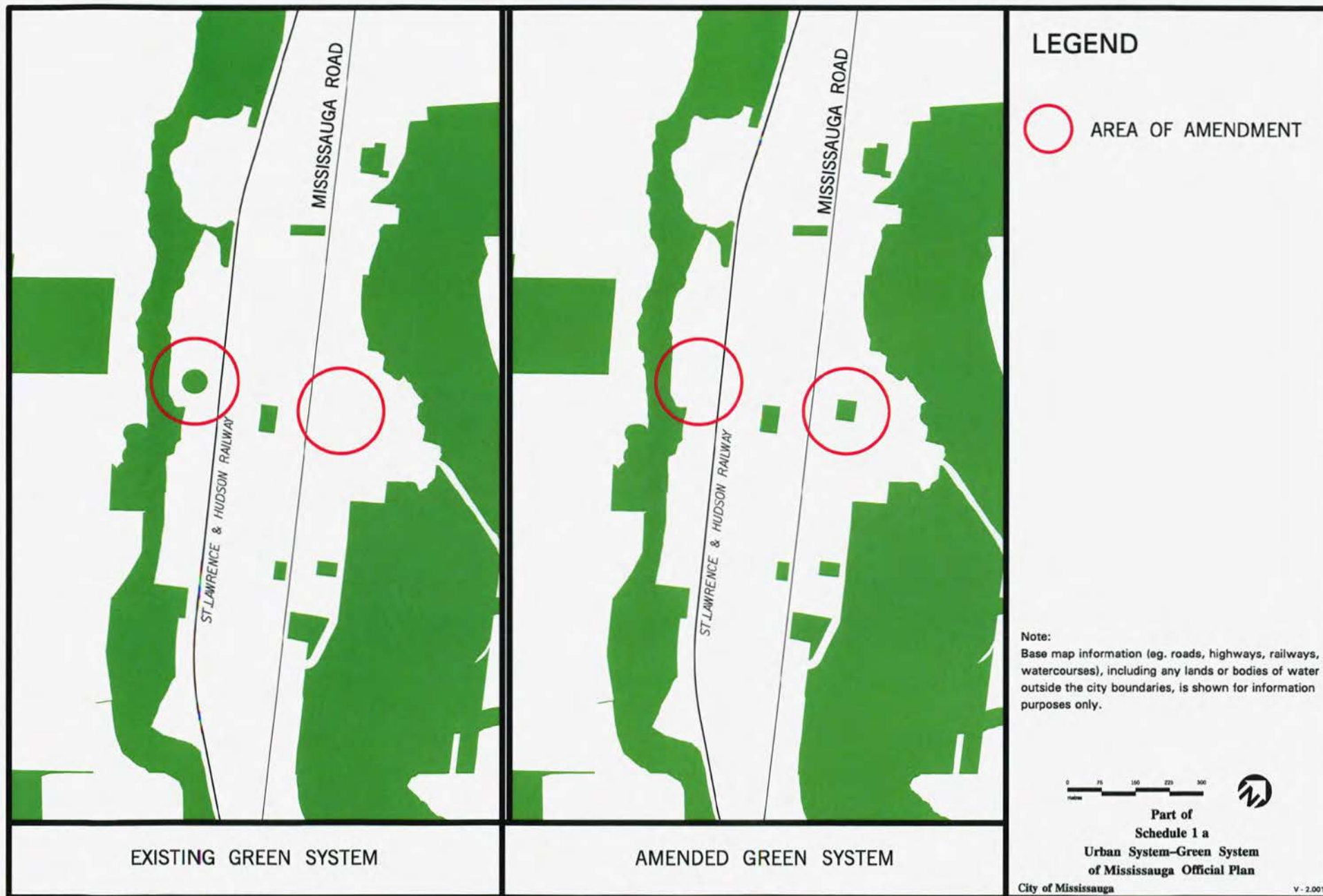
AREA OF AMENDMENT

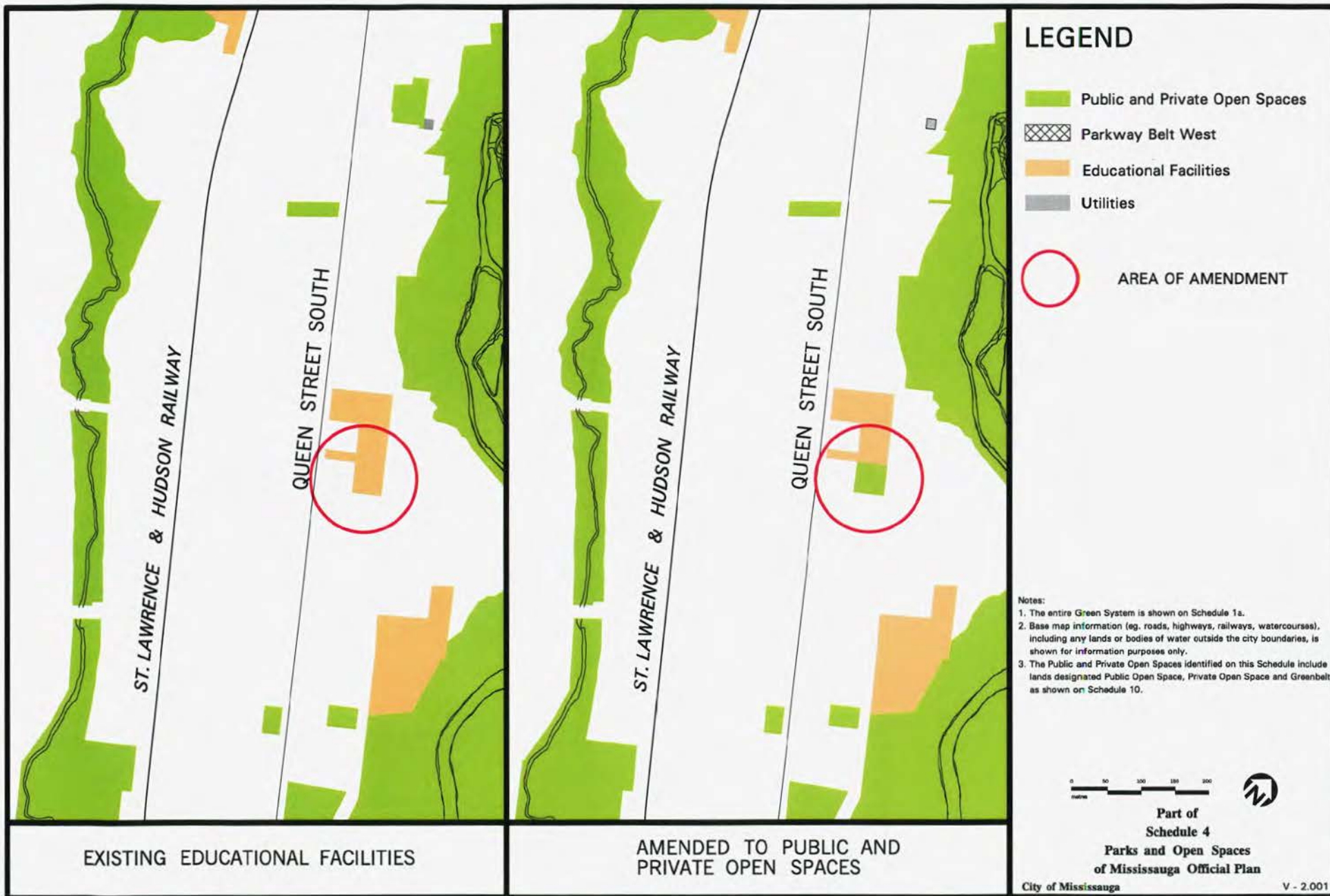
Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



Part of
Schedule 1
Urban System
of Mississauga Official Plan
City of Mississauga

V - 2.001







EXISTING LAND USE DESIGNATIONS

AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

- | | |
|----------------------------|---------------------|
| Residential Low Density I | Business Employment |
| Residential Low Density II | Industrial |
| Residential Medium Density | Airport |
| Residential High Density | Institutional |
| Downtown Mixed Use | Public Open Space |
| Downtown Core Commercial | Private Open Space |
| Mixed Use | Greenbelt |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | To Be Determined |

LAND USE LEGEND

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

CITY STRUCTURE

Elements

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

- AREA OF AMENDMENT

- FROM:
- RESIDENTIAL LOW DENSITY I

- TO:
- PUBLIC OPEN SPACE

- AREA OF AMENDMENT

- FROM:
- PUBLIC OPEN SPACE

- TO:
- RESIDENTIAL HIGH DENSITY



Part of
Schedule 10
Land Use Designations
of Mississauga Official Plan
City of Mississauga

APPENDIX 6

Amended Right-of-Ways

Table 8-1: Road Classification – Arterials

Street	From	To	Jurisdiction	R-O-W*
Airport Rd.	North City boundary	Highway 427	Peel	45 m
Britannia Rd. W.	Ninth Line	Erin Mills Pkwy.	Peel	36 m
Britannia Rd. W.	Erin Mills Pkwy.	Approximately 200 <u>280 m west of</u> Mississauga Rd. <u>Queen St.</u>	Peel	40 m
Britannia Rd. W.	Approximately 200 <u>280 m west of</u> Mississauga Rd. <u>Queen St.</u>	Credit River	Peel	36 m
Britannia Rd. W.	Credit River	Mavis Rd.	Peel	45 m
Britannia Rd. W.	Mavis Rd.	Hurontario St.	Peel	43.5 m
Burnhamthorpe Rd. W.	Ninth Line	Erin Mills Pkwy.	Mississauga	35 m
Burnhamthorpe Rd. W.	Erin Mills Pkwy.	Confederation Pkwy.	Mississauga	50 m
Burnhamthorpe Rd. W.	Confederation Pkwy.	Hurontario St.	Mississauga	60 m
Burnhamthorpe Rd. E.	Hurontario St.	Arista Way	Mississauga	60 m
Burnhamthorpe Rd. E.	Arista Way	Etobicoke Creek	Mississauga	50 m
Cawthra Rd.	Eastgate Pkwy.	Burnhamthorpe Rd. E.	Peel	45 m
Cawthra Rd.	Burnhamthorpe Rd. E.	Silver Creek Blvd.	Peel	36 m
Cawthra Rd.	Silver Creek Blvd.	Queensway E. <u>QEW</u>	Peel	40 45 m
Cawthra Rd.	Queensway E. <u>QEW</u>	Lakeshore Rd. E.	Peel	36 m
Courtneypark Dr. W.	Mavis Rd.	Hurontario St.	Mississauga	35 m
Courtneypark Dr. E.	Hurontario St.	Netherhart Rd.	Mississauga	35 m
Future Arterial / Creebank Rd.	Highway 401	Eglinton Ave. E.	Mississauga	30 m
Derry Rd. W.	Ninth Line	Argentia Rd. <u>Danton Promenade</u>	Peel	36 m
Derry Rd. W.	Argentia Rd. <u>Danton Promenade</u>	Hurontario St.	Peel	45 m
Derry Rd. E.	Hurontario St.	Highway 427	Peel	45 m
Dixie Rd.	North City boundary	Rometown Dr.	Peel	45 m
Dundas St. W.	Ninth Line	Highway 403	Mississauga	42 m
Dundas St. W.	Highway 403	Mindemoya Rd.	Mississauga	35 m
Dundas St. W.	Mindemoya Rd.	Proudfoot St.	Mississauga	30 m
Dundas St. W.	Proudfoot St.	Hurontario St.	Mississauga	35 m

Street	From	To	Jurisdiction	R-O-W*
Dundas St. E.	Hurontario St.	Etobicoke Creek	Mississauga	35 m
Eastgate Pkwy.	Cawthra Rd.	Dixie Rd.	Mississauga	67 m
Eastgate Pkwy.	Dixie Rd.	Fieldgate Dr.	Mississauga	50 m
Eastgate Pkwy.	Fieldgate Dr.	Eglinton Ave. E.	Mississauga	65 m
Eglinton Ave. W.	Ninth Line	Winston Churchill Blvd.	Mississauga	30 m
Eglinton Ave. W.	Winston Churchill Blvd.	Erin Mill Pkwy.	Mississauga	40 m
Eglinton Ave. W.	Erin Mills Pkwy.	Hurontario St.	Mississauga	45 m
Eglinton Ave. E.	Hurontario St.	Eastgate Pkwy.	Mississauga	45 m
Eglinton Ave. E.	Eastgate Pkwy.	Etobicoke Creek	Mississauga	65 m
Eglinton Ave. W.	Etobicoke Creek	East City boundary	Toronto	50 m
Erin Mills Pkwy.	Turner Valley Rd. / Mississauga Rd.	Queen Elizabeth Way	Peel	45 m
Finch Ave.	C.N.R. tracks	Highway 427	Peel	36 m
Hurontario St.	North City boundary	Highway 403	Mississauga	45 m
Hurontario St.	Highway 403	Elm Dr.	Mississauga	50 m
Hurontario St.	Elm Dr.	St. Lawrence & Hudson Railway tracks	Mississauga	45 m
Hurontario St.	St. Lawrence & Hudson Railway tracks	Queen Elizabeth Way	Mississauga	35 m
Hurontario St.	Queen Elizabeth Way	Lakeshore Rd.	Mississauga	30 m
Lakeshore Rd. W.	Winston Churchill Blvd.	Southdown Rd.	Mississauga	35 m
Lakeshore Rd. W.	Southdown Rd.	Approximately 25 m east of Crozier Crt.	Mississauga	35 m
Lakeshore Rd. W.	Approximately 25 m east of Crozier Crt.	Hurontario St.	Mississauga	26 m
Lakeshore Rd. E.	Hurontario St.	Seneca Ave.	Mississauga	26 m
Lakeshore Rd. E.	Seneca Ave	Greaves Ave.	Mississauga	30 m
Lakeshore Rd. E.	Greaves Ave.	Etobicoke Creek	Mississauga	35 m
Mavis Rd.	North City boundary	Highway 401	Mississauga	35 m
Mavis Rd.	Highway 401	Highway 403	Mississauga	40 m
Mavis Rd.	Highway 403	Queensway W.	Mississauga	35 m
Mississauga Rd.	North City boundary	Turner Valley Rd.	Peel	45 m
Netherhart Rd. / Future Arterial	Courtneypark Dr. E.	Highway 401	Mississauga	35 m
Ninth Line	Highway 401	Highway 403	Mississauga	35 m
Ninth Line	Highway 403	Dundas St. W.	Halton	35 m
Queensway W.	Mavis Rd.	Hurontario St.	Peel	36 m

Street	From	To	Jurisdiction	R-O-W*
Queensway E.	Hurontario St.	Etobicoke Creek	Peel	45 m
Royal Windsor Dr.	Winston Churchill Blvd.	Southdown Rd.	Mississauga	35 m
Southdown Rd.	Queen Elizabeth Way	Lakeshore Rd. W.	Mississauga	35 m
Winston Churchill Blvd.	North City boundary	Dundas St. W.	Mississauga	35 m
Winston Churchill Blvd.	Dundas St. W.	North Sheridan Way	Peel	45 m
Winston Churchill Blvd.	North Sheridan Way	Bromsgrove Rd. <u>Lakeshore Rd. W.</u>	Peel	36 m
Winston Churchill Blvd.	Bromsgrove Rd.	Royal Windsor Dr.	Peel	45 m
Winston Churchill Blvd.	Royal Windsor Dr.	Lakeshore Rd. W.	Peel	36 m

* These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.

Table 8-2: Road Classification – Major Collectors

Street	From	To	Jurisdiction	R-O-W*
Aquitaine Ave.	Tenth Line W.	Millcreek Dr.	Mississauga	26 m
Argentia Rd.	Ninth Line	Creditview Rd.	Mississauga	26 m
Atwater Ave.	Mineola Gdns.	Ogden Ave.	Mississauga	20 m
Avebury Rd.	Britannia Rd. W.	Matheson Blvd.	Mississauga	30 m
Battleford Rd.	Tenth Line	Erin Mills Pkwy.	Mississauga	26 m
Belgrave Rd.	Highway 401 at Mavis Rd. interchange R-O-W	Cantay Rd.	Mississauga	30 m
Bloor St.	Central Pkwy. E.	Dixie Rd.	Mississauga	26 m
Bloor St.	Dixie Rd.	Etobicoke Creek	Mississauga	30 m
Bramalea Rd.	North City boundary	Derry Rd. E.	Mississauga	30 m
Bristol Rd. W.	Credit River	Approximately 55 m east of Albert St.	Mississauga	20 m
Bristol Rd. W.	Approximately 55 m east of Albert St.	Creditview Rd.	Mississauga	26 m
Bristol Rd. W.	Creditview Rd.	Hurontario St.	Mississauga	30 m
Bristol Rd. E.	Hurontario St.	Kennedy Rd.	Mississauga	30 m
Britannia Rd. E.	Hurontario St.	Kennedy Rd.	Mississauga	26 m
Abilene Dr. / Britannia Rd. E. (Future Major Collector-conceptual)	Kennedy Rd.	Highway 410	Mississauga	26 m
Britannia Rd. E.	Highway 410	Tomken Rd.	Mississauga	26 m
Britannia Rd. E.	Tomken Rd.	Netherhart Rd. / Future Arterial	Mississauga	26 m
Camilla Rd.	Dundas St. E.	King St. E.	Mississauga	26 m
Cantay Rd.	Mavis Rd.	Britannia Rd. W.	Mississauga	30 m
Capston Dr.	Kateson Rd.	Hurontario St.	Mississauga	26 m
Central Pkwy. W.	Burnhamthorpe Rd. W.	Mavis Rd.	Mississauga	26 m
Central Pkwy. W.	Mavis Rd.	Hurontario St.	Mississauga	30 m
Central Pkwy. E.	Hurontario St.	Rathburn Rd. E.	Mississauga	35 m
Central Pkwy. E.	Rathburn Rd. E.	Highway 403	Mississauga	30 m
Central Pkwy. E.	Highway 403	Eglinton Ave. E.	Mississauga	26 m
Centre View Dr.	Mavis Rd.	Approximately 600 m east of Mavis Rd.	Mississauga	30 m
Centre View Dr.	Approximately 600 m east of Mavis Rd.	Station Gate Rd.	Mississauga	50 m

Street	From	To	Jurisdiction	R-O-W*
Centre View Dr.	Station Gate Rd.	Rathburn Rd. W.	Mississauga	30 m – 50 m
Clarkson Rd. N.	South Sheridan Way	Lakeshore Rd. W.	Mississauga	22 m
Confederation Pkwy.	Eglinton Ave. W.	Highway 403	Mississauga	30 m
Confederation Pkwy.	Highway 403	Webb Dr.	Mississauga	40 m
Confederation Pkwy.	Webb Dr.	King St. W.	Mississauga	30 m
Confederation Pkwy.	King St. W.	Queensway W.	Mississauga	26 m
Creditview Rd.	Derry Rd. W.	Eglinton Ave. W.	Mississauga	30 m
Creditview Rd.	Eglinton Ave. W.	Burnhamthorpe Rd. W.	Mississauga	26 m
Proposed east-west road opposite Top Flight Dr.	Derrycrest Dr.	Hurontario St.	Mississauga	30 m
Derrycrest Dr.	Proposed east-west road opposite Top Flight Dr. <u>Vicksburgh Dr.</u>	Derry Rd. W.	Mississauga	30 m
Dixie Rd. (Scenic Route)	Rometown Dr.	Lakeshore Rd. E.	Peel	20 m
Drew Rd.	Tomken Rd.	Airport Rd.	Mississauga	26 m
Duke of York Blvd.	North 403 Major Collector Rd.	Webb Dr.	Mississauga	27.5 m
Edwards Blvd.	North City boundary	World Dr.	Mississauga	26 m
Erin Centre Blvd.	Tenth Line	Winston Churchill Blvd.	Mississauga	26 m
Erin Centre Blvd.	Winston Churchill Blvd.	Erin Mills Pkwy.	Mississauga	30 m
Erin Centre Blvd.	Erin Mills Pkwy.	Mississauga Rd.	Mississauga	26 m
Erindale Station Rd.	Central Pkwy. W.	Dundas St. W.	Mississauga	26 m
Financial Dr.	North City boundary	Derry Rd. W.	Mississauga	30 m
Fowler Dr.	Lincoln Green Way	North Sheridan Way	Mississauga	20 m
Fowler Dr.	North Sheridan Way	Erin Mill Pkwy.	Mississauga	26 m
Glen Erin Dr.	Derry Rd. W.	Britannia Rd. W.	Mississauga	26 m
Glen Erin Dr.	Britannia Rd. W.	Eglinton Ave. W.	Mississauga	30 m
Glen Erin Dr.	Eglinton Ave. W.	Burnhamthorpe Rd. W.	Mississauga	26 m
Glen Erin Dr.	Burnhamthorpe Rd. W.	Dundas St. W.	Mississauga	30 m
Goreway Dr.	North City boundary	Derry Rd. E.	Mississauga	35 m
Goreway Dr.	Derry Rd. E.	Highway 427	Mississauga	26 m
Hillcrest Ave.	Confederation Pkwy.	Hurontario St.	Mississauga	26 m
Indian Rd.	Lorne Park Rd.	Mississauga Rd.	Mississauga	20 m
Kateson Dr.	Courtneypark Dr. W.	Capston Dr.	Mississauga	30 m
Kennedy Rd.	North City boundary	Matheson Blvd. E.	Mississauga	30 m

Street	From	To	Jurisdiction	R-O-W*
Kennedy Rd.	Matheson Blvd. E.	Eglinton Ave. E.	Mississauga	30 m
King St. W.	Confederation Pkwy.	Hurontario St.	Mississauga	26 m
King St. E.	Hurontario St.	Camilla Rd.	Mississauga	26 m
Kirwin Ave.	Hurontario St.	Dundas St. E.	Mississauga	26 m
Leanne Blvd.	Erin Mills Pkwy.	North Sheridan Way	Mississauga	26 m
Lincoln Green Way	Erin Mills Pkwy.	Fowler Dr.	Mississauga	35 m
Lorne Park Rd.	Indian Rd.	Truscott Dr.	Mississauga	20 m
Madill Blvd. extension	Kateson Dr.	Hurontario St.	Mississauga	23 m – 26 m
Main St.	Queen St. S.	Approximately 90 m east of Wyndham St.	Mississauga	30 m
Main St.	Approximately 90 m east of Wyndham St.	Credit River	Mississauga	20 m
Maritz Dr.	Derry Rd. W.	Courtneypark Dr. W.	Mississauga	30 m
Matheson Blvd. W.	Terry Fox Way	Hurontario St.	Mississauga	30 m
Matheson Blvd. E.	Hurontario St.	Highway 403	Mississauga	30 m
Matheson Blvd. E.	Highway 403	Future Arterial / Creekbank Rd.	Mississauga	26 m
Matheson Blvd. E.	Future Arterial / Creekbank Rd. Creekbank Rd.	East City boundary	Mississauga	30 m
McLaughlin Rd.	North City boundary	Matheson Blvd. W.	Mississauga	30 m
McLaughlin Rd. (Scenic Route)	Matheson Blvd. W.	Bristol Rd. W.	Mississauga	26 m
McLaughlin Rd.	Bristol Rd. W.	Eglinton Ave. W.	Mississauga	26 m
Meadowpine Blvd.	North City boundary	Meadowvale Blvd.	Mississauga	30 m
Meadowvale Blvd.	North City boundary	Derry Rd. W.	Mississauga	30 m
Millcreek Dr.	Derry Rd. W.	Erin Mills Pkwy.	Mississauga	26 m
Mineola Gdns.	Mineola Rd. E.	Atwater Ave.	Mississauga	20 m
Mineola Rd. E.	Hurontario St.	Mineola Gdns.	Mississauga	20 m
Mississauga Rd.	Erin Mills Pkwy.	St. Lawrence & Hudson Railway tracks	Mississauga	26 m
Mississauga Rd. (Scenic Route)	St. Lawrence & Hudson Railway tracks	Indian Rd.	Mississauga	26 m
Mississauga Rd. (Scenic Route)	Indian Rd.	Canadian National Railway tracks	Mississauga	23-26 m
Mississauga Rd. N. (Scenic Route)	Canadian National Railway tracks	Lakeshore Rd. E.	Mississauga	26 m
Morning Star Dr.	Airport Rd.	Highway 427	Mississauga	26 m

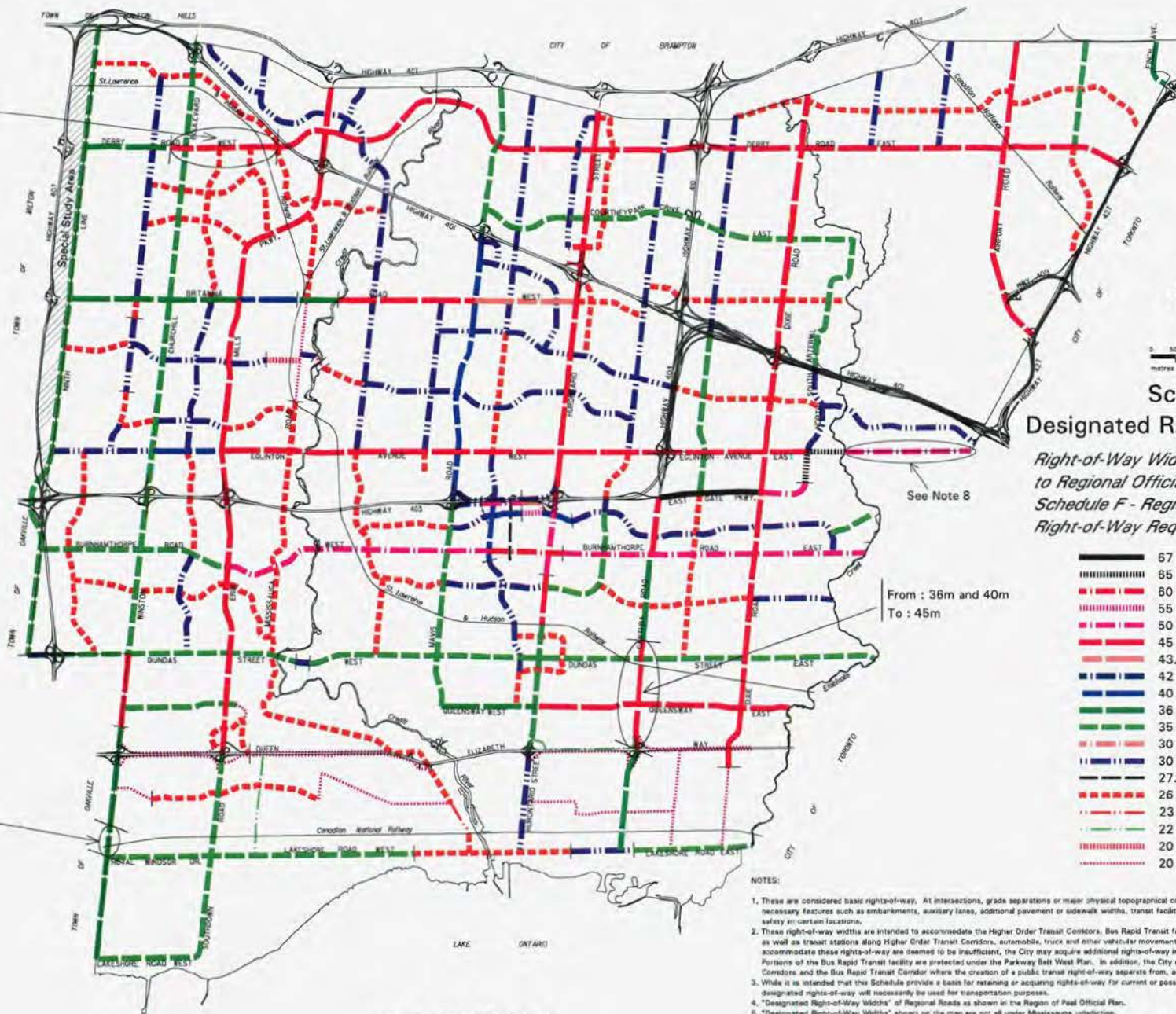
Street	From	To	Jurisdiction	R-O-W*
North 403 Major Collector Rd.	Mavis Rd.	Hurontario St.	Mississauga	30 m
North Service Rd.	Hurontario St.	Cawthra Rd.	Mississauga	22 m
North Service Rd.	Cawthra Rd.	Brentano Blvd.	Mississauga	20 m
North Sheridan Way	Winston Churchill Blvd.	Erin Mills Pkwy.	Mississauga	20 m
North Sheridan Way	Fowler Dr.	East-West section of North Sheridan Way	Mississauga	26 m
North Sheridan Way	East-West section of North Sheridan Way	Mississauga Rd.	Mississauga	20 m
Ogden Ave.	South Service Rd.	Lakeshore Rd. E.	Mississauga	20 m
Ponytrail Dr.	Rathburn Rd. E.	Burnhamthorpe Rd. E.	Mississauga	30 m
Queen St. N.	St. Lawrence & Hudson Railway tracks	Britannia Rd. W.	Mississauga	26 m
Queen St. S. (Scenic Route)	Britannia Rd. W.	St. Lawrence and Hudson Railway tracks	Mississauga	20 m
Rathburn Rd. W.	Creditview Rd.	Mavis Rd.	Mississauga	26 m
Rathburn Rd. W.	Mavis Rd.	Approximately 50 m east of Elora Dr.	Mississauga	30 m
Rathburn Rd. W.	Approximately 50 m east of Elora Dr.	Station Gate Rd.	Mississauga	40 m
Rathburn Rd. W.	Station Gate Rd.	Centre View Dr.	Mississauga	55 m
Rathburn Rd. W.	Centre View Rd.	Hurontario St.	Mississauga	40 m
Rathburn Rd. E.	Hurontario St.	Approximately 150 m east of Shipp Dr.	Mississauga	40 m
Rathburn Rd. E.	Approximately 150 m east of Shipp Dr.	Ponytrail Dr.	Mississauga	30 m
Rathburn Rd. E.	Ponytrail Dr.	Etobicoke Creek	Mississauga	35 m
Ridgeway Dr.	Eglinton Ave. W.	Dundas St. W.	Mississauga	26 m
Sheridan Park Dr.	Winston Churchill Blvd.	Erin Mills Pkwy.	Mississauga	35 m
South Service Rd.	Hurontario St.	Park Royale Blvd.	Mississauga	20 m
South Sheridan Way	Winston Churchill Blvd.	Mississauga Rd.	Mississauga	20 m
Tenth Line W.	Argentia Rd.	Britannia Rd. W.	Mississauga	30 m
Tenth Line W.	Britannia Rd. W.	McDowell Dr.	Mississauga	26 m
Tenth Line W.	McDowell Dr.	Tacc Dr.	Mississauga	30 m
Tenth Line W.	Tacc Dr.	Erin Centre Blvd.	Mississauga	26 m
Tenth Line W.	Erin Centre Blvd.	Eglinton Ave. W.	Mississauga	30 m
Terry Fox Way	Britannia Rd. W.	Eglinton Ave. W.	Mississauga	30 m

Street	From	To	Jurisdiction	R-O-W*
The College Way	Ridgeway Dr.	Mississauga Rd.	Mississauga	26 m
Thomas St.	Ninth Line	Tenth Line W.	Mississauga	26 m
Thomas St.	Tenth Line	McFarren Blvd. / Gafney Dr.	Mississauga	30 m
Thomas St.	McFarren Blvd. / Gafney Dr.	Queen St. S.	Mississauga	20-26 m
Tomken Rd.	North City boundary	Highway 401	Mississauga	30 m
Tomken Rd.	Highway 401	Eastgate Pkwy.	Mississauga	35 m
Tomken Rd.	Eastgate Pkwy.	Dundas St. E.	Mississauga	26 m
Topflight Dr.	Hurontario St.	Edwards Blvd.	Mississauga	26 m
Torbram Rd.	North City boundary	Derry Rd. E.	Mississauga	30 m
Truscott Dr.	Winston Churchill Blvd.	Sandgate Cres.	Mississauga	20 m
Truscott Dr.	Sandgate Cres.	Lorne Park Rd.	Mississauga	26 m
<u>Vicksburgh Dr.</u>	<u>Derrycrest Dr.</u>	<u>Hurontario St.</u>	<u>Mississauga</u>	<u>30 m</u>
Wainscot Dr.	Eglinton Ave. W.	White Clover Way	Mississauga	26 m
Whittle Rd.	Highway 401 at Hurontario St. interchange R-O-W	Matheson Blvd. E.	Mississauga	26 m
World Dr.	Hurontario St.	Edwards Blvd.	Mississauga	26 m

* These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.

From : 36m
To : 45m

From : 45m
To : 36m



Schedule 8

Designated Right-of-Way Widths

Right-of-Way Widths amended to conform to Regional Official Plan Amendment 26, Schedule F - Regional Road Mid-Block Right-of-Way Requirements.

From : 36m and 40m
To : 45m

See Note 8

	67 m
	65 m
	60 m
	55 m
	50 m
	45 m
	43.5 m
	42 m
	40 m
	36 m
	35 m
	30 m-50 m
	30 m
	27.5 m
	26 m
	23 m-26 m
	22 m
	20 m-26 m
	20 m

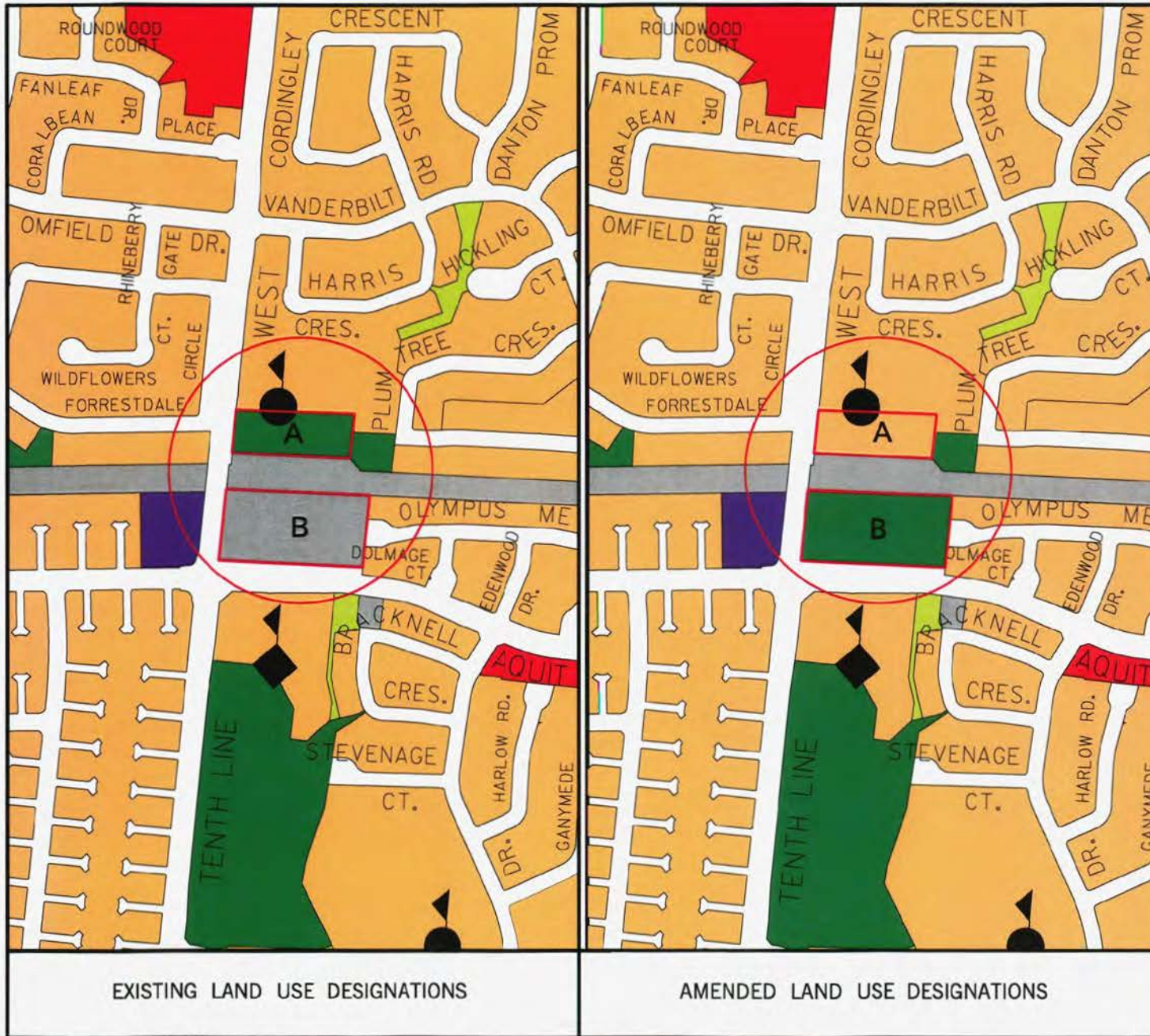
NOTES:

- These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.
- These rights-of-way widths are intended to accommodate the Higher Order Transit Corridors, Bus Rapid Transit facility and Bus Rapid Transit stations shown schematically on Schedule 6, as well as transit stations along Higher Order Transit Corridors, automobile, truck and other vehicular movements. Where as a result of further studies the land areas required to accommodate these rights-of-way are deemed to be insufficient, the City may acquire additional rights-of-way in excess of the basic right-of-way widths shown on Schedule 8. Portions of the Bus Rapid Transit facility are protected under the Parkway Belt West Plan. In addition, the City may acquire lands for a public transit right-of-way along Higher Order Transit Corridors and the Bus Rapid Transit Corridor where the creation of a public transit right-of-way separates from, adjacent to, or in addition to a road right-of-way is deemed appropriate.
- While it is intended that this Schedule provide a basis for retaining or acquiring rights-of-way for current or possible future transportation purposes, it is not intended to imply that all designated rights-of-way will necessarily be used for transportation purposes.
- "Designated Right-of-Way Widths" of Regional Roads as shown in the Region of Peel Official Plan.
- "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.
- Base map information (e.g. roads, highways, railways, watercourses, including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
- The rights-of-way for Minor Collector Roads are identified in Table 8-3.
- The Eglinton Avenue right-of-way east of Etobicoke Creek consists of a 36m road right-of-way (Toronto) and a 14m right-of-way for the Bus Rapid Transit.
- All lines shown are conceptual.

APPENDIX 7

Plum Tree Park and Union Gas Lands:
Schedule 4 and 10 Amendments





EXISTING LAND USE DESIGNATIONS

AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

	Residential Low Density I		Business Employment
	Residential Low Density II		Industrial
	Residential Medium Density		Airport
	Residential High Density		Institutional
	Downtown Mixed Use		Public Open Space
	Downtown Core Commercial		Private Open Space
	Mixed Use		Greenbelt
	Convenience Commercial		Parkway Belt West
	Motor Vehicle Commercial		Utility
	Office		To Be Determined

LAND USE LEGEND

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



AREA A – PLUM TREE PARK

FROM:

PUBLIC OPEN SPACE

TO:

RESIDENTIAL LOW DENSITY II

AREA B – UTILITY GAS LANDS

FROM:

UTILITY

TO:

PUBLIC OPEN SPACE

Notes:

1. The limits of the Natural Hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
2. 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.
3. Roads shown on this schedule are existing or under construction and are shown for information purposes only. For future roads refer to Schedule 5, Long Term Road Network.



Part of
Schedule 10
Land Use Designations
of Mississauga Official Plan
City of Mississauga



Corporate Report

Clerk's Files

Originator's
Files

CD.09.POW

DATE: October 22, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: November 11, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Provincial Initiatives on Electricity Planning**

RECOMMENDATION: That the report titled "Provincial Initiatives on Electricity Planning" dated October 22, 2013 from the Commissioner of Planning and Building, be received for information.

REPORT

HIGHLIGHTS:

- There are two ongoing initiatives – Review of Ontario's Long-Term Energy Plan and the Regional Electricity Planning and Siting;
- Joint recommendations of OPA and IESO on an enhanced regional energy planning process for how large energy infrastructure projects are sited were presented in a report to the Minister of Energy;
- There are three core recommendations: to strengthen the process for early and sustained engagement with local governments and the public; to provide local governments and communities with greater voice and responsibility in planning and siting; and to support inter-ministerial coordination;
- The OPA/IESO recommend further work to develop a detailed implementation strategy outlining legislative, regulatory, consultation and resource implications; and
- An updated Long-Term Energy Plan is to be released in fall 2013.

BACKGROUND:

On April 16, 2013, the Minister of Energy launched a review of Ontario's Long-Term Energy Plan (LTEP), with a view to releasing an updated plan in the fall. The LTEP provides information on, and sets targets for, all of the major parts of the province's electricity system. These parts include major generation types (hydro, nuclear, gas etc.), conservation, energy storage and transmission, smart grid, regional planning, and the natural gas and oil sectors. This is part of the Province's regular three-year update cycle.

The Province's LTEP workshop was hosted by The Ministry of Energy and the Ontario Power Authority (OPA) in Toronto on July 30, 2013. The workshop was one of many held across the Province and attended by representatives from the private sector, municipalities, non-governmental organizations, and other special interest groups to discuss the Province's high-level strategy on how Ontario's future energy needs will be met. City staff from the Environment Division of Community Services and Environmental Services from Transportation and Works attended and participated in the discussions.

A document titled "Making Choices: Reviewing Ontario's Long Term Energy Plan" laid out much of the information included in the session, as well as questions about the LTEP that the Ministry has posted on the Environmental Bill of Rights (EBR) for a response. City staff prepared comments in response to those questions. Those comments were circulated to members of City Council and to the Leadership Team, and were submitted to the Ministry of Energy on September 16, 2013.

On May 6, 2013, the Ontario Minister of Energy asked the Ontario Power Authority (OPA) and the Independent Electricity System Operator (IESO) to make recommendations for a new integrated regional energy planning process. The review was to focus on improving the way large energy projects, such as natural gas power plants, are sited in Ontario.

The stakeholder engagement – “Ontario Dialogue on Regional Planning and Siting Large Energy Infrastructure”, began in mid-June 2013 with a series of public sessions held between mid-June and mid-July. The session for the GTA (North & West) was held on June 27, 2013, and a session in Oakville was held on July 9, 2013. Participants were engaged in discussion with representatives of both the OPA and IESO. Verbal feedback and comments obtained at these sessions, responses to an on-line survey and comments received on the project website were summarized in the report to the Minister of Energy.

Subsequent to the sessions, staff from Policy Planning and the Environment Division met with representatives from both OPA and IESO. Mississauga staff emphasized the need for early consultation with municipalities, particularly the assurance that both the OPA and private generators be required to review local regulations for the siting of generation facilities.

It should be noted that the City of Mississauga is located within the GTA West electricity region (as defined by OPA) as shown on Appendix 1. This region includes the municipalities of Mississauga, Oakville, Brampton, Milton and Halton Hills.

COMMENTS:**Regional Electricity Planning and Siting**

On August 1, 2013, the OPA and IESO submitted their report to the Minister of Energy, titled “Engaging Local Communities in Ontario’s Electricity Continuum – Enhancing Regional Electricity Planning and Siting”. This report detailed 18 recommendations based on consultations held over the summer. The Minister of Energy asked the OPA and IESO to consider the following:

- detail an approach to regional energy plans;
- feature transparent mechanisms for seeking input from municipalities, Aboriginal communities and other stakeholders in the development of regional energy plans;
- include processes for ensuring that municipalities are engaged in the siting of large energy infrastructure projects; and

- reflect any recommendations with respect to siting large energy infrastructure projects made by the Standing Committee on Justice Policy.

The report contains a series of recommendations based on four theme areas:

- bring Communities to the Table;
- link Local and Provincial Planning;
- reinforce the Planning/Siting Continuum; and
- enhance Electricity Awareness and Improve Access to Information

The three core recommendations noted in the report are:

- community outreach early and often;
- local voice/local responsibilities; and
- inter-ministerial coordination.

Below is a summary of the comments received under four theme areas. Appendix 2 is a flow chart outlining the current siting process and the proposed core and supporting recommendations from the report. The full set of 18 recommendations are detailed in Appendix 3.

Theme 1: Bring Communities to the Table

Communities want to be engaged early and often in the planning, procurement and siting process. Local communities want a formal, recognized seat at the regional electricity planning table to reflect local interests, as the local electricity distribution company does not always reflect the local community's voice. It was stated that there needs to be greater transparency in the process and a better understanding of the decision-making process and the key players involved. It was noted that the OPA should be communicating the electricity needs in a given region before any procurement or siting process gets underway.

Specific to this theme are recommendations 4, 5,6 and 7 (See Appendix 3).

Theme 2: Link Local and Provincial Planning

The report notes that better integration with local planning processes is needed and leads to better alignment between electricity planning and municipal planning. This also allows all parties to take advantage of new and existing public engagement opportunities. Municipalities identified the need for capacity building and resources to better consider and reflect energy needs in local planning documents and for an increased focus on energy in both the Provincial Policy Statement (PPS) and the Provincial Growth Plan.

The report also states that planning and electricity generation procurement processes should reflect broad values and goals, both Provincial and local. If the preference in a local community results in a more expensive solution, it was felt that the community should bear the incremental costs.

Specific to this theme are recommendations 8,9,10 and 11 (See Appendix 3).

Theme 3: Reinforce the Planning/Siting Continuum

It was noted that local municipalities often do not have the resources to be engaged in all stages of the regional electricity planning process. It was noted that the links between regional planning outcomes and the procurement and siting process need to be reinforced at the start of each procurement. Siting decisions need to take into consideration the community's values regarding social, health, environment and economic development. Participants expressed confusion about the links between provincial and regional electricity planning and local generation.

Participants stated that there must also be an opportunity to review the conclusions of the planning and siting processes. Increased accountability and working with existing bodies such as the Ontario Energy Board (OEB) were cited as being critical.

Specific to this theme are recommendations 12,13,14 and 15 (See Appendix 3).

Theme 4: Enhance Electricity Awareness and Improve Access to Information

Participants identified the need for a major educational effort about Ontario's electricity needs that would include providing a better understanding of the electricity planning and siting processes. This would afford municipalities, First Nations and Metis communities, stakeholders and the general public the opportunity to get involved early in the process and to more effectively participate in decision-making.

Specific to this theme are recommendations 16 and 17 (See Appendix 3).

Mississauga's Interest from a Planning Perspective

Beyond the three core recommendations, of most interest to Mississauga from a planning perspective, is recommendation #8 which contains five key points including:

- Modify the Provincial Policy Statement (PPS) to explicitly consider electricity needs when communities/developments are being planned;
- Explore Official Plan and Zoning By-law language to deal with electricity needs;
- Work with provincial staff to ensure the current and future landowners are aware of their proximity to existing and future electricity infrastructure;
- Explore developing siting criteria and minimum distance separation guidelines to sensitive land uses; and

- Work with the Ministry of Infrastructure to integrate electricity needs into Places to Grow, Greenbelt Plan and the Big Move as examples.

Implementing the Recommendations

The final recommendation of the report is for the OPA and IESO to:

- Develop a detailed implementation strategy outlining legislative, regulatory, consultation and resource implications;
- Begin immediately to implement recommendations within mandates; and
- Hold more detailed discussions with implementers or those affected by the recommendations – ministries, agencies, associations and other stakeholders.

On October 8, 2013, the Minister of Energy announced that he would be proceeding with the implementation of the 18 recommendations in the OPA/IESO report.

Some of the recommendations will be implemented immediately. For example, the OPA is working with the OEB and MMAH to discuss linkages with the LTEP and information access through regional planning websites. Other recommendations are tied directly to the LTEP, such as public education and awareness among others. The Provincial government, through various Ministries will be implementing recommendations such as uploading electricity needs into relevant municipal planning and promoting community energy planning.

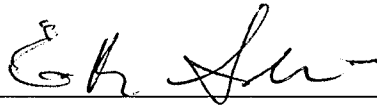
FINANCIAL IMPACT: Not applicable.

CONCLUSION: As noted in the October 8, 2013 news release, “The new rules will ensure large energy infrastructure is located in the right place from the start, improve municipal engagement and public consultation, and ensure greater predictability for the energy sector.”

Staff will continue to monitor the implementation of the 18 recommendations and meet with Provincial ministerial staff and other energy sector representatives as necessary to ensure that Mississauga's interests are taken into consideration.

ATTACHMENTS:

- Appendix 1: Planning Regions – Southern Ontario
- Appendix 2: Engaging Local Communities in Ontario's Electricity Planning Continuum
- Appendix 3: OPA/IESO – Planning and Siting Recommendations



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Karen Crouse, Policy Planner

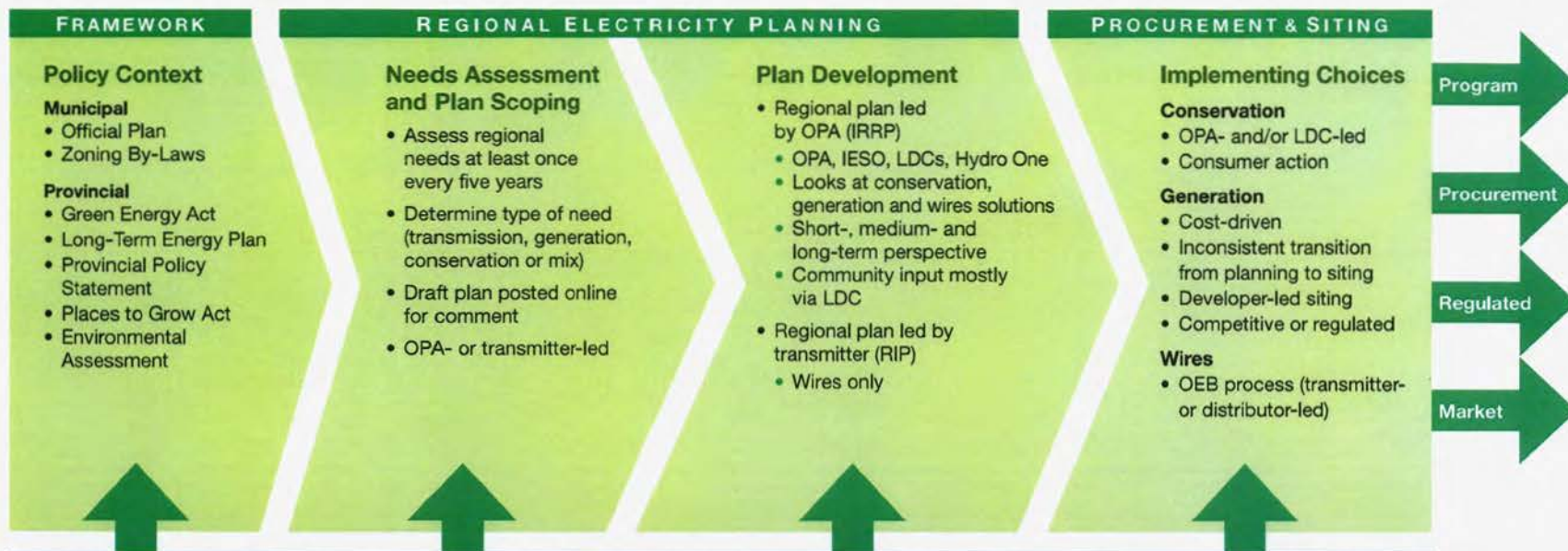


Planning Regions- Southern Ontario



Engaging Local Communities in Ontario's Electricity Planning Continuum

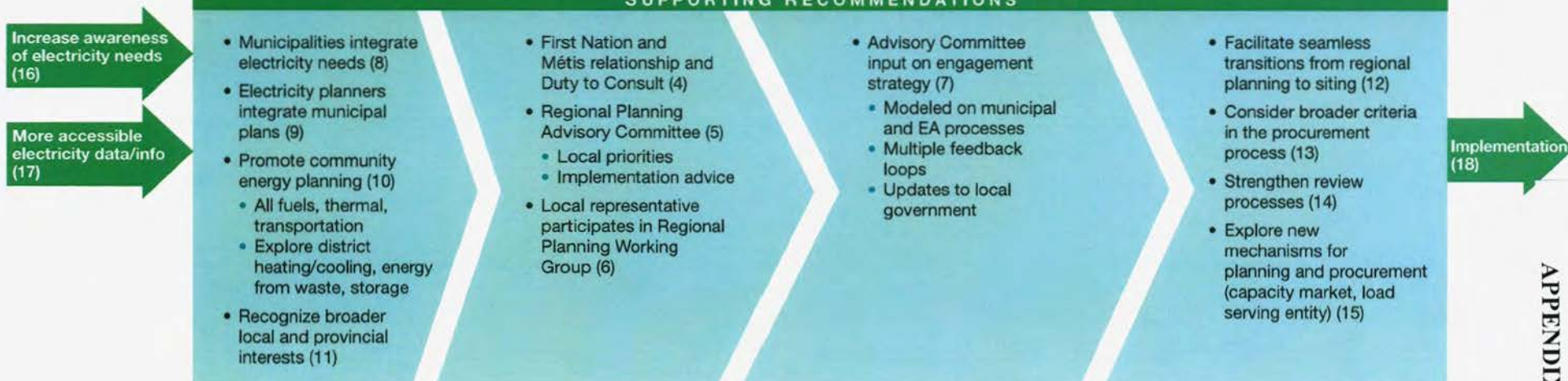
WHAT EXISTS NOW



CORE RECOMMENDATIONS

(1)* Community Outreach Early and Often, (2) Local Voice/Local Responsibilities, (3) Inter-Ministerial Coordination

SUPPORTING RECOMMENDATIONS



*Numbers correspond to report recommendations.

OPA-IESO – Planning and Siting Recommendations

CORE RECOMMENDATIONS

(1)* Community Outreach Early and Often, (2) Local Voice/Local Responsibilities, (3) Inter-Ministerial Coordination

Bringing Communities to the Table

Municipal governments, First Nations and Métis communities and stakeholders want to be engaged early and often. Local communities would like a formal seat at the table.

- (4) Foster ongoing relationships with First Nations and Métis and recognize the Duty to Consult**
 - Explore capacity-building mechanisms, such as workshops, in addition to application-based funding
 - The Crown to provide guidance as to when Duty is triggered and initiate and monitor consultation
- (5) Create regional electricity planning Advisory Committees**
 - Communities identify members and include elected officials, First Nations and Métis representatives, economic development officers, and other community/business representatives
 - Meet with Committee regularly to share information and seek input throughout planning process
 - Consult Committee regarding local priorities and costs and benefits of alternative solutions
 - Committee should meet between formal planning cycles
- (6) Invite participation of local representatives in regional electricity technical planning working group**
 - Advisory Committee identifies a representative with relevant expertise (e.g., planning or economic development) to participate in technical planning
- (7) Develop stakeholder engagement strategies and plans with Advisory Committee input**
 - Based on best practices and posted for comment
 - Phased approach with multiple feedback loops
 - Include reports to local governments and First Nations and Métis communities

Linking Local and Provincial Planning

Local governments identified need for capability building and resources to better consider energy needs in local plans. As municipalities plan to meet water, waste and growth needs they should likewise be required to plan for electricity needs.

- (8) Integrate electricity needs into relevant municipal plan**
 - Modify the Provincial Policy Statement (2005) to more explicitly consider electricity needs per proposed amendments in Appendix A
 - Explore language for municipalities to include in Official Plans and zoning by-laws
 - Work with Ministry of Municipal Affairs and Housing to explore methods of ensuring that current and potential landowners are aware of proximity to either existing, or potential, sites for electricity infrastructure
 - Explore developing siting criteria and minimum distance separation guidelines to sensitive land uses (e.g., Ministry of Environment's D2, D4 and D6 Guidelines) with Environment and other ministries
 - Work with Ministry of Infrastructure to integrate electricity needs into plans developed under Place to Grow Act, Greenbelt Plan and Big Move, for example
- (9) Integrate relevant municipal information into regional electricity plans**
 - Regional electricity plans (Integrated Regional Resource Plans and Regional Infrastructure Plans) should include a description of how First Nation and Métis and municipal priorities, including community energy plans, were considered
- (10) Promote community energy planning**
 - The Ministry of Energy and the OPA should enhance supports for community energy planning e.g., Municipal Energy Plan, Aboriginal Community Energy Plan funds and energy mapping
- (11) Recognize broader provincial and local interests in electricity system planning**
 - The regional electricity planning process should factor in broader considerations such as helping meet social, environmental and economic development goals – beyond its current focus on technical and lowest-cost considerations. Including broader considerations raises cost-allocation questions that are ultimately for the province and OEB to determine.

Reinforcing the Planning/Siting Continuum

Many municipalities, First Nations and Métis communities and stakeholders don't have resources to engage in all stages of planning so links between planning outcomes and procurement/siting need to be reinforced at the outset of each procurement.

- (12) Facilitate a seamless transition from planning to siting**
 - Ensure affected communities are aware of procurement
 - Reinforce linkages between procurement and planning phases
- (13) Consider broader criteria in the generation procurement process, such as local priorities**
 - Give more weight to addressing concerns of local community and to mitigating risk of opposition
 - Consult Advisory Committee regarding the local priorities to be reflected in procurement design
 - Criteria could reflect environmental assessment criteria
- (14) Strengthen review process – have OEB approve generic procurement processes**
 - Consider having the OEB approve generic generation procurement processes which would include requirements to appropriate siting consultation
 - Parties not satisfied that procurement resulting from regional plan meets OEB-approved procurement process can request that OEB conduct an independent review
- (15) Review mechanisms for planning and procurement**
 - Review current planning and procurement processes (which include an Integrated Power System Plan (IPSP)) in light of experience and recommendations to increase local voice and responsibility
 - Review options for planning and procurement which could include role of IPSP, outcomes-based supply mix directive, increased reliance on market-based mechanisms such as a capacity market, LDCs owning larger generation or contracting to meet service territory needs (load-serving entities) and linkages between provincial, regional, local electricity distribution company and municipal plans

Enhancing Electricity Awareness and Improving Access to Information

There is a strong desire to better understand electricity planning and siting processes so that municipalities, First Nations and Métis communities, stakeholders and the general public can become involved early on and effectively participate in decision-making.

- (16) Increase awareness of electricity needs and how these needs can be met**
 - Develop and implement an electricity awareness strategy to increase understanding about electricity needs, options for addressing needs and how to get involved in planning and siting
- (17) Increase transparency of, and access to, useable data and information**
 - The OPA and IESO should publish timely information and data that provides for multiple uses
 - Potential users of the data could include consumers, industry to develop energy-related products, municipalities for planning purposes, and academics for research
 - Establish coordinated and comprehensive web pages for each regional plan
 - Work with Infrastructure Ontario to identify public lands available for siting including co-locating with other public infrastructure, Crown lands and surplus provincial land
- (18) Implementing the recommendations**
 - Develop a detailed implementation strategy outlining legislative, regulatory, consultation and resource implications
 - Begin immediately to implement recommendations within mandates
 - Hold more detailed discussions with implementers or those affected by recommendations – ministries, agencies, associations and other stakeholders



Corporate Report

Clerk's Files

 Originator's
Files BL.09-COM

DATE: October 22, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: November 11, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Proposed Housekeeping Amendments –
Mississauga Zoning By-law 0225-2007
City of Mississauga
Bill 51

Public Meeting **Wards 1 - 11**

RECOMMENDATION: That the Report dated October 22, 2013, from the Commissioner of Planning and Building regarding proposed housekeeping amendments to Zoning By-law 0225-2007, be received for information and notwithstanding planning protocol, that the Supplementary Report be brought directly to a future Council meeting.

BACKGROUND: Mississauga Zoning By-law 0225-2007 was passed by Council on June 20, 2007. Since the intent of the Comprehensive Zoning By-law review was to ensure the Zoning By-law remains up-to-date and in conformity with Mississauga Official Plan, regular Housekeeping Amendments reports are prepared to deal with City-initiated amendments to the Zoning By-law. Five (5) by-laws to incorporate Housekeeping Amendments have been approved by Council, the most recent being By-law 0308-2011, which was passed by Council on December 14, 2011.

COMMENTS:

Since the approval of the previous general Housekeeping Amendments, clarifications of wording in various sections of the Zoning By-law have been identified that require amendments to the By-law. Amendments are proposed to modify and expand the Definitions and General Provisions sections of the By-law, and minor changes are also proposed to the Residential, Commercial, Employment and Development Zones. The details of these amendments are outlined in Appendix I-1 to this report and are considered to be housekeeping changes. Of note are items outlined below, which are cross-referenced with Appendix I-1 in parenthesis:

Pergolas (Items 23 & 25)

To date, pergolas have been unregulated in the Zoning By-law. Due to an increase in both the number and size of pergolas that are requested through the Committee of Adjustment, it was deemed prudent to add new size and location regulations to the Zoning By-law, similar to other accessory buildings and structures, including gazebos. These regulations are proposed to be added to the existing Table 4.1.2.2, Accessory Buildings and Structures.

Home Office and Home Occupation (Item 38)

The Zoning By-law currently permits a variety of home occupations in detached dwellings, as it has historically been assumed that a home based business will require parking for customers or clients.

This regulation does not recognize that a business could be conducted wholly within a dwelling unit, and not have external clients or customers attending the premises. To address this deficiency, it is proposed that the Zoning By-law be amended to define, permit and regulate home offices in all types of residential dwellings. This will also differentiate between a home office and home occupation, and address the specific limitations of operating a business in a dwelling unit that is located within a multi-unit structure.

The Provincial Ministry of Training, Colleges and Universities currently offers a subsidy program to assist adults to become self-employed in legal home office businesses. Without this amendment to the By-law, residents of Mississauga who do not live in detached dwellings are not eligible for this type of program.

Retail Store – Seating for Food Sales (Item 42)

Seating is permitted in a retail (food) store for the consumption of food prepared on the premises. As currently written, Section 6.1.5 could be interpreted as permission for a take-out restaurant. As a take-out restaurant has different parking and locational regulations from a retail store, the Section is proposed to be reworded to clarify the intent that offering food for sale in the store is accessory to the principal use, and not a use permitted on its own.

Map 58 – West side of Winston Churchill Boulevard, north of Burnhamthorpe Road West (Item 52)

This Map does not show a zone category for the City owned lands located on the west side of Winston Churchill Boulevard, north of Burnhamthorpe Road West. The "B" (Buffer) Zone is being added to the map to recognize the zone that was approved through the adjacent plan of subdivision.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Once the public meeting has been held, the Planning and Building Department will be in a position to make a recommendation regarding these amendments. Given the nature of the proposed City-initiated amendments to the Zoning By-law, it is recommended that notwithstanding planning protocol, the Supplementary Report be brought directly to a future Council meeting.

ATTACHMENTS:

Appendix I-1: Proposed Housekeeping Amendments (#6) to
Zoning By-law 0225-2007



Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Lisa Christie, Planning Services Centre Planner

Proposed Housekeeping Amendments (#6) to Zoning By-law 0225-2007

ITEM	SECTION NUMBER	PROPOSED REVISION	COMMENTS/ EXPLANATION
Part 1: Administration, Interpretation, Enforcement and Definitions			
1.	Article 1.1.7.1 <u>1.1.7.1.2</u>	Centreline <u>Where lands that are not zoned are located between a zone and a street, the zone boundary shall be the centreline of the street.</u>	Add Sentence so that any lands located between a zoned property and a street (ie. a transit corridor) will have the same zone as the adjacent lands.
2.	Article 1.1.13.1	Certificate of Occupancy The type of use made of any land, building or structure within any zone category, except residential, shall not be changed to another type of use without first having applied for and obtained a Certificate of Occupancy from the Zoning Administrator. A Certificate of Occupancy shall also be applied for and obtained from the Zoning Administrator where the type of use made of any land, building or structure changes to a lodging house <u>or second unit</u> within any zone category. (0080-2009), (0379-2009)	Add reference to second units in this Article to reflect the requirement for a Certificate of Occupancy for a second unit to correspond with the requirements of the City's Second Unit Licensing By-law.
3.	Section 1.2 - Definitions	Common Element/Vacant Land Condominium (CEC): "Common Element" means an area forming part of the common elements of a common element/ vacant land condominium corporation, that may include CEC - private roads, walkways, sidewalks, parking and/or CEC - amenity areas. "CEC - Amenity Area" means an area forming part of the common elements of a common element/ vacant land condominium corporation comprised of outdoor space designed for active or passive recreational uses , such as, but not limited to, children's play equipment , seating areas and sport facilities. "CEC - Private Road" means a right-of-way, with or without a sidewalk, for vehicular and pedestrian access over common elements that are privately maintained by a common element/ vacant land condominium corporation to be created pursuant to the <i>Condominium Act</i> , R.S.O. 1998, c.19, as amended, and is not a highway as defined by the <i>Municipal Act</i> , R.S.O. 2001, c.25, as amended.	Delete the reference to "vacant land" condominium from common element condominium, as they are not interchangeable terms. See also Subsections 4.1.14, 4.7.1, 4.9.1 and 4.12.1.

ITEM	SECTION NUMBER	PROPOSED REVISION	COMMENTS/ EXPLANATION
4.	Section 1.2 - Definitions	" Home Occupation/Home Office " means an occupation for profit or gain conducted entirely within a dwelling unit , that is incidental and secondary to the use of the dwelling unit for residential purposes and does not change the residential character of the dwelling unit .	Add home office to the definition of a home occupation.
5.	Section 1.2 - Definitions	<i>"Hospice Dwelling" means a building containing a palliative care facility where a broad range of 24 hour personal care, support and health services are provided for persons requiring these services in a supervised setting and that may contain common facilities, such as but not limited to the preparation and consumption of food.</i>	Add a definition for this use, and clarify the difference between a hospice, a long-term care dwelling and a hospital.
6.	Section 1.2 - Definitions	" Front Lot Line - Through Lot " means each lot line that divides the through lot from a street or a private road . A lot line with a 0.3 m reserve shall not be a front lot line . (0325-2008)	Clarify that a property is not a "through lot" where it abuts a private road.
7.	Section 1.2 - Definitions	" Motor Vehicle Repair Facility - Commercial Motor Vehicle " means a building, structure , outdoor area or part thereof, where mechanical repairs are made to commercial motor vehicles or trailers exceeding 3 000 kg in weight and shall include the repair and installation of commercial motor vehicle windshields, commercial motor vehicle equipment, rustproofing and may include <i>accessory thereto</i> a commercial motor vehicle diagnostic centre and commercial motor vehicle cleaning/detailing facility. (0325-2008), (0308-2011)	Clarify the uses that are permitted accessory to a motor vehicle repair facility - commercial motor vehicle, but are not permitted as separate stand alone uses.
8.	Section 1.2 - Definitions	" Motor Vehicle Repair Facility - Restricted " means a building, structure or part thereof, where mechanical repairs are made to motor vehicles and shall include the repair and installation of motor vehicle windshields, motor vehicle equipment, rustproofing and may include <i>accessory thereto</i> a motor vehicle diagnostic centre and motor vehicle cleaning/detailing facility. (0325-2008)	Clarify the uses that are permitted accessory to a motor vehicle repair facility - restricted, but are not permitted as separate stand alone uses.
9.	Section 1.2 - Definitions	" Porch " means a platform, with or without a foundation and/or basement with at least one (1) side open, that may be covered by a roof <i>or other structural element</i> , with direct access to the ground and is attached to a dwelling.	Add to the definition of porch so that the regulations with respect to size, setbacks and coverage would apply if a pergola is attached to the dwelling.

ITEM	SECTION NUMBER	PROPOSED REVISION	COMMENTS/ EXPLANATION
10.	Section 1.2 - Definitions	"Retail Store" means a building, structure or part thereof, in which goods are offered for sale, lease and/or rental to consumers. Where the primary function <u>principal use</u> of the retail store is the sale of food, food may be produced or prepared on the premises and offered for sale to the public for consumption on the premises or off the premises, <u>as an accessory use.</u> (0325-2008)	Clarify the differences between prepared food sales from a retail store and a take-out restaurant. See also Subsection 6.1.5.
11.	Section 1.2 - Definitions	"Streetwall" means an exterior wall of a building facing a lot line abutting a street, or private road <u>or transit corridor.</u>	Clarify that streetwall provisions include exterior walls that face a transit corridor, such as the BRT.
12.	Section 1.2 - Definitions	"Truck Cardlock Fuel Dispensing Facility" means a building, structure or part thereof, where fuel for commercial motor vehicles is dispensed, oil, and other similar products used in the operation of truck internal combustion engines are sold to account customers only via cardlock controllers, and such facility may include contain as accessory thereto, truck weigh scale, truck washing facilities, an outlet where goods are stored and offered for sale, provided that there is no preparation of food on the premises, a lounge, shower and washroom facilities., for account customers only.	Clarify that fuel may be sold to all owners of commercial motor vehicles, not only to account holders. Currently there is no zone category that permits the public sale of fuel for commercial motor vehicles.
13.	Section 1.2 - Definitions	"Truck Terminal" means a building, structure or part thereof, where trucks and/or tractor trailers <u>and/or commercial motor vehicles in excess of 3 000 kg in weight</u> are dispatched for hire as common carriers or where freight handling facilities, such as pick-up, delivery and transitory storage of goods incidental to motor freight shipment, is provided.	Clarify the intent of a truck terminal to include any large commercial motor vehicle such as buses, and not just trucks/tractor trailers.

ITEM	SECTION NUMBER	PROPOSED REVISION			COMMENTS/ EXPLANATION
Part 2: General Provisions					
14.	Subsection 2.1.3 2.1.3.2	Frontage on a Street Notwithstanding Article 2.1.3.1, a lot in a Residential Zone may have frontage on the following private roads and private lanes:			As a private lane is included within the definition of private road, amending this Article clarifies that it is not a different type of roadway.
15.	Subsection 2.1.14 Table 2.1.14.1	Table 2.1.14.1 - Centreline Setbacks			Delete Line 11.0 as it duplicates regulations that are listed separately in Table 2.1.14.1.
		Line 1.0	DESIGNATED RIGHT-OF-WAY WIDTH	MINIMUM CENTRELINE SETBACK	
		11.0	36.0/45.0 m	18.0/22.5 m + required yard/setback, respectively ^(†)	
16.	Article 2.1.17.1 Table 2.1.17.1	Table 2.1.17.1 - Minimum Setback to Greenbelt Zones - Non-Residential			Clarify the intent of the setback is to apply to any type of paved area adjacent to a Greenbelt Zone, not only parking areas.
		Line 2.0	Minimum setback of parking areas, driveways, loading spaces, other paved areas and an area used for outdoor storage in a non-residential zone to all lands zoned G1 or G2 Base Zone	The greater of 5.0 m or the required yard/setback	

ITEM	SECTION NUMBER	PROPOSED REVISION			COMMENTS/ EXPLANATION
Part 3: Parking, Loading and Stacking Lane Regulations					
17.	Article 3.1.1.8 3.1.1.8.1	Access Access to and from parking and loading spaces shall be provided by unobstructed on-site aisles and/or driveways <i>or driveways and aisles.</i>			Clarify that access must be provided by driveways, or driveways and aisles, on the same lot.
18.	Article 3.1.1.8 3.1.1.8.2	Access Notwithstanding the regulations of Sentence 3.1.1.8.1, an on-site aisle is not required for lots used for detached, semi-detached, <i>linked</i>, street townhouse dwellings; detached, semi-detached and townhouse dwellings on a CEC- private road; duplex dwelling or a detached dwelling being used for a resident physician, dentist, drugless practitioner or health professional.			Clarify that linked dwellings were intended to be included in the list of applicable dwelling units.
19.	Article 3.1.2.1 Table 3.1.2.1	Table 3.1.2.1 - Required Number of Parking Spaces for Residential Uses			Clarify that linked dwellings were intended to be included in the list of applicable dwelling units.
		Line 1.0	TYPE OF USE	MINIMUM OFF-STREET PARKING REGULATIONS	
		5.0	Detached Dwelling, <i>Linked Dwelling</i> , Semi-Detached Dwelling, Street Townhouse Dwelling	2.0 spaces per unit	
20.	Article 3.1.4.2 Table 3.1.4.2	Table 3.1.4.2 - Required Number of Loading Spaces for Office and/or Medical Office Buildings			Add the words "non-residential" to clarify that the same gross floor area is used to calculate both the parking spaces and loading spaces.
		Line 1.0	GROSS FLOOR AREA - <i>NON-RESIDENTIAL</i> OF BUILDING	MINIMUM NUMBER OF OFF- STREET LOADING SPACES	
21.	Article 3.1.4.3 Table 3.1.4.3	Table 3.1.4.3 - Required Number of Loading Spaces			Add the words "non-residential" to clarify that the same gross floor area is used to calculate both the parking spaces and loading spaces.
		Line 1.0	GROSS FLOOR AREA - <i>NON-RESIDENTIAL</i> OF BUILDING	MINIMUM NUMBER OF OFF-STREET LOADING SPACES	

ITEM	SECTION NUMBER	PROPOSED REVISION	COMMENTS/ EXPLANATION		
Part 4: Residential Zones					
22.	Subsection 4.1.2 4.1.2.1	Accessory Buildings and Structures A maximum of one (1) accessory building, structure and/or one (1) detached garage and/or one (1) gazebo <i>and/or one (1) pergola</i> shall be permitted per lot in R1 to R11, R15, RM1, RM2, RM7 and RM8 zones in compliance with the regulations contained in Table 4.1.2.2 - Accessory Buildings and Structures. (0308-2011)	Adds a pergola to the General Provisions for Residential Zones, Accessory Buildings and Structures. See also Section 1.2 - Definitions and Table 4.1.2.2.		
	4.1.2.1.1	Where a lot in R1 to R11 and R15 zones contains more than one (1) detached dwelling unit , a maximum of one (1) gazebo <i>and/or one (1) pergola</i> and/or one (1) accessory building or structure per detached dwelling unit shall be permitted. (0308-2011)			
	4.1.2.2	A maximum of one (1) accessory building or structure , other than a detached garage , and/or one (1) gazebo <i>and/or one (1) pergola</i> per lot shall be permitted in R16, RM3 to RM6, RM9 and RA1 to RA5 zones, in compliance with the regulations contained in Table 4.1.2.2 - Accessory Buildings and Structures.			
23.	Subsection 4.1.2 Table 4.1.2.2	Table 4.1.2.2 - Accessory Buildings and Structures		Add a new Column "Pergola", with applicable regulations, including new Lines 3.5 and 5.3, and an amendment to Note (2). Clarifies the size, location and coverage of pergolas by adding regulations to the Zoning By-law. See also Section 1.2 - Definitions and Subsection 4.1.2.	
		Line 1.0	TYPE		<i>Pergola</i>
		2.0	MAXIMUM NUMBER PERMITTED PER LOT		<i>1</i>
		3.0	SIZE		
		3.1	Maximum Floor Area		<i>n/a</i>
		3.2	Maximum area occupied by a gazebo		<i>10 m²</i>
		3.3	Minimum rectangular area measured from the inside face of walls (width x length)		<i>n/a</i>
		3.4	Minimum unobstructed area for parking (width x length x height)		<i>n/a</i>
		<i>3.5</i>	<i>Maximum percentage of the total perimeter permitted to be enclosed by walls, lattice, doors and/or windows</i>		<i>0%</i>

ITEM	SECTION NUMBER	PROPOSED REVISION			COMMENTS/ EXPLANATION
23. (con'd)	Subsection 4.1.2 Table 4.1.2.2	4.0	MAXIMUM LOT COVERAGE	<i>n/a⁽²⁾</i>	
		5.0	MAXIMUM HEIGHT		
		5.1	Sloped roof - highest ridge (0325-2008)	<i>n/a</i>	
		5.2	Flat roof	<i>n/a</i>	
		5.3	Highest point of the structure	<i>3.0 m</i>	
		6.0	MAXIMUM HEIGHT OF EAVES	<i>n/a</i>	
		7.0	MINIMUM SETBACK TO FRONT LOT LINE	<i>The greater of 6.0 m or the same distance to the street as the front wall of the dwelling on the same lot</i>	
		8.0	MINIMUM SETBACK TO EXTERIOR SIDE LOT LINE	<i>The exterior side yard regulations of the applicable zone shall apply</i>	
		9.0	MINIMUM SETBACK TO INTERIOR SIDE LOT LINE FOR ACCESSORY BUILDINGS AND STRUCTURES LOCATED IN AN INTERIOR SIDE YARD	<i>The interior side yard regulations of the applicable zone shall apply⁽³⁾⁽⁴⁾</i>	

ITEM	SECTION NUMBER	PROPOSED REVISION					COMMENTS/ EXPLANATION
23. (con'd)	Subsection 4.1.2 Table 4.1.2.2	10.0	MINIMUM SETBACKS TO INTERIOR SIDE AND REAR LOT LINES FOR ACCESSORY BUILDINGS AND STRUCTURES LOCATED IN THE REAR YARD				
		10.1	WHERE LOT AREA GREATER THAN OR EQUAL TO 750 m ²			<u>1.2 m ⁽⁵⁾</u>	
		10.2	WHERE LOT AREA LESS THAN 750 m ²			<u>0.61 m ⁽⁵⁾</u>	
		NOTES: n/a means not applicable. (2) The maximum lot coverage in an applicable zone is inclusive of the combined total area used for all accessory buildings and structures. <u>For a pergola, lot coverage equals the total area occupied.</u>					
24.	Subsection 4.1.2 Table 4.1.2.2	Table 4.1.2.2 - Accessory Buildings and Structures					Clarify that a gazebo cannot have more than half of the wall space enclosed.
		Line 1.0	TYPE	Detached Garage	Gazebo	Other Accessory Building and Structure	
		<u>3.5</u>	<u>Maximum percentage of the total perimeter permitted to be enclosed by walls, lattice, doors and/or windows</u>	<u>n/a</u>	<u>50%</u>	<u>n/a</u>	<u>0%</u>

ITEM	SECTION NUMBER	PROPOSED REVISION						COMMENTS/ EXPLANATION
25.	Subsection 4.1.2 Table 4.1.2.2	Table 4.1.2.2 - Accessory Buildings and Structures						Clarify the setback between a detached garage and a detached dwelling. Other regulations in the By-law address the placement of the garage in relation to the street or other property lines.
		Line 1.0	TYPE	Detached Garage	Gazebo	Other Accessory Building and Structure	<i>Pergola</i>	
		5.0	MAXIMUM HEIGHT:					
		<u>5.3</u>	<u>Highest point of the structure</u>	<u>4.6 m</u>	<u>3.0 m</u>	<u>3.0 m</u>	<u>3.0 m</u>	
		11.0	MINIMUM SETBACK OF A DETACHED GARAGE LOCATED IN THE REAR YARD TO THE DWELLING ON THE SAME LOT	<u>1.2 m</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	
		11.1	Where the rear yard abuts a street	<u>6.0 m</u>	<u>n/a</u>	<u>n/a</u>		
		11.2	All other lots	<u>3.0 m</u>	<u>n/a</u>	<u>n/a</u>		
26.	Article 4.1.3.1	Play equipment is permitted accessory to a detached, semi-detached, <u>linked</u>, duplex, triplex and street townhouse dwelling and shall comply with the regulations contained in Table 4.1.3.1 - Play Equipment Regulations.						Clarify that linked dwellings were intended to be included in the list of applicable dwelling units.
27.	Article 4.1.3.2	Play equipment accessory to a detached, semi-detached, <u>linked</u>, duplex, triplex and street townhouse dwelling that does not comply with the regulations contained in Table 4.1.3.1 - Play Equipment Regulations shall be considered to be an accessory building or structure and shall comply with the regulations contained in Table 4.1.2.2 - Accessory Buildings and Structures.						Clarify that linked dwellings were intended to be included in the list of applicable dwelling units.

ITEM	SECTION NUMBER	PROPOSED REVISION	COMMENTS/ EXPLANATION
28.	Article 4.1.4.1	An outdoor swimming pool is permitted accessory to a detached, semi-detached, <u>linked</u>, duplex, triplex and street townhouse dwelling subject to the following regulations:	Clarify that linked dwellings were intended to be included in the list of applicable dwelling units.
29.	Subsection 4.1.5	Unless otherwise regulated within this By-law, all required yards for detached, semi-detached, <u>linked</u>, duplex, triplex , and horizontal multiple dwellings with six (6) or less dwelling units , and street townhouse dwellings shall be unobstructed except for the following:	Clarify that linked dwellings were intended to be included in the list of applicable dwelling units.
30.	Article 4.1.5.4	An awning may encroach a maximum of 0.61 m into a required front yard and/or exterior side yard ; a maximum of 5.0 m into a required rear yard provided that the awning shall have a minimum setback of 1.5 m to a lot line ; and a maximum of 0.61 m into a required interior side yard provided that the required interior side yard is a minimum of 1.2 m;	The intent is to allow an encroachment into a side yard provided the setback is a minimum of 1.2 m; the side yard can be greater, but this was not clear.
31.	Article 4.1.5.5	A window, chimney , pilaster or corbel, window well, and stairs with a maximum of three (3) risers, may encroach a maximum of 0.61 m into a required yard provided that the required yard is a minimum of 1.2 m; (0325-2008)	The intent is to allow an encroachment into a yard provided the setback is a minimum of 1.2 m; the yard could be greater, but this was not clear.
32.	Article 4.1.5.7	Notwithstanding the provisions of Articles 4.1.5.2 <i>and 4.1.5.10</i> , any portion of a porch or deck that is located in a rear yard , does not exceed 0.3 m in height above grade at any point and is uncovered, is permitted an unlimited encroachment into the required rear yard ;	Include reference to the new Article 4.1.5.10 (decks built in conjunction with swimming pools).
33.	Article <u>4.1.5.10</u>	<u><i>A freestanding deck may be located in a rear yard provided that it does not exceed 1.2 m in height above grade at any point, is uncovered and is not closer than 0.61 m to any side lot line and 1.5 m to any rear lot line.</i></u>	Add an Article regulating freestanding decks that are not pergolas, gazebos, or other accessory structures.
34.	Sentence <u>4.1.9.1.2</u>	<u><i>A maximum of one (1) driveway shall be permitted per dwelling unit in R1 to R16, RM1 to RM3 and RM6 zones.</i></u>	Clarify that only one (1) driveway is permitted per dwelling unit.

ITEM	SECTION NUMBER	PROPOSED REVISION	COMMENTS/ EXPLANATION
35.	Article 4.1.9.4	The nearest part of a driveway or any other parking area for a detached, semi-detached, <u>linked</u>, duplex, triplex , end unit of a street townhouse dwelling , and horizontal multiple dwellings with four (4) to six (6) dwelling units shall be a minimum distance of 0.6 m from any side lot line other than the common side lot line separating an attached semi-detached dwelling , an attached street townhouse dwelling or a detached garage with a joint party wall; (0325-2008)	Clarify that linked dwellings were intended to be included in the list of applicable dwelling units.
36.	Subsection 4.1.11 4.1.11.1.2(5)	Trailer and Recreational Vehicle Parking the minimum setback of a trailer, with or without a boat, personal watercraft or snowmobile, or a recreational vehicle to an interior side lot line <u>or rear lot line</u> shall be 1.2 m;	Add a setback to the rear property line to mitigate the impact of storage of a recreational vehicle/trailer on adjacent uses.
37.	Subsection 4.1.14	Common Element/Vacant Land Condominium (CEC)	Delete the reference to "vacant land" condominium from common element condominium, as they are not interchangeable terms. See also Section 1.2 - Definitions, Subsections 4.7.1, 4.9.1 and 4.12.1.

ITEM	SECTION NUMBER	PROPOSED REVISION	COMMENTS/ EXPLANATION
38.	Subsection 4.1.16 <u>4.1.16.2</u>	Home Occupation <u>and Home Office</u> <u>Home Office</u>	Add permission and regulations for home offices.
	<u>4.1.16.2.1</u>	<u>A home office (excluding resident physician, dentist, drugless practitioner or health professional's office) is permitted within any dwelling unit in a Residential Zone;</u>	
	<u>4.1.16.2.2</u>	<u>The total area used for a home office shall not exceed 15 m²;</u>	
	<u>4.1.16.2.3</u>	<u>A home office shall be conducted wholly within a dwelling unit;</u>	
	<u>4.1.16.2.4</u>	<u>Only one (1) home office shall be permitted within a dwelling unit;</u>	
	<u>4.1.16.2.5</u>	<u>The dwelling in which the home office is located shall be the principal private residence of a person or persons conducting the home office and they must not be an occasional or casual resident thereof;</u>	
	<u>4.1.16.2.6</u>	<u>A home office shall not employ staff who are not a resident of the dwelling unit;</u>	
	<u>4.1.16.2.7</u>	<u>Outdoor storage or outdoor display of merchandise, material or equipment associated with a home office is not permitted;</u>	
	<u>4.1.16.2.8</u>	<u>There shall be no visible indication from the exterior of the dwelling unit that a home office is carried on in the dwelling unit;</u>	
	<u>4.1.16.2.9</u>	<u>There shall be no clients attending the dwelling unit to do business with a home office;</u>	
	<u>4.1.16.2.10</u>	<u>A home office shall not create noise, vibration, fumes, odour, dust, glare, or radiation which is detectable outside of the dwelling unit.</u>	

ITEM	SECTION NUMBER	PROPOSED REVISION	COMMENTS/ EXPLANATION
39.	Subsection 4.7.1 Table 4.7.1	Table 4.7.1 - R16 Permitted Uses and Zone Regulations NOTES: Where used, CEC means a Common Element/Vacant Land Condominium. (1) Common elements are permitted within a common element/ vacant land condominium corporation.	Delete reference to vacant land condominium, as it is not interchangeable with common element condominium. See also Section 1.2 - Definitions, Subsections 4.1.14, 4.9.1 and 4.12.1.
40.	Subsection 4.9.1 Table 4.9.1	Table 4.9.1 - RM3 Permitted Uses and Zone Regulations NOTES: Where used, CEC means Common Element/Vacant Land Condominium. (1) Common elements are permitted within a common element/ vacant land condominium corporation.	Delete reference to vacant land condominium from RM3, as a detached dwelling is not a permitted use in this zone.
41.	Subsection 4.12.1 Table 4.12.1	Table 4.12.1 - RM6 Permitted Uses and Zone Regulations NOTES: Where used, CEC means Common Element/Vacant Land Condominium. (1) Common elements are permitted within a common element/ vacant land condominium corporation.	Delete reference to vacant land condominium from RM6, as a detached dwelling is not a permitted use in this zone.
Part 6: Commercial Zones			
42.	Subsection 6.1.5 6.1.5.1	Retail Store - Seating for Food Sales Where the primary function <i>principal use</i> of a retail store is the sale of food, seating shall be permitted inside the premises for the consumption of food prepared on the premises provided that a maximum of six (6) seats shall be permitted for stores less than 5 600 m² gross floor area – non-residential <i>the seating is limited to a maximum of six (6) seats, and they are accessory to the retail sale of food products.</i>	Revise the permission for limited seating in a food store to differentiate this use from a take-out restaurant, as there are different parking standards and setback requirements for restaurant and retail uses. See also Section 1.2. - Definitions

ITEM	SECTION NUMBER	PROPOSED REVISION	COMMENTS/ EXPLANATION
43.	6.2.4.3	Exception: C3-3	Replace the term cardlock fuel dispensing facility throughout the By-law with the term "truck fuel dispensing facility" to reflect the amended Definition.
	Subclause 6.2.4.3.2 (4)(4.9)	<u>Truck Cardlock <i>Fuel Dispensing Facility</i></u>	
Part 8: Employment Zones			
44.	Subsection 8.1.3 8.1.3.1	Accessory Retail Sales and/or Accessory Retail Display in Employment Zones In an E1 to E3 zone, a maximum of 20% of the total gross floor area - non-residential of a Business Activity use contained in Table 8.2.1 of this By-law, may be used for accessory retail sales, leasing and/or rental, accessory retail display and/or installation of products, other than motor vehicles , <u>provided:</u> <i>(1) the accessory retail sales, leasing and/or rental, accessory retail display and/or installation are only those products</i> which are manufactured within a manufacturing facility , repaired within a repair establishment , wholesaled within a wholesaling facility , or distributed from a warehouse/distribution facility , provided that such accessory retail sales, leasing and/or rental, accessory retail display and/or installation of products; <i>(2) such area is contained located</i> wholly within an enclosed building, structure or part thereof; <u>and,</u> <i>(3) such area is located within the same unit as the principal permitted use.</i> (0379-2009)	Clarify the existing regulation that accessory uses must be located within the same building and the same unit as the principal use. The Article has primarily the same wording, but has been broken into three (3) parts, with the third part containing new wording.

ITEM	SECTION NUMBER	PROPOSED REVISION					COMMENTS/ EXPLANATION
45.	Subsection 8.2.1 Table 8.2.1	Table 8.2.1 - E1 to E3 Permitted Uses and Zone Regulations					Replace the term cardlock fuel dispensing facility throughout the By-law with the term "truck fuel dispensing facility" to reflect the amended Definition.
		Line	ZONE	E1	E2	E3	
		2.6.7	<i>Truck Cardlock Fuel Dispensing Facility</i>		✓	✓	
46.	8.2.2.10	Exception: E1-10					The uses listed as "uses not permitted" are already not permitted in an E1 zone, therefore this wording is redundant.
	Clauses 8.2.2.10.2(1) to 8.2.2.10.2(7)	(1) Truck Terminal (2) Waste Processing Station (3) Waste Transfer Station (4) Composting Facility (5) Body Rub Establishment (6) Adult Entertainment Establishment (7) Night Club					
47.	Subsections 8.2.3 and 8.2.4 Exception #'s	Exceptions: E2-9, E2-15, E2-33, E2-58, E2-89, E2-108, E2-109, E2-110, E2-111, E2-116, E2-117, E3-1, E3-2, E3-13, E3-14					Replace the term cardlock fuel dispensing facility throughout the By-law with the term "truck fuel dispensing facility" to reflect the amended Definition.
	Clause #'s as relevant	<i>Truck Cardlock Fuel Dispensing Facility</i>					
48.	8.2.3.28	Exception: E2-28					Clarifies intent that the setback applies to properties abutting Derry Road West, rather than all properties zoned E2-28.
	Sentence 8.2.3.28.4	Maximum setback of a building or structure from Derry Road West <i>on a property abutting Derry Road</i> <i>West</i>				16.5 m	
49.	8.2.3.49	Exception: E2-49					Remove this Sentence as this site may only be used for motor vehicle sales, leasing and/or rental facility - restricted.
	Sentence 8.2.3.49.4	The provisions contained in Subsection 8.1.5 of this By-law shall not apply.					

ITEM	SECTION NUMBER	PROPOSED REVISION	COMMENTS/ EXPLANATION
50.	12.3.3.1	Exception D-1	Add the provisions of Section 4.1 to the D-1 regulations to allow existing dwellings the same permissions (ie., swimming pools, play structures) as properties with residential zoning.
	Sentence 12.3.3.1.2	<p>The enlargement of an existing detached dwelling, existing buildings and structures, and <u>new accessory uses and</u> new accessory buildings and structures shall be permitted in compliance with the following:</p> <p>(1) a detached dwelling on a lot with a lot frontage equal to or greater than 22.5 m shall comply with the R1 zone <u>provisions</u> regulations contained in <u>Section 4.1 and</u> Subsection 4.2.1 of this By-law</p> <p>(2) a detached dwelling on a lot with a minimum lot frontage equal to or greater than 18.0 m and less than 22.5 m shall comply with the R2 zone <u>provisions</u> regulations contained in <u>Section 4.1 and</u> Subsection 4.2.1 of this By-law</p> <p>(3) a detached dwelling on a lot with minimum lot frontage equal to or greater than 15.0 m and less than 18.0 m shall comply with the R3 zone <u>provisions</u> regulations contained in <u>Section 4.1 and</u> Subsection 4.2.1 of this By-law</p> <p>(4) a detached dwelling on a lot with a minimum lot frontage equal to or greater than 12.0 m and less than 15.0 m shall comply with the R4 zone <u>provisions</u> regulations contained in <u>Section 4.1 and</u> Subsection 4.2.1 of this By-law</p>	
Format			
51.	Format for Housekeeping By-law	The greyed out text, identified in Items 1 to 50 inclusive of this By-law, is for information purposes only and does not form part of the amendments contained in this By-law.	Clarify the format used to identify the amendments in the Housekeeping By-law.
52.	Map 58	Add "B" (Buffer) zoning to two (2) parcels of land that are adjacent to Winston Churchill Boulevard north of Burnhamthorpe Road West and are not zoned.	Add a zoning category to subdivision buffer blocks that were not previously zoned.

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