

# City of Mississauga

## Corporate Report



Date: February 24, 2017

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:  
CD.21-MIS

Meeting date:  
2017/03/20

## Subject

**SUPPLEMENTAL REPORT ON COMMENTS (Wards 1, 2, 8 and 11)**  
**Mississauga Road Scenic Route Policies Review**  
**Implementation - Proposed Changes to Mississauga Official Plan**  
**File: CD.21-MIS**

## Recommendation

That the report dated February 24, 2017, from the Commissioner of Planning and Building titled "Supplemental Report on Comments (Wards 1, 2, 8 and 11) Mississauga Road Scenic Route Policies Review Implementation – Proposed Changes to Mississauga Official Plan", be adopted in accordance with the following:

1. That the proposed amendments to Mississauga Official Plan for the Mississauga Road Scenic Route Policies Review be approved in accordance with Appendix 2 of this report.
2. That Urban Design Guidelines for the Mississauga Road Scenic Route Study Area be prepared by staff and brought forward to a future Planning and Development Committee meeting for Council endorsement.

## Report Highlights

- On October 24, 2016, Planning and Development Committee deferred the Report on Comments in order to allow for further consultation between the Ward 11 Councillor, staff and residents
- Following further review and communication with residents' group *Affected Neighbours*, one change to the proposed policies was made to emphasize that detached homes are the only form of residential development that will be permitted fronting Mississauga Road within the Study Area
- The proposed amendments will strengthen the existing policies which seek to protect the

Planning and Development Committee	2019/02/24	2
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Originator's file: CD.21-MIS

unique scenic character of Mississauga Road between Streetsville and Port Credit

## Background

A public meeting was held by the Planning and Development Committee on October 24, 2016, at which time a Report on Comments (Appendix 1) was considered. Recommendation PDC-0078-2016 was then adopted by Council on October 26, 2016.

1. That the report dated October 4, 2016, from the Commissioner of Planning and Building titled "Report on Comments (Wards 1, 2, 8 and 11) Mississauga Road Scenic Route Policies Implementation – Proposed Changes to Mississauga Official Plan", be deferred pending further consultation between the Ward 11 Councillor, staff and residents.
2. That the oral submissions made at the Planning and Development Committee meeting held on October 24, 2016, and written submissions from Glen Schnarr & Associates Inc., and Sajid and Violet Aziz, be received.

Although attempts were made by Ward 11 Councillor George Carlson to set up a meeting with representatives of the residents' group *Affected Neighbours*, City staff and himself, this meeting was declined by *Affected Neighbours*. Telephone discussions and emails were instead used to understand remaining concerns and provide further information. A representative of this residents' group recently indicated that while he is satisfied with some of the proposed policies, he still has concern with a perceived lack of heritage-related policies.

## Comments

A summary of comments that had not been previously made or addressed are listed below with responses.

### COMMUNITY COMMENTS

#### Comment

The new policies do not address the heritage components of the Scenic Route.

#### Response

Existing Official Plan policies already adequately address this. The Mississauga Road Scenic Route is subject to all the policies of Mississauga Official Plan, which includes policies in Sections 7.4.1 and 7.4.2 that specifically address cultural heritage resources and cultural heritage properties. The Scenic Route is identified as part of the City's Cultural Landscape, which further speaks to the relevance and applicability of these Official Plan heritage policies. Consequently, both Heritage and Planning staff are of the opinion that no additional heritage-related policies are required.

**Comment**

*Affected Neighbours* requests that the City share with them the technical details of the traffic modelling study that was undertaken by staff as part of the Scenic Route Policy Review.

**Response**

A summary of the traffic assessment was prepared and provided to a representative of *Affected Neighbours* that included methodology, key findings, analysis results (including intersection level of service data) and conclusions.

**Comment**

Mississauga Road has always been designated a “Corridor” and this should not be changed.

**Response**

Several Mississauga Official Plan policies encourage increased density and a mixture of uses along Corridors. This is not consistent with efforts to preserve the existing scenic route character and as such, the Corridor identification should be removed.

**Comment**

An earlier draft of the policies included the words “other forms of residential development will not be permitted abutting Mississauga Road” and should not be removed.

**Response**

Please see response under the Planning Comments section of this Report.

**PLANNING COMMENTS**

Following consideration of comments made by *Affected Neighbours* and after discussions with one of their representatives, it is recommended that the proposed wording of Section 9.3.3.11(a) be changed to add the wording underlined and bolded below:

- (a) In order to preserve its historic streetscape character and appearance, residential development of the portion of lands with frontage along Mississauga Road will generally be on lots with a minimum lot depth of 40 m. These lots will be developed with detached dwellings; **consequently, other forms of development will not be permitted**. This policy does not apply within the Port Credit Local Area Plan (i.e. south of the CN/Metrolinx rail corridor).

This new wording will provide further clarity that the only form of new residential development abutting Mississauga Road is to be detached homes and addresses the wording request made by *Affected Neighbours*. This wording is reflected in the revised draft of the proposed Official Plan Amendment found in Appendix 2.

## Financial Impact

There is no financial impact.

## Conclusion

Community input received during 2016 has been valuable in this review of the Mississauga Road Scenic Route policies. This dialogue with area residents has helped to shape and improve these policies. This includes the proposed wording change outlined in this Report.

The proposed City-initiated Official Plan Amendment should be approved as it meets the overall intent, goals, objectives and policies of the Official Plan and achieves the specific goal of improving the existing Mississauga Road Scenic Route policies.

## Attachments

Appendix 1: Report on Comments – Implementation Report (October 4, 2016)

Appendix 2: Revised Draft Proposed Official Plan Amendment



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ben Phillips, Development Planner

# City of Mississauga

## Corporate Report



Date: October 4, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:  
CD.21-MIS

Meeting date:  
2016/10/24

## Subject

**REPORT ON COMMENTS (Wards 1, 2, 8 and 11)**

**Mississauga Road Scenic Route Policies Review**

**Implementation - Proposed Changes to Mississauga Official Plan**

**File: CD.21-MIS**

## Recommendation

That the report dated October 4, 2016, from the Commissioner of Planning and Building titled "Report on Comments (Wards 1, 2, 8 and 11) Mississauga Road Scenic Route Policies Review Implementation - Proposed Changes to Mississauga Official Plan", be adopted in accordance with the following:

1. That the proposed amendments to Mississauga Official Plan for the Mississauga Road Scenic Route Policies Review be approved in accordance with Appendices 2 and 3 of this report.
2. That Urban Design Guidelines for the Mississauga Road Scenic Route Study Area be prepared by staff and brought forward to a future Planning and Development Committee meeting for Council endorsement.

## Report Highlights

- A public meeting was held on June 27, 2016 to hear comments regarding the proposed amendments to Mississauga Official Plan to implement the findings of the Mississauga Road Scenic Route Policies Review
- The proposed amendments will strengthen the existing policies which seek to protect the unique scenic character of Mississauga Road between Streetsville and Port Credit
- Through the circulation of the proposed amendments to agencies and departments, along with the public consultation process, several comments were provided, reviewed and proposed modifications recommended, where appropriate

## Background

A public meeting was held by the Planning and Development Committee on June 27, 2016, at which time a Public Meeting Report (Appendix 1) was received for information.

Recommendation PDC-0055-2016 was then adopted by Council on July 7, 2016.

1. That the report dated June 7, 2016, from the Commissioner of Planning and Building titled "Mississauga Road Scenic Route Policies Review – Public Meeting" be received for information.
2. That the submissions made at the public meeting held at the Planning and Development Committee meeting on June 27, 2016, be received.
3. That staff report back to Planning and Development Committee on the submissions made.
4. That the designation of the Mississauga Road Scenic Route as a Heritage Conservation District be referred to Heritage staff, Culture Division, for review.

Submissions were received at the public meeting and staff was directed to report back. In addition, the draft policies were circulated to departments and agencies for comment. The purpose of this staff report is to provide a summary of comments received from agencies, departments and the public, and to recommend changes to the draft policies.

## Comments

The proposed Official Plan Amendment is intended to strengthen the existing policies which seek to protect the unique scenic character of Mississauga Road between Streetsville and Port Credit. Through the circulation and public consultation process several comments were made which have been summarized below.

A summary of the proposed policies outlining the recommended modifications to the existing Official Plan policies and to those presented at the June 27, 2016 Public Meeting is included in Appendix 2. A draft of the proposed Official Plan Amendment is found in Appendix 3.

### COMMUNITY COMMENTS

#### Comment

Permitting only detached homes abutting Mississauga Road amounts to a prohibition on condominium development and contradicts policies in the Official Plan which promote mixed uses and compact development within Corridors.

**Response**

The existing buildings along Mississauga Road are mainly characterized by detached homes on large lots with generous front yard setbacks. These proposed policies seek to reinforce and maintain this housing form which is a key component of the streetscape that makes this a unique and scenic road.

**Comment**

Existing properties with **Mixed Use** and **Residential Medium Density** designations should be exempt from these policies.

**Response**

The existing and proposed modifications to the Official Plan policies are not attached to specific land use designations but give direction to the type of development that represents good planning and design abutting Mississauga Road along the length of the Scenic Route. They include more than just lands that are designated **Residential Low Density I**. The policies also require new development to be sensitive to the existing neighbourhood context.

**Comment**

The sections of Mississauga Road north of the CP Rail tracks, as you enter into Streetsville and south of the CN railway tracks as you enter Port Credit should not be part of the Scenic Route.

**Response**

While the character of Mississauga Road may differ along sections of the Study Area, there is a general commonality of key scenic features along its length that are worth preserving and enhancing. Staff is of the opinion that the extent of the Scenic Route should not be altered. The updated policies reflect the context and character found at the north and south ends of the Study Area (e.g. the policies relating to non-residential land uses north of Melody Drive).

**Comment**

Since these updated policies restrict widening of Mississauga Road, any past land dedications from abutting properties for future road widenings should be returned to the property owners.

**Response**

These land acquisitions are to complete the public right-of-way widths identified in Mississauga Official Plan. They allow for future public amenities along Mississauga Road such as sidewalks, trees, bicycle paths, utilities and other boulevard improvements. They are needed even when the paved portion of the road is not planned to be widened.

**Comment**

Public art should be added along Mississauga Road.

**Response**

There are currently no planned public art projects along this route. However, staff from the City's Culture Division have indicated that they will explore with City departments possible opportunities for the integration of public art elements into future infrastructure improvements along Mississauga Road as those projects arise.

**Comment**

The volume and speed of traffic detracts from this scenic road and should be addressed.

**Response**

It is recognized that there are public concerns associated with traffic on Mississauga Road. Although the recommended policy changes strengthen planning and design direction for low density development along the Study Area, any efforts to specifically reduce traffic flow and volumes on this road are outside of the Study scope.

**Comment**

Council should support the designation of the Scenic Route as a Heritage Conservation District under the *Ontario Heritage Act* and that no new development take place until this happens.

**Response**

Please refer to the response in the next section under the heading "Planning & Development Committee Comments".

**PLANNING & DEVELOPMENT COMMITTEE COMMENTS****Comment**

Consistent with requests by neighbours in the area of Melody Drive and Mississauga Road, the potential for designation of the Mississauga Road Scenic Route as a Heritage Conservation District (HCD) should be reviewed by Heritage staff in the City's Culture Division.

**Response**

On July 15, 2016, Heritage Planning staff, along with representatives from the Planning and Building Department, met with four Mississauga residents who identify with a group known as "Affected Neighbours". The group had asked to meet to discuss the potential for Mississauga Road to be studied and possibly designated as an HCD. Staff walked the group through the detailed process necessary to determine if there was a case to proceed with a feasibility study. It was explained that an HCD is a cultural heritage landscape whereby the heritage attributes of the landscape are identified for protection. The residents could not identify or clearly express the heritage attributes associated with Mississauga Road. It was also discovered through the conversation that the property owners fronting onto Mississauga Road, or with a Mississauga Road address had not demonstrated an interest in pursuing an HCD. It is Heritage Planning staff's opinion that until such time as the residents who own property on Mississauga Road



approach the City with an organized request, clearly identifying the heritage elements and significance to be protected through legislation, that no further action be taken at this time.

### **Comment**

Does the City have a long term plan for tree replacement along Mississauga Road given the continuing loss of trees over the next 20 years due to the Emerald Ash Borer and Gypsy Moth?

### **Response**

City-wide tree replacement is ongoing. Ash trees removed along Mississauga Road will be replaced in proximity to where they were removed, and when that is not feasible, they will be planted within the surrounding neighbourhood. In general, Forestry staff are continually looking across the City for infill tree planting opportunities. As recommended in the Urban Forest Management Plan, staff have also been looking at various locations, including the southern portions of the City, to identify areas where the tree canopy is maturing, and potentially beginning to decline naturally.

### **Comment**

Enhanced streetscape policies or guidelines should be considered as part of this policy review.

### **Response**

Should an Official Plan Amendment in keeping with the recommendations of this report be approved, staff propose that a detailed set of urban design guidelines be prepared for the Study Area that will include recommended streetscape design. These guidelines will be brought forward to a future Planning and Development Committee Meeting for consideration.

## **AGENCY COMMENTS**

### **Infrastructure Ontario**

Infrastructure Ontario manages the Province's real estate, including its hydro corridors. This agency provided comments related to proposed policies regarding tree preservation and enhancement (Policy 9.3.3.11h.), as well as minimizing utility impacts on existing vegetation (Policy 9.3.3.11 k.). It indicated that the City should be aware that notwithstanding these proposed policies, it may not always be possible to preserve trees while operating and/or expanding works within hydro corridors in order to facilitate the safe transmission and distribution of electricity. No changes to the proposed policies are recommended by staff as a result of Infrastructure Ontario's comments.

## **PLANNING COMMENTS**

The proposed Official Plan Amendment is intended to strengthen the existing policies which seek to protect the unique scenic character of Mississauga Road between Streetsville and Port Credit. The only recommended change to those policies presented at the June 27, 2016 public meeting is the deletion of wording that would have modified the **Residential Low Density I** land use policies in the Central Erin Mills and Erin Mills Neighbourhoods requiring only detached

homes abutting Mississauga Road. Since these requirements will be part of the main Mississauga Road Scenic Route policies of Section 9.3.3.11, there is no need to attach them to specific land use designations for the reasons identified earlier in this report.

## Financial Impact

There is no financial impact.

## Conclusion

The proposed City-initiated Official Plan Amendment associated with the Mississauga Scenic Route Policies Review should be approved as it meets the overall intent, goals, objectives and policies of the Official Plan and achieves the specific goal of improving the existing Mississauga Road Scenic Route policies. In addition, urban design guidelines should be prepared for the Study Area that will include recommended streetscape design.

## Attachments

Appendix 1: Public Meeting Report

Appendix 2: Chart of Proposed Amendments to Mississauga Official Plan

Appendix 3: Draft Proposed Official Plan Amendment



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ben Phillips, Planner

# City of Mississauga Corporate Report



Date: June 7, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:  
CD.21-MIS

Meeting date:  
2016/06/27

## Subject

**PUBLIC MEETING (Wards 1, 2, 8 and 11)**

**Mississauga Road Scenic Route Policies Review**

**Study Area: Along the Mississauga Road Corridor between Streetsville (south of the CPR tracks) and Port Credit (ending at Lakeshore Road West)**

**File: CD.21-MIS**

## Recommendation

1. That the report dated June 7, 2016, from the Commissioner of Planning and Building titled "Mississauga Road Scenic Route Policies Review – Public Meeting" be received for information.
2. That the submissions made at the public meeting held at the Planning and Development Committee meeting on June 27, 2016, be received.
3. That staff report back to Planning and Development Committee on the submissions made.

## Report Highlights

- This report provides an update on feedback received from area residents and ratepayer groups as part of community consultation on the proposed changes to Official Plan policies for the Mississauga Road Scenic Route
- Additional changes to the policies are now proposed as a result of public feedback
- A statutory public meeting is a requirement under the *Planning Act* and represents the next step in the process of amending the Official Plan to incorporate updated policies related to the Mississauga Road Scenic Route

## Background

On September 8, 2015, the Planning and Development Committee received for information an August 18, 2015 staff report titled "Mississauga Road Scenic Route Policies Review" (Appendix 1). The Planning and Development Committee passed Recommendation PDC-0053-2015 which was adopted by Council as follows:

1. That the Report dated August 18, 2015, from the Commissioner of Planning and Building titled "Mississauga Road Scenic Route Policies Review" be received for information;
2. That a City initiated Official Plan Amendment be prepared consistent with Appendix 3 of this report and be considered at a future statutory Public Meeting;
3. That the letter distributed by Mr. Peter Jakovcic, Director of Land Development, Dunpar Homes, be received.

The City initiated Official Plan Amendment (OPA) was to be based on the proposed policies found in the August 18, 2015 staff report.

The report was circulated to local ratepayer groups and posted on the City's website along with other study information ([www.mississauga.ca/mississaugascenicroute](http://www.mississauga.ca/mississaugascenicroute)). The City also hosted an open house community meeting on January 25, 2016 to present the proposed policies and receive feedback from area residents. This meeting was well attended by local residents and the Ward 2, 5, 8 and 11 Councillors.

## Comments

The community consultation resulted in a range of comments that have been summarized in Appendix 2. Some of these comments have resulted in changes to the proposed Official Plan policies, which are also identified in Appendix 2. These include:

- Specific policies to achieve the highest design and architectural quality development on lands with existing and planned non-residential uses located at the north end of the Study Area
- Requiring lots for detached dwellings to generally have lot depths of at least 40 m (131 ft.) where abutting Mississauga Road
- Removal of the "Corridor" identification of Mississauga Road between Dundas Street West and the CPR tracks just south of Streetsville

The full list of revised policies including changes proposed since the August 18, 2015 staff report is in Appendix 3.

Appendix 4 presents a graphic summary of the key features that currently exist along various sections of Mississauga Road. This illustration highlights the fact that the streetscape and built

form character differs along the Study Area and has assisted in refining some of the proposed policies.

The public meeting of the Planning and Development Committee on June 27, 2016 is the statutory public meeting to fulfill the requirements of the *Planning Act*. The purpose is to provide an opportunity for the public to make submissions on the proposed changes to the Official Plan policies.

## Financial Impact

There is no financial impact.

## Conclusion

Following the statutory public meeting, a report on comments will be prepared for consideration by the Planning and Development Committee, which will address comments received from the public and circulation of the policies to City and external agency staff.

## Attachments

- Appendix 1: Staff Report dated August 18, 2015
- Appendix 2: Summary of Community Comments and Resulting Policy Changes
- Appendix 3: Current Policies and Proposed Amendments to Mississauga Official Plan
- Appendix 4: Graphic Summary of Scenic Route Key Features



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Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: Ben Phillips, Planner

City of Mississauga

**Corporate Report****PDC**

SEP - 8 2015



Date: 2015/08/18	Originator's files: CD21-MS
To: Chair and Members of Planning and Development Committee  From: Edward R. Sajecki, Commissioner of Planning and Building	Meeting date: 2015/09/08

**Subject**

Mississauga Road Scenic Route Policies Review

**Recommendation**

1. That the Report dated August 18, 2015, from the Commissioner of Planning and Building titled "Mississauga Road Scenic Route Policies Review" be received for information; and,
2. That a City initiated Official Plan Amendment be prepared consistent with Appendix 3 of this report and be considered at a future statutory Public Meeting.

**Report Highlights**

- This report provides the results of a recent review of policies related to the Mississauga Road Scenic Route consistent with Council Resolution 0222-2012;
- Several revised and new Mississauga Official Plan policies are recommended in order to strengthen the existing policies, particularly given redevelopment interest along this Scenic Route;
- Community consultation is proposed to obtain feedback from area residents and ratepayer groups.

**Background**

Council passed Resolution 0222-2012, (see Appendix 1), directing staff to undertake a review of policies associated with the 1997 Mississauga Road Scenic Route Study Report and related policies that were subsequently incorporated into the City's Official Plan (see Appendix 3 for current policies). The resolution dealt with three major issues:



- Council's concern that increasing redevelopment pressures on lands adjacent to the Mississauga Road Scenic Route may undermine the key features that contribute to its scenic value;
- The outcome of this review should strengthen the Mississauga Road Scenic Route policies;
- The need to examine the cumulative traffic impacts of potential future development along the Scenic Route corridor.

Consistent with Resolution 0222-2012 and the 1997 Mississauga Road Scenic Route Study, the study area does not include the Scenic Route as it passes through Streetsville (between the CP Railway tracks located just south of Reid Drive and Britannia Road), where the road is known as Queen Street South. The portion of the Scenic Route for which policy changes are being recommended in this report is illustrated in Appendix 2.

The purpose of this report is to provide an overview of the findings of the study and to seek permission to circulate this report to affected ratepayer groups and to hold a future public meeting on proposed changes to the policies that apply to the Mississauga Road Scenic Route.

## Comments

The 1997 Mississauga Road Scenic Route Study was prepared to establish criteria by which development applications along this corridor could be evaluated. The criteria and related policies were created to help preserve Mississauga Road's unique qualities in the face of increasing development pressures.

### 1. Key Features and Issues

Staff have reviewed the 1997 Study and have found that many of its findings on the corridor's key features and issues of concern are still valid today. Key features and current issues are summarized below:

Key Feature	Summary of Issues
<b>Existing Street Trees and Greenbelt Vegetation</b> – the quality of the existing street trees within the boulevard and on private property, and the bordering greenbelt vegetation	The loss of existing trees from road upgrades, utility construction, and the action of private landowners is negatively impacting the Scenic Route.
<b>Road Type</b> – the winding, undulating road alignment and narrow pavement width	Increases to the Mississauga Road pavement width (e.g. adding general purpose lanes, turning lanes and slip-off lanes) are having a cumulative negative impact on the quality of the Scenic Route.
<b>Residential Character</b> – the larger lots and house sizes with generous front and side yard setbacks which is the primary land use	Intensification along the Scenic Route is changing the visual character through new built form and lot patterns such as townhouses.  New homes need to maintain the existing residential character.
<b>Heritage Quality</b> – the heritage components of the Scenic Route	Historic buildings, community linkages (primarily between Streetsville and Port Credit) and their relationship to the Credit River valley as an historic natural route need to be preserved.

Key Feature	Summary of Issues
	Existing landscape features, including fences, stone walls and hedgerows link the present with the past and should be maintained.

These key features make the Scenic Route special and worthy of preservation. Infill development has the potential to erode these characteristics (e.g. tree removal, smaller lots, introduction of more intense housing forms than detached homes, reduced building setbacks and increased road pavement widths), resulting in changes to the look and feel of the Scenic Route.

## 2. Traffic Impacts

As part of the review, the Transportation and Works Department with the assistance of the Planning and Building Department performed a modelling exercise to assess the cumulative traffic impact on Mississauga Road of possible future infill development along the Scenic Route. A fairly intense residential infill density was applied to several vacant and/or large properties along the Scenic Route as part of this evaluation. The density assumption used was taken from the Dunpar Developments Inc. residential development that was approved by the Ontario Municipal Board (OMB) on April 10, 2013. The development, located at 4390 Mississauga Road (west side of Mississauga Road, north of Highway 403), consists of 57 townhouses and 8 semi-detached homes on a private condominium road. The project is currently under construction.

Active and recently approved development applications were also incorporated into the modelling. While this analysis concluded that additional traffic lanes would not be warranted for Mississauga Road in this "worst case" intensification scenario, improvements at some intersections and new turn lanes would likely be required. This could result in increased pavement widths at certain locations, which would conflict with efforts to keep the width of Mississauga Road the same.

## 3. Proposed Policy Changes

Although the current land use permissions and Mississauga Official Plan policies generally support the retention of the key Scenic Route features, the policies could be strengthened given intensification pressures. Staff from the Planning and Building Department, Transportation and Works Department, and the Community Services Department jointly reviewed these Official Plan policies with respect to their clarity, strength and relevance. Staff also identified gaps where new policies should be introduced to further protect the key features of the Scenic Route. Certain themes, principles and priorities evolved during this evaluation, which include:

- Detached homes are the only form of new residential development that should have frontage on the Scenic Route;
- Even small pavement widenings will cumulatively erode the scenic quality of Mississauga Road over time and should be restricted as much as possible;
- Minor text changes will strengthen and clarify the policies (e.g. from "should be" to "will be");
- Preservation of the tree canopy closest to the road needs to be prioritized;
- The "Corridor" status of the Scenic Route between Eglinton Avenue West and Dundas Street, as outlined in Mississauga Official Plan, needs to be re-evaluated;
- Changes to the City's Zoning By-law are not required to implement the recommended Official Plan changes.

Appendix 3 outlines the current policies and proposed changes to Mississauga Official Plan, including a specific rationale for each change.



#### 4. Public Engagement

Staff recommend that this report be circulated to ratepayer groups adjacent to the Scenic Route to obtain their comments and that an open house meeting be held to explain the recommended Official Plan changes and receive further input from the community. A formal Public Meeting, as required under the *Planning Act*, will be held at a future Planning and Development Committee meeting.

### Financial Impact

There is no financial impact.

### Conclusion

Existing Mississauga Official Plan policies associated with the Mississauga Road Scenic Route need to be strengthened to enhance their effectiveness, particularly given intensification pressures along this corridor. Staff recommend that a City initiated Official Plan Amendment be prepared consistent with Appendix 3 of this report and be considered at a future statutory Public Meeting.

### Attachments

Appendix 1: Council Resolution 0222-2012

Appendix 2: Map and Air Photos of Mississauga Road Scenic Route Study Area

Appendix 3: Current Policies and Proposed Changes to Mississauga Official Plan

Appendix 4: Key Features



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Ben Phillips, Development Planner

## Council Resolution 0222-2012

WHEREAS on April 26, 1996, City Council passed Resolution 131-96 which stated in part: 'That no approvals be given to new rezoning, committee of adjustment and/or land division applications received after April 24, 1996, for lands fronting on both sides of Mississauga Road from the CPR tracks to the Queen Elizabeth Way until a study which establishes the criteria for a 'Scenic Route' and determines the impact of the existing and proposed development on Mississauga Road has been carried out.'

AND WHEREAS on October 15, 1997, City Council passed Resolution 286-97, which adopted the Mississauga Road Scenic Route Study Report dated September 4, 1997 from the Commissioner of Planning and Building that required amendment to Official Plan policies to identify lands abutting Mississauga Road as a Special Site Area with related urban design guidelines in recognition of Mississauga Road from Lakeshore Road to the St. Lawrence and Hudson Railway as a Scenic Route;

AND WHEREAS the primary function of the term 'Scenic Route' as defined by the Mississauga Road Scenic Route Study is to preserve or enhance the aesthetic quality of Mississauga Road and the existing man-made and natural features that border the street;

AND WHEREAS the four key features of the Special Site Area of Mississauga Road that contribute to its scenic value as defined in the Mississauga Road Scenic Route Study are: the existing street trees and greenbelt vegetation; the winding road alignment and narrow width; the larger lot and house sizes with generous front and side yard setbacks; and the heritage components of the route;

AND WHEREAS in recent years there has been increasing redevelopment pressure on lands adjacent to the Mississauga Road Scenic Route in the form of development proposals, applications and approvals for residential intensification, particularly between Eglinton Avenue West and lands south of Dundas Street West;

AND WHEREAS the qualitative and quantitative cumulative impacts of residential intensification pressure along the Mississauga Road Scenic Route corridor may undermine the identified four key features that contribute to its scenic value and the associated Official Plan policies;

NOW THEREFORE LET IT BE RESOLVED THAT:

1. The Planning and Building Department, in consultation with the Transportation and Works and Community Services Departments be directed to undertake a review of policies within the Mississauga Road Scenic Route Study and associated Official Plan policies with the intent of strengthening the policies in the context of increasing residential intensification pressures along the Mississauga Road corridor.
2. As part of this review, the Planning and Building Department identify the location and nature of potential residential development sites and their potential impact on the character of the Scenic Route. As part of the impact analysis, the Transportation and Works Department is to examine future cumulative traffic impacts, including approved

and potential residential development scenarios adjacent to Mississauga Road between Eglinton Avenue West and the Queen Elizabeth Way, in the context of current policies that preclude major road upgrades such as new general purpose lanes.

3. No planning approvals for residential development applications received by the City after the passing of this Resolution, on lands with any frontage or potential vehicular access to Mississauga Road from the CPP tracks in Streetsville to the CN Rail tracks, be granted until City Council has made a decision on the outcomes of a review, report and recommendations of the Mississauga Road Scenic Route Study policies. Site Plan applications for detached dwellings (new homes, replacement housing and additions), as well as related minor variance applications shall be exempt from these provisions.
4. Appropriate staff resources be allocated for this review in the 2013 Work Programs for the Planning and Building Department and the Transportation and Works Department.





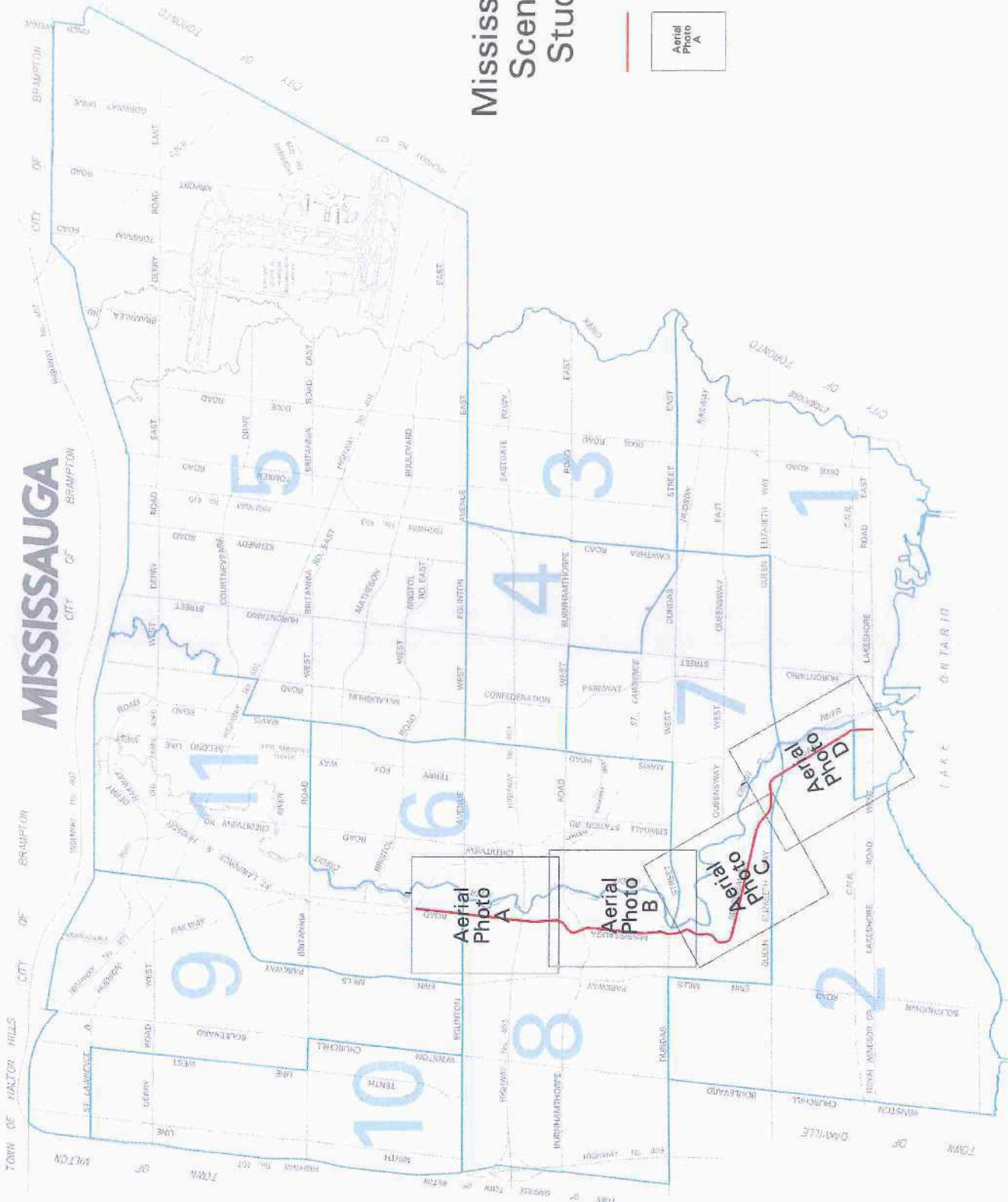
Prepared by T&N, Geomatics

# Mississauga Road Scenic Route Study Area

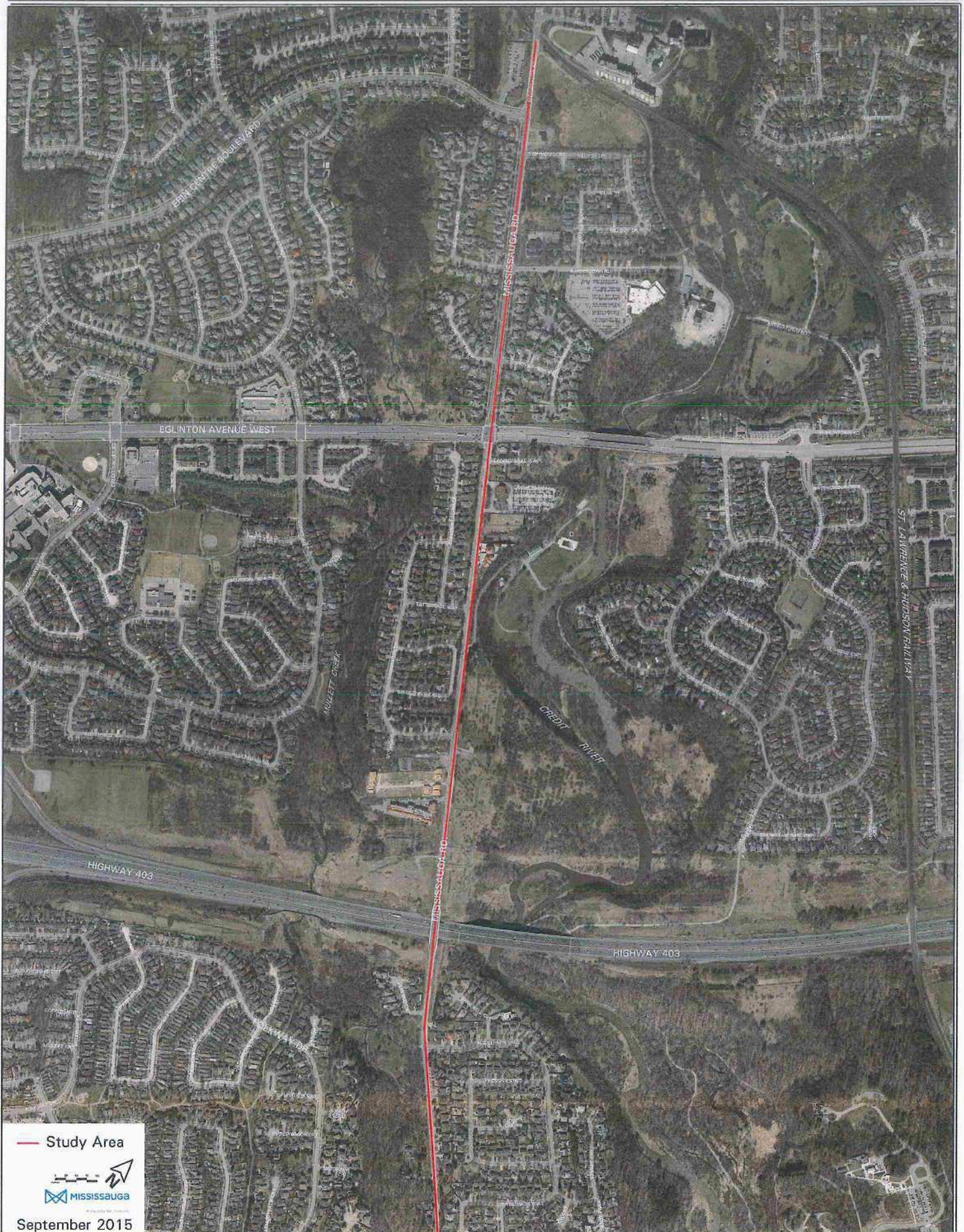
Study Area

Aerial Photo  
Index

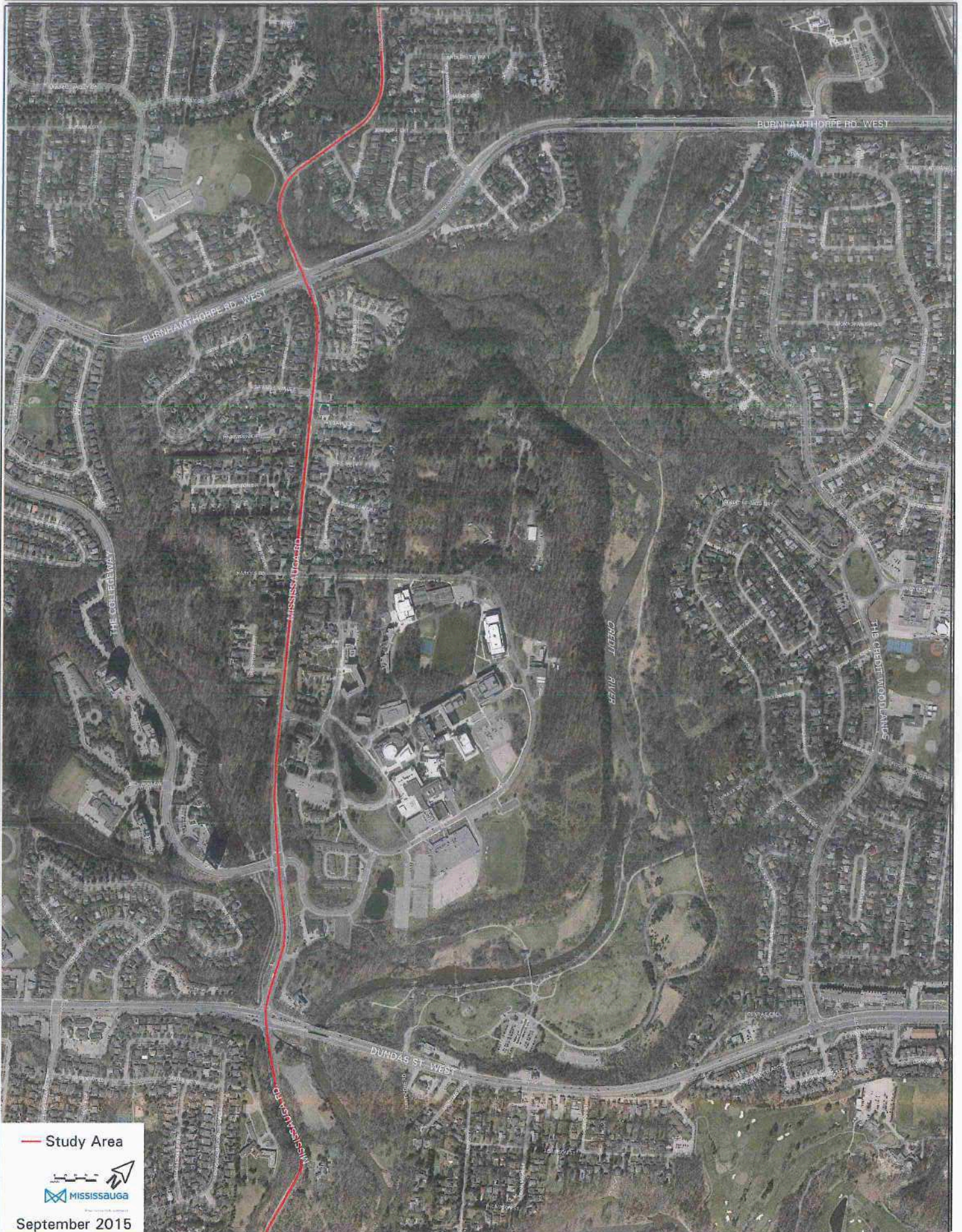
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— Study Area



September 2015







## Aerial Photo D





### Current Policies and Proposed Changes to Mississauga Official Plan

Current Policy	Proposed Policy	Comment
9.3.3.10 Special care will be taken with development along <i>scenic routes</i> to preserve and complement the scenic historical character of the street.	9.3.3.10 Special care will be taken with development along <i>scenic routes</i> to preserve and complement the scenic historical character of the street.	No change proposed.
9.3.3.11 Lands abutting the Mississauga Road right-of-way between the St. Lawrence and Hudson Railway and Lakeshore Road West (frontage, flankage and rear yards) which is a designated <i>scenic route</i> , will be subject to the following:	9.3.3.11 Lands abutting the Mississauga Road <del>right-of-way</del> ( <i>i.e.</i> frontage, flankage and rear yards) between the <del>St. Lawrence and Hudson Railway</del> <i>Canadian Pacific Railway (located just south of Reid Drive)</i> and Lakeshore Road West ( <del>frontage, flankage and rear yards</del> ) which <i>are part of</i> a designated <i>scenic route</i> . <i>These lands</i> will be subject to the following:	Wording changed. The St. Lawrence and Hudson Railway no longer exists (former subsidiary of CPR) but was changed back to CPR ownership in 2001. As such, all references to the St. Lawrence and Hudson Railway throughout Mississauga Official Plan will be changed. Wording has also been modified to improve readability. The Scenic Route goes up to Britannia Road but these policies only apply to this specified portion of the Scenic Route.
n/a	<i>a. in order to preserve its historic streetscape character, residential development of the portion of lands with frontage along Mississauga Road will be in the form of detached dwellings. Other forms of residential development will not be permitted abutting Mississauga Road.</i>	New policy. This change would affect the north portion of the corridor between CPR tracks to Dundas Street (Erin Mills and Central Erin Mills Neighbourhood Character Areas). The predominant "Residential Low Density I" designation allows for singles and semis between this stretch (but further south, Sheridan and Clarkson-Lorne Park Neighbourhood Character Areas already prohibit semis or denser housing in "Residential Low Density I"); this policy will prohibit semis or other more intense forms of housing abutting Mississauga Road. It will help ensure that the appearance of the corridor

Current Policy	Proposed Policy	Comment
		<p>maintains its current built form character. Would require revising Erin Mills and Central Erin Mills Neighbourhood Character Area policies as well to permit only detached dwellings in the "Residential Low Density I" designation where abutting Mississauga Road (see below). Other existing official plan policies (including 16.1.2) and new Policy f. below address the importance of maintaining consistency in lot frontages.</p>
<p>a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;</p>	<p><del>a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;</del></p> <p><i>b. lots abutting Mississauga Road will be encouraged to have direct vehicular access to Mississauga Road;</i></p> <p><i>c. lots abutting Mississauga Road will have upgraded building elevations (including principal doors and windows) facing Mississauga Road;</i></p>	<p>Policies strengthened. Wording clarified by creating two separate policies. Upgraded building elevations facing the street required on all lots abutting Mississauga Road, but only encourage direct vehicular access.</p>
<p>b. service road and reverse frontage lot development will be discouraged;</p>	<p>d. service road and reverse frontage lot development <del>will be discouraged;</del> <i>will not be permitted on lots abutting Mississauga Road.</i></p>	<p>Policy strengthened. "Will not be permitted" instead of "will be discouraged". This type of development erodes the scenic character. Also, revised policy c) requires abutting lots to have homes facing Mississauga Road.</p>
<p>c. existing residential lot frontages will be retained;</p>	<p>Deleted.</p>	<p>The existing wording is unclear. If taken literally, no severances or other redevelopment of even the largest residential lots are permitted, which conflicts with</p>



Current Policy	Proposed Policy	Comment
		other official plan policies permitting infill development and limited intensification, as well as permissions under the zoning by-law. This is now addressed by adding "lot frontages" to new policy f).
n/a	<i>e. Notwithstanding 8.3.1.4, development of lands abutting Mississauga Road will not be permitted if it will require an increase in the existing Mississauga Road pavement width;</i>	New policy. This restrictive policy has the potential to limit denser forms of development behind lots that front onto Mississauga Road. Incremental changes in the paved portion (e.g. left turn lanes and slip off lanes) even for safety reasons have a cumulative impact on the overall corridor character. This new policy would not prohibit safety improvements warranted by a general increase in background traffic volumes from existing and proposed development that is not abutting Mississauga Road.
d. building massing, design and setback should be consistent with buildings on surrounding lots;	f. building massing, design, <del>and setbacks</del> and lot frontages <del>should</del> <i>will</i> be consistent with buildings on surrounding lots; <i>surrounding buildings and lots;</i>	Policy strengthened. "Will be" instead of "should be". Lot frontages added to prevent lot frontages that are not in keeping with those in the surrounding area (see other official plan policies, including 16.1.2).
e. projecting garages will be discouraged;	g. projecting garages will be discouraged;	No wording change proposed.
f. tree preservation, enhancement and replacement on private lands will be required;	h. tree preservation <i>and</i> enhancement <del>and replacement on private lands</del> will be required <i>in order to maintain the tree canopy.</i>	Policy strengthened. Broadened to apply to both public and private lands. The expectation is that tree preservation and enhancement will be achieved. Tree replacement will be considered as a last resort.
g. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged to reduce reverse movements and the number of driveway	i. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged <i>in order</i> to reduce reverse movements and the number of	Policy strengthened. Circular driveways now discouraged. The words "in order" have been added for clarity.

Current Policy	Proposed Policy	Comment
entrances. Circular driveways will be evaluated on an individual basis;	driveway entrances. Circular driveways will be evaluated on an individual basis <b>discouraged;</b>	
h. preservation of existing landscape features (retaining walls, fences, hedgerows) will be encouraged; and	j. <del>preservation</del> <b>removal</b> of existing landscape features <b>(including but not limited to stone</b> retaining walls, fences <b>and</b> hedgerows) will be <del>encouraged</del> <b>discouraged;</b>	Policy strengthened by rewording.
i. the location of utilities should minimize the impact on existing vegetation.	k. the location of utilities <del>should</del> <b>will be situated to</b> minimize the impact on existing vegetation;	Policy strengthened. "Will be" instead of "should".
n/a	<b>l. grading of new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. The introduction of retaining walls as a grading solution will be discouraged; and</b>	New Policy. Maintaining grading as much as possible will help preserve the scenic route corridor.
n/a	<b>m. Opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged.</b>	New Policy. Protecting the scenic route corridor should not prevent the enhancement of trail connections.
n/a	<b>16.3.1 Notwithstanding the policies of this Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.</b>	Modification to Central Erin Mills land use policies to ensure only detached dwellings abutting Mississauga Road.
n/a	<b>16.10.1.2 Notwithstanding the policies of the Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.</b>	Modification to Erin Mills land use policies to ensure only detached dwellings abutting Mississauga Road.

Current Policy	Proposed Policy	Comment
n/a	Schedules 1 (Urban System) and 1c (Urban System – Corridors) – re-evaluate the “Corridor” identification of Mississauga Road between Dundas Street West and Eglinton Avenue West.	Several Mississauga Official Plan policies encourage increased density and a mixture of uses along Corridors (e.g. Section 5.4 and 9.2.2). This is not consistent with efforts to preserve the existing scenic route character and as such, the Corridor identification should be re-evaluated. One option is to add clarification to Section 5.4 that would prioritize the scenic route policies if they conflict with Corridor policies. Schedules 1 and 1c could also be amended to delete the Corridor identification of Mississauga Road between Dundas Street West and Eglinton Avenue West.



**Appendix 4: Photos of Key Features****Existing Street Trees and Greenbelt Vegetation****Road Type**



## Residential Character



## Heritage Quality



## Appendix 2: Summary of Community Comments and Resulting Policy Changes

Note: underlining indicates changes since the August 18, 2015 Staff Report

Item	Respondent	Date	Section	Issue/Summary of Comment	Staff Comment	Recommendation
1	Dunpar Homes	September 8, 2015	9.3.3.11 a)	Does not support a policy that restricts land use to semis abutting the Scenic Route. This can be addressed through architectural design to achieve the same residential character as detached homes.	Introducing semi-detached homes begins to erode the unique built form quality found along the corridor. It also affects lot frontages, lot sizes, tree preservation efforts, the amount of driveways/hard surfacing and parking. Design policies will not ensure a certain architectural outcome. A requirement for detached homes provides more control in maintaining the existing character.	No further policy changes recommended.
2	Dunpar Homes	September 8, 2015	9.3.3.11 d)	Concerned with prohibition of service roads, as this is an effective way to service rear garages and allow for greater landscape treatment.	Intent was to prohibit service roads immediately abutting Mississauga Road, not local roads that service lots from the rear as “double frontage” lots. Clarification wording needed for policy.  Note: Transportation and Works indicated that “buffer road” is the correct term for the Official Plan (instead of “service road”).	That policy 9.3.3.11 d) be revised to read:  <u>Buffer Road (ie. a parallel road abutting Mississauga Road)</u> and reverse frontage lot development will not be permitted for lots abutting Mississauga Road.
3	Public	November 30, 2015	General	Any development in the area should be detached homes. The corridor should look the same from Port Credit to Streetsville.	See proposed revised policy 9.3.3.11 a) which will require new residential development closest to the corridor to be detached homes. Development that is set back an appropriate distance from Mississauga Road will have limited visual	No further policy changes recommended.



Item	Respondent	Date	Section	Issue/Summary of Comment	Staff Comment	Recommendation
					impact on the character of the road. There are other OP policies addressing appropriate infill development in Neighbourhoods.	
4	Public	November 3, 2015 and November 30, 2015	General	<p>Scope of Scenic Route policies needs to be expanded to ensure that properties currently zoned in categories other than residential also be subject to restrictions that respect the intent of the scenic route character.</p> <p>Commercial development of lands currently zoned residential along the corridor is not compatible or warranted.</p>	<p>Most of the policies unless noted otherwise pertain to all land uses. Proposed revised policy 9.3.3.11 a) speaks to proposed residential development, not existing zoning or land use designations. Due to the mix of non-residential uses and planning permissions north of Eglinton Avenue East, new policies are proposed for this transitional area into Streetsville (see Item 7).</p> <p>Policy 10.4.6. already discourages the dispersion of retail uses beyond currently designated commercial areas. There are several other OP policies that speak to neighbourhood compatibility.</p>	See Policy 9.3.3.11 n) below.
5	Public	November 30, 2015	General	Does not support the new proposals and development applications in the area. The scenic and heritage policies are not strong enough and the current ones are not being adhered to.	The proposed new wording will further strengthen the policies.	No further policy changes recommended.
6	Public	November 30, 2015	General	1. Several comments relating to the Credit		No further policy changes recommended.

Item	Respondent	Date	Section	Issue/Summary of Comment	Staff Comment	Recommendation
				Mills application. 2. The strengthened policies will hopefully positively impact future developments north of Eglinton Avenue West		
7	Affected Neighbours	November 30, 2015	General and 9.3.3.11 c), 9.3.3.11 h)	<ol style="list-style-type: none"> <li>1. Concerned about development proposals north of Eglinton Ave. W.</li> <li>2. Requesting a moratorium on development until the Study is complete</li> <li>3. Needs to be a clear distinction between residential and commercial development issues along the corridor</li> <li>4. Questions related to the effect of the Corridor status of a portion of Mississauga Road</li> <li>5. Questions related to traffic, pavement widenings and the Credit Mills development</li> <li>6. Questions related to Council's Resolution 0222-2012</li> <li>7. Recommend to keep policy 9.3.3.11 c) to</li> </ol>	<ol style="list-style-type: none"> <li>1. This review will not address concerns with specific applications.</li> <li>2. Council has ability to refuse applications it deems premature or inappropriate.</li> <li>3. Agree that non-residential uses north of Melody Drive should have specific design-related policies – see new Policy 9.3.3.11 n).</li> <li>4. Staff now recommending removal of "Corridor" identification in the Official Plan for entire length of Study Area.</li> <li>5. No further changes to the proposed policies were recommended by Affected Neighbours.</li> <li>6. No further changes to the proposed policies were recommended by Affected Neighbours.</li> <li>7. As indicated in the Staff Report, policy 9.3.3.11 c) has been replaced by 9.3.3.11. f), as the current policy conflicts directly with other policies in the OP and</li> </ol>	<p>Response to No. 3:</p> <p>That new Policy 9.3.3.11 n) be introduced:</p> <p><u>The existing and planned non-residential uses located along Mississauga Road north of Melody Drive shall be developed with the highest design and architectural quality. These developments shall incorporate the scale, massing, patterns, proportions, materials, character and architectural language of that found in the best executed examples of the commercial conversions of former residential buildings within Streetville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided.</u></p> <p><u>Should any of these sites be developed for residential uses, they shall maintain the</u></p>

Item	Respondent	Date	Section	Issue/Summary of Comment	Staff Comment	Recommendation
				<p>preserve “residents’ interests”</p> <p>8. Suggest to add “on public and private lands” for policy 9.3.3.11 h)</p> <p>9. Prohibition of all commercial developments</p>	<p>is unclear.</p> <p>8. Agree with proposed additional wording for policy 9.3.3.11 h) as this will aid in clarity that it is to apply to both public and private lands.</p> <p>9. Some lands along the corridor already have commercial zoning and OP permissions. Wholesale land use changes (e.g. from commercial to residential) will not be recommended as part of this Study and are not part of the concern that Council articulated as part of the 2012 Resolution. Its concern specifically related to residential intensification pressures; these are primarily design policies to shape the character of development.</p>	<p><u>character of the rest of Mississauga Road as outlined in the policies of 9.3.3.11.</u></p> <p>Response to No. 4:</p> <p>That the “Corridor” identification of the Scenic Route be removed between Dundas Street West and the <u>CPR tracks just south of Streetsville.</u></p> <p>Response to No. 8:</p> <p>That policy 9.3.3.11 h) be revised to read:</p> <p>Tree preservation and enhancement will be required <u>on public and private lands</u> in order to maintain <u>existing</u> trees.</p>
8	Mississauga Kane Road Ratepayers Association	December 1, 2015		<p>Suggest promoting the creation of architecturally consistent features along the corridor.</p> <p>Some reference needed to speed limits and traffic flow.</p>	<p>Policy 9.3.3.11 f) contains strengthened language that states building design will be consistent with surrounding buildings. This would include architectural consistency.</p> <p>The four features that make up the scenic character of the route are not related to speed limits and traffic flow but are design, landscape and heritage</p>	No further policy changes recommended.

Item	Respondent	Date	Section	Issue/Summary of Comment	Staff Comment	Recommendation
					elements.	
9	Sherwood Forrest Residents Association	December 1, 2015	n/a	Does not support changes along the Scenic Route.	n/a	No further policy changes recommended.
10	University of Toronto Mississauga (UTM)	January 18, 2016	Genral	Concern with any policy that would require detached homes on the UTM property.	UTM campus development should have regard for the Scenic Route Policies (S. 18.3.2). Need to consider the principles behind policies in any redevelopment proposal.	No further policy changes recommended.
11	Affected Neighbours	January 19, 2016	n/a	Request that Council unanimously support designation of the Corridor as a Heritage Conservation District under the <i>Ontario Heritage Act</i> and that no new development take place until this designation is in place.	This request has been forwarded to the City's Culture Division. It is outside of the scope of Council's 2012 Resolution directing staff to update the Scenic Route policies. Culture Division has indicated that it will wait on Council for further direction on this matter.	No further policy changes recommended.
12	Public (General)	January 25, 2016	9.3.3.11 a)	Several residents indicated that more intense forms of housing (e.g. townhomes) should not be located along the corridor as it changes the visual character. Views from the road need to be protected from change.	Introducing a minimum lot depth and explicitly stating that these are to be detached homes would better protect the existing character and views from the road. At the same time it should be made clear that these policies do not apply in Port Credit, which has an urban built form, density and land use context that differs from the rest of the corridor (mix of land uses, zoning, heights, setbacks, lot fabric, etc.).	That policy 9.3.3.11 a) be revised to read:  In order to preserve its historic streetscape character <u>and appearance</u> , residential development of the portion of lands with frontage along Mississauga Road will <u>generally be on lots with a minimum depth of 40 m. These lots will be developed with detached dwellings. This policy does not apply within the Port Credit Local Area Plan (i.e. south of the CN/Metrolinx rail corridor).</u>

Item	Respondent	Date	Section	Issue/Summary of Comment	Staff Comment	Recommendation
13	Public (anonymous)	January 25, 2016	n/a	Supports a Heritage Conservation District for the corridor. Council should try harder to help the area north of Eglinton Avenue West.	No specific concerns with the proposed policies (but see Item 11 response). See Item 7 response regarding the area north of Eglinton Avenue West.	See Item 7 recommended policy changes.
14	Public (anonymous)	January 25, 2016	n/a	We need to stop the OMB.	No specific concerns with the proposed policies.	No further policy changes recommended.
15	Public (anonymous)	January 25, 2016	n/a	Question related to development north of Eglinton Avenue West.	No specific concerns with the proposed policies (but see Item 7 response).	See Item 7 recommended policy changes.
16	Public	January 25, 2016	General	<ol style="list-style-type: none"> <li>1. Concerned that semis or townhomes could be built behind detached homes fronting the corridor, just as Dunpar has done.</li> <li>2. Traffic comments/ recommended improvements related to specific locations.</li> <li>3. Retail on Credit Mills site should have heritage design.</li> </ol>	<ol style="list-style-type: none"> <li>1. Revised policy recommends only detached homes with lot depths of generally at least 40 m to limit impact of other forms of housing on deep lots. Other OP policies speak to Neighbourhood compatibility and appropriate land uses.</li> <li>2. No specific concerns with proposed policies.</li> <li>3. Non-residential design policies are now proposed for the north end of the Study Area.</li> </ol>	See newly proposed policies related to Items 7 and 12.
17	Public	January 28, 2016	General	The new policies only apply to Residential Low Density I lands – this does not help with lands north of Eglinton Avenue West.	The new policies apply to all the lands abutting Mississauga Road. Some policies apply specifically to residential proposals, while others apply to any development.	No further policy changes recommended.
18	Public	January 29, 2016	n/a	Provided comments related to a desire for OMB reform.	This does not relate to the proposed policies.	No further policy changes recommended.
19	Public	January	n/a	This review is timely		No further policy changes

Item	Respondent	Date	Section	Issue/Summary of Comment	Staff Comment	Recommendation
		31, 2016		and important. History of the Scenic Route provided. The proposed policies are supported.		recommended.
20	Public	February 1, 2016	n/a	How did the Dunpar development get approved, as it is inappropriate given the scenic route corridor.	The concern relates to previous development, not the proposed policies.	No further policy changes recommended.

## Appendix 3: Current Policies and Proposed Amendments to Mississauga Official Plan

Note: underlining indicates changes since the August 18, 2015 Staff Report

Current Policy	Proposed Policy	Comment
9.3.3.10 Special care will be taken with development along <b><i>scenic routes</i></b> to preserve and complement the scenic historical character of the street.	9.3.3.10 Special care will be taken with development along <b><i>scenic routes</i></b> to preserve and complement the scenic historical character of the street.	No change proposed.
9.3.3.11 Lands abutting the Mississauga Road right-of-way between the St. Lawrence and Hudson Railway and Lakeshore Road West (frontage, flankage and rear yards) which is a designated <b><i>scenic route</i></b> , will be subject to the following:	9.3.3.11 Lands abutting the Mississauga Road right-of-way ( <b><i>i.e.</i></b> frontage, flankage and rear yards) between the <del>St. Lawrence and Hudson Railway</del> <b><i>Canadian Pacific Railway (located just south of Reid Drive)</i></b> and Lakeshore Road West (frontage, flankage and rear yards) which <del>is</del> <b><i>are part of</i></b> a designated <b><i>scenic route</i></b> ; <b><i>These lands</i></b> will be subject to the following:	Wording changed. The St. Lawrence and Hudson Railway no longer exists (former subsidiary of CPR) but was changed back to CPR ownership in 2001. As such, all references to the St. Lawrence and Hudson Railway throughout Mississauga Official Plan will be changed. Wording has also been modified to improve readability. The Scenic Route goes up to Britannia Road but these policies only apply to this specified portion of the Scenic Route.
n/a	<b><i>a. in order to preserve its historic streetscape character and appearance, residential development of the portion of lands with frontage along Mississauga Road will generally be on lots with a minimum depth of 40 m. These lots will be developed with detached dwellings. This policy does not apply within the Port Credit Local Area Plan (i.e. south of the CN/Metrolinx rail corridor).</i></b>	New policy. This change would affect the entire length of the corridor. Wording has been added so that lots are a minimum depth of 40 m, which will further strengthen this policy. It will help ensure that the appearance of the corridor maintains its current built form character. Would require revising Erin Mills and Central Erin Mills Neighbourhood Character Area policies as well to permit only detached dwellings in the "Residential Low Density I" designation where abutting Mississauga Road (see below).

Current Policy	Proposed Policy	Comment
		Other existing Official Plan policies (including 16.1.2) and new Policy f. below address the importance of maintaining consistency in lot frontages.
a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;	<p><del>a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;</del></p> <p><b>b. lots abutting Mississauga Road will be encouraged to have direct vehicular access to Mississauga Road;</b></p> <p><b>c. lots abutting Mississauga Road will have upgraded building elevations (including principal doors and fenestrations) facing Mississauga Road;</b></p>	<p>Policies strengthened. Wording clarified by creating two separate policies. Upgraded building elevations facing the street required on all lots abutting Mississauga Road, but only encourage direct vehicular access.</p> <p>The wording regarding upgraded building elevations is now consistent with language in Section 9.5.3.2 of the Official Plan (i.e. using “fenestrations” instead of “windows”).</p>
b. service road and reverse frontage lot development will be discouraged;	d. <b>buffer road (i.e. a parallel road abutting Mississauga Road)</b> and reverse frontage lot development <del>will be discouraged;</del> <b>will not be permitted on lots abutting Mississauga Road.</b>	<p>Policy strengthened. “Will not be permitted” instead of “will be discouraged”. This type of development erodes the scenic character. Also, revised policy c) requires abutting lots to have homes facing Mississauga Road.</p> <p>Wording in brackets added for clarification following public comment on what a “service road” constitutes.</p> <p>Transportation and Works has indicated that “buffer road” is the correct wording for the Official Plan (instead of “service road”) and has been used previously.</p>
c. existing residential lot frontages will be retained;	Deleted.	The existing wording is unclear. If taken literally, no severances or other redevelopment of even the largest residential lots are



Current Policy	Proposed Policy	Comment
		permitted, which conflicts with other Official Plan policies permitting infill development and limited intensification, as well as permissions under the zoning by-law. This is now addressed by adding “lot frontages” to new policy f).
n/a	<b>e. Notwithstanding 8.3.1.4, development of lands abutting Mississauga Road will not be permitted if it will require an increase in the existing Mississauga Road pavement width;</b>	<p>New policy. This restrictive policy has the potential to limit denser forms of development behind lots that front onto Mississauga Road. Incremental changes in the paved portion (e.g. left turn lanes and slip off lanes) even for safety reasons or as a “standard road improvement” as currently permitted under Section 8.3.1.4 have a negative cumulative impact on the overall corridor character.</p> <p>This new policy would not prohibit safety improvements warranted by a general increase in background traffic volumes from existing and proposed development that is not abutting Mississauga Road.</p>
d. building massing, design and setback should be consistent with buildings on surrounding lots;	<b>f. building massing, design, and setbacks and lot frontages will be consistent with buildings on surrounding lots; surrounding buildings and lots;</b>	Policy strengthened. “Will be” instead of “should be”. Lot frontages added to prevent lot frontages that are not in keeping with those in the surrounding area (see other Official Plan policies, including 16.1.2).
e. projecting garages will be discouraged;	g. projecting garages will be discouraged;	No wording change proposed.
f. tree preservation, enhancement and replacement on private lands will be required;	<b>h. tree preservation and enhancement and replacement on private lands will be required on public and private lands in order to maintain existing trees.</b>	<p>Policy strengthened. Broadened to apply to both public and private lands per comments from the public.</p> <p>The expectation is that tree preservation and enhancement will be</p>

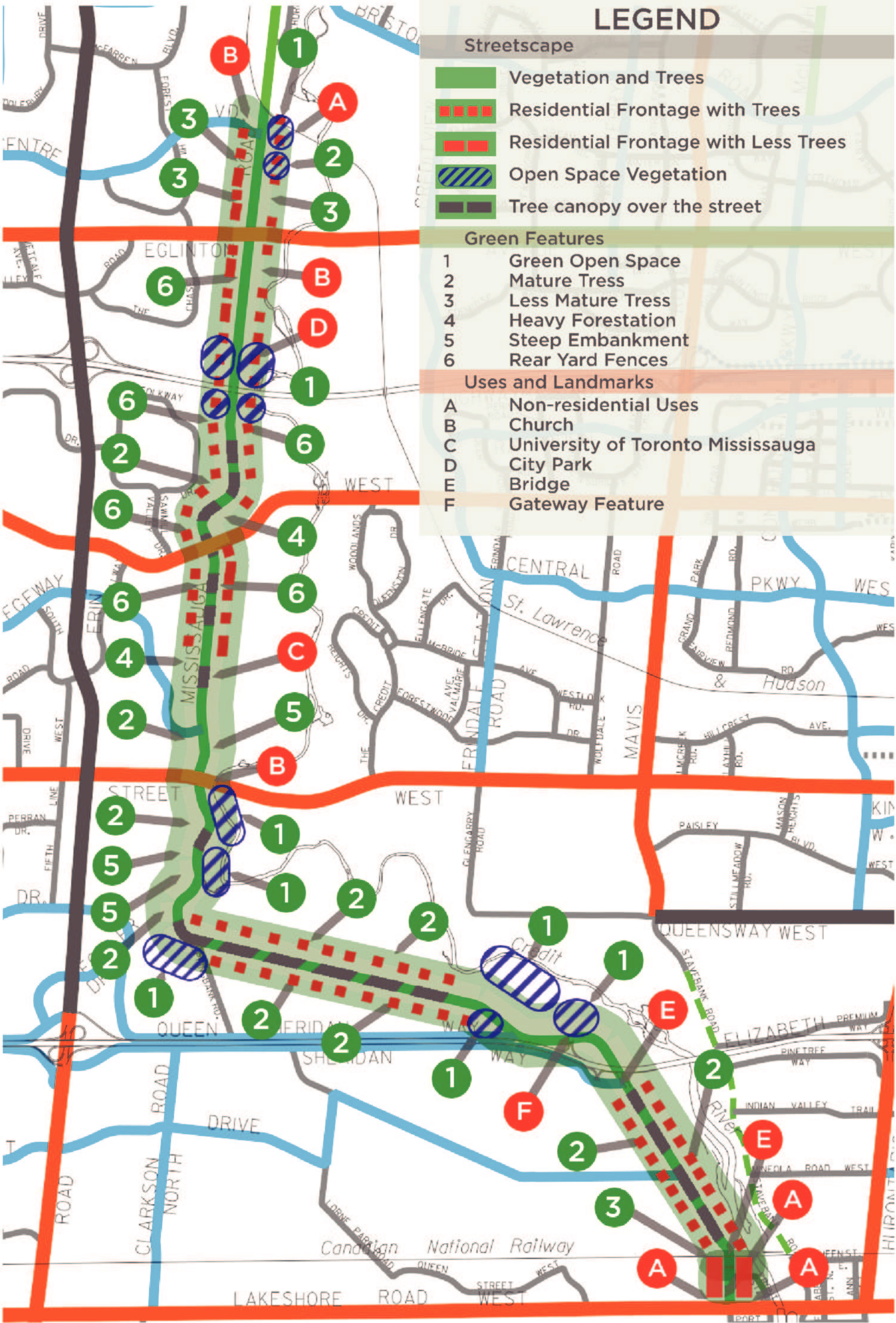
Current Policy	Proposed Policy	Comment
		<p>achieved. Tree replacement will be considered as a last resort.</p> <p>The word “canopy” has been removed from the previously recommended wording, as there is not a continuous tree canopy along the entire corridor.</p>
g. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged to reduce reverse movements and the number of driveway entrances. Circular driveways will be evaluated on an individual basis;	i. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged <b>in order</b> to reduce reverse movements and the number of driveway entrances. Circular driveways will be <del>evaluated on an individual basis</del> <b>discouraged</b> ;	Policy strengthened. Circular driveways now discouraged. The words “in order” have been added for clarity.
h. preservation of existing landscape features (retaining walls, fences, hedgerows) will be encouraged; and	j. preservation <b>removal</b> of existing landscape features ( <b>including but not limited to stone</b> retaining walls, fences <b>and</b> hedgerows) will be encouraged <b>discouraged</b> ;	Policy strengthened by rewording.
i. the location of utilities should minimize the impact on existing vegetation.	k. the location of utilities should <b>will be situated to</b> minimize the impact on existing vegetation;	Policy strengthened. “Will be” instead of “should”.
n/a	<b><i>l. grading of new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. The introduction of retaining walls as a grading solution will be discouraged;</i></b>	New Policy. Maintaining grading as much as possible will help preserve the scenic route corridor.
n/a	<b><i>m. Opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged; and</i></b>	New Policy. Protecting the scenic route corridor should not prevent the enhancement of trail connections.

Current Policy	Proposed Policy	Comment
n/a	<p><b><u>n. The existing and planned non-residential uses located along Mississauga Road north of Melody Drive shall be developed with the highest design and architectural quality. These developments shall incorporate the scale, massing, patterns, proportions, materials, character and architectural language of that found in the best executed examples of the commercial conversions of former residential buildings within Streetville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided.</u></b></p> <p><b><u>Should any of these sites be developed for residential uses, they shall maintain the character of the rest of Mississauga Road as outlined in the policies of 9.3.3.11.</u></b></p>	<p>New Policy. Added after public comments to recognize the land use and built form transition south of Streetsville and the need for specific policies for this stretch of the corridor dealing with non-residential development. Wording has been reworked to address the non-residential land uses north of Melody Drive and give more specifics on the desired character of new built form.</p>
n/a	<p><b><u>16.3.1 Notwithstanding the policies of this Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.</u></b></p>	<p>Modification to Central Erin Mills land use policies to ensure only detached dwellings abutting Mississauga Road.</p>
n/a	<p><b><u>16.10.1.2 Notwithstanding the policies of the Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.</u></b></p>	<p>Modification to Erin Mills land use policies to ensure only detached dwellings abutting Mississauga Road.</p>

Current Policy	Proposed Policy	Comment
n/a	Schedules 1 (Urban System) and 1c (Urban System – Corridors) – <u>remove</u> the “Corridor” identification of Mississauga Road between Dundas Street West and <u>the CP Railway (just south of Streetsville).</u>	Several Mississauga Official Plan policies encourage increased density and a mixture of uses along Corridors (e.g. Section 5.4 and 9.2.2). This is not consistent with efforts to preserve the existing scenic route character and as such, the Corridor identification should be removed from the entire extent of the Study Area.



# Mississauga Road Scenic Route Study





## Chart of Proposed Amendments to Mississauga Official Plan

### Section 9.3.3.11; Schedule 1; Schedule 1c

Current Policy	Proposed Official Plan Amendment
Section 9.3.3.11 Lands abutting the Mississauga Road right-of-way between the St. Lawrence and Hudson Railway and Lakeshore Road West (frontage, flankage and rear yards) which is a designated <b>scenic route</b> , will be subject to the following:	Section 9.3.3.11 Lands abutting the Mississauga Road right-of-way ( <b>i.e.</b> frontage, flankage and rear yards) between the St. Lawrence and Hudson Railway <b>Canadian Pacific Railway (located just south of Reid Drive)</b> and Lakeshore Road West (frontage, flankage and rear yards) which is <b>are part of</b> a designated <b>scenic route</b> . <b>These lands</b> will be subject to the following:
n/a	<b>a. in order to preserve its historic streetscape character and appearance, residential development of the portion of lands with frontage along Mississauga Road will generally be on lots with a minimum depth of 40 m. These lots will be developed with detached dwellings. This policy does not apply within the Port Credit Local Area Plan (i.e. south of the CN/Metrolinx rail corridor).</b>
a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;	<del>a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;</del>  <b>b. lots abutting Mississauga Road will be encouraged to have direct vehicular access to Mississauga Road;</b>  <b>c. lots abutting Mississauga Road will have upgraded building elevations (including principal doors and fenestrations) facing Mississauga Road;</b>
b. service road and reverse frontage lot development will be discouraged;	<del>b.</del> <b>d. buffer road (i.e. a parallel road abutting Mississauga Road)</b> and reverse frontage lot development <del>will be discouraged;</del> <b>will not be permitted on lots abutting Mississauga Road.</b>
c. existing residential lot frontages will be retained;	<del>c. existing residential lot frontages will be retained;</del>

Current Policy	Proposed Official Plan Amendment
n/a	<b>e. Notwithstanding 8.3.1.4, development of lands abutting Mississauga Road will not be permitted if it will require an increase in the existing Mississauga Road pavement width;</b>
d. building massing, design and setback should be consistent with buildings on surrounding lots;	<del>d. f.</del> <b>f. building massing, design, and setbacks and lot frontages</b> should <b>will</b> be consistent with buildings on surrounding lots; <b>surrounding buildings and lots;</b>
e. projecting garages will be discouraged;	<del>e. g.</del> <b>g.</b> projecting garages will be discouraged;
f. tree preservation, enhancement and replacement on private lands will be required;	<del>f. h.</del> <b>h.</b> tree preservation, <b>and</b> enhancement <b>and</b> replacement on private lands will be required <b>on public and private lands in order to maintain existing trees.</b>
g. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged to reduce reverse movements and the number of driveway entrances. Circular driveways will be evaluated on an individual basis;	<del>g. i.</del> <b>i.</b> alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged <b>in order</b> to reduce reverse movements and the number of driveway entrances. Circular driveways will be <del>evaluated on an individual basis</del> <b>discouraged;</b>
h. preservation of existing landscape features (retaining walls, fences, hedgerows) will be encouraged; and	<del>h. j.</del> <b>j.</b> <del>preservation</del> <b>removal</b> of existing landscape features ( <b>including but not limited to stone</b> retaining walls, fences <b>and</b> hedgerows) will be encouraged <b>discouraged;</b>
i. the location of utilities should minimize the impact on existing vegetation.	<del>i. k.</del> <b>k.</b> the location of utilities should <b>will be situated to</b> minimize the impact on existing vegetation;
n/a	<b>l. grading of new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. The introduction of retaining walls as a grading solution will be discouraged;</b>
n/a	<b>m. Opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged; and</b>

Current Policy	Proposed Official Plan Amendment
n/a	<p><b><i>n. The existing and planned non-residential uses located along Mississauga Road north of Melody Drive shall be developed with the highest design and architectural quality. These developments shall incorporate the scale, massing, patterns, proportions, materials, character and architectural language of that found in the best executed examples of the commercial conversions of former residential buildings within Streetsville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided.</i></b></p> <p><b><i>Should any of these sites be developed for residential uses, they shall maintain the character of the rest of Mississauga Road as outlined in the policies of 9.3.3.11.</i></b></p>
n/a	<p>Schedules 1 (Urban System) and 1c (Urban System – Corridors) – remove the “Corridor” identification of Mississauga Road between Dundas Street West and the CP Railway (just south of Streetsville).</p>

Note: the only change from the June 7, 2016 Public Meeting staff report is the removal of the following proposed policies:

16.3.1 Notwithstanding the policies of this Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.

16.10.1.2 Notwithstanding the policies of the Plan, the Residential Low Density I designation permits only detached dwellings for lots that abut Mississauga Road.



## Draft Details of the Proposed Amendment

1. Section 9.3.3.11 of Mississauga Official Plan be deleted and replaced with the following:

9.3.3.11 Lands abutting Mississauga Road (i.e. frontage, flankage and rear yards) between the Canadian Pacific Railway (located just south of Reid Drive) and Lakeshore Road West are part of a designated *scenic route*. These lands will be subject to the following:

- a. in order to preserve its historic streetscape character and appearance, residential development of the portion of lands with frontage along Mississauga Road will generally be on lots with a minimum depth of 40 m. These lots will be developed with detached dwellings. This policy does not apply within the Port Credit Local Area Plan (i.e. south of the CN/Metrolinx rail corridor);
- b. lots abutting Mississauga Road will be encouraged to have direct vehicular access to Mississauga Road;
- c. lots abutting Mississauga Road will have upgraded building elevations (including principal doors and fenestrations) facing Mississauga Road;
- d. buffer road (i.e. a parallel road abutting Mississauga Road) and reverse frontage lot development will not be permitted on lots abutting Mississauga Road;
- e. Notwithstanding 8.3.1.4, development of lands abutting Mississauga Road will not be permitted if it will require an increase in the existing Mississauga Road pavement width;
- f. building massing, design, setbacks and lot frontages will be consistent with surrounding buildings and lots;
- g. projecting garages will be discouraged;
- h. tree preservation and enhancement will be required on public and private lands in order to maintain existing trees;
- i. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged in order to reduce reverse movements and the number of driveway entrances. Circular driveways will be discouraged;
- j. removal of existing landscape features (including but not limited to stone walls, fences and hedgerows) will be discouraged;
- k. the location of utilities will be situated to minimize the impact on existing vegetation;
- l. grading of new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. The introduction of retaining walls as a grading solution will be discouraged;

- m. Opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged; and
  - n. The existing and planned non-residential uses located along Mississauga Road north of Melody Drive shall be developed with the highest design and architectural quality. These developments shall incorporate the scale, massing, patterns, proportions, materials, character and architectural language of that found in the best executed examples of the commercial conversions of former residential buildings within Streetsville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided. Should any of these sites be developed for residential uses, they shall maintain the character of the rest of Mississauga Road as outlined in the policies of 9.3.3.11.
- 2. Schedule 1: Urban System, Mississauga Official Plan is hereby amended by removing the "Corridor" identification of Mississauga Road between Dundas Street West and the CP Railway (just south of Streetsville).
  - 3. Schedule 1c: Urban System - Corridors, Mississauga Official Plan is hereby amended by removing the "Corridor" identification of Mississauga Road between Dundas Street West and the CP Railway (just south of Streetsville).

## Draft Details of the Proposed Amendment (Updated February 2017)

1. Section 9.3.3.11 of Mississauga Official Plan be deleted and replaced with the following:

9.3.3.11 Lands abutting Mississauga Road (i.e. frontage, flankage and rear yards) between the Canadian Pacific Railway (located just south of Reid Drive) and Lakeshore Road West are part of a designated *scenic route*. These lands will be subject to the following:

- a. in order to preserve its historic streetscape character and appearance, residential development of the portion of lands with frontage along Mississauga Road will generally be on lots with a minimum depth of 40 m. These lots will be developed with detached dwellings; consequently, other forms of development will not be permitted. This policy does not apply within the Port Credit Local Area Plan (i.e. south of the CN/Metrolinx rail corridor);
- b. lots abutting Mississauga Road will be encouraged to have direct vehicular access to Mississauga Road;
- c. lots abutting Mississauga Road will have upgraded building elevations (including principal doors and fenestrations) facing Mississauga Road;
- d. buffer road (i.e. a parallel road abutting Mississauga Road) and reverse frontage lot development will not be permitted on lots abutting Mississauga Road;
- e. notwithstanding 8.3.1.4, development of lands abutting Mississauga Road will not be permitted if it will require an increase in the existing Mississauga Road pavement width;
- f. building massing, design, setbacks and lot frontages will be consistent with surrounding buildings and lots;
- g. projecting garages will be discouraged;
- h. tree preservation and enhancement will be required on public and private lands in order to maintain existing trees;
- i. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged in order to reduce reverse movements and the number of driveway entrances. Circular driveways will be discouraged;
- j. removal of existing landscape features (including but not limited to stone walls, fences and hedgerows) will be discouraged;
- k. the location of utilities will be situated to minimize the impact on existing vegetation;
- l. grading of new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. The introduction of retaining walls as a grading solution will be discouraged;

- m. opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged; and
  - n. the existing and planned non-residential uses located along Mississauga Road north of Melody Drive shall be developed with the highest design and architectural quality. These developments shall incorporate the scale, massing, patterns, proportions, materials, character and architectural language of that found in the best executed examples of the commercial conversions of former residential buildings within Streetsville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided. Should any of these sites be developed for residential uses, they shall maintain the character of the rest of Mississauga Road as outlined in the policies of 9.3.3.11.
- 2. Schedule 1: Urban System, Mississauga Official Plan is hereby amended by removing the "Corridor" identification of Mississauga Road between Dundas Street West and the CP Railway (just south of Streetsville).
  - 3. Schedule 1c: Urban System - Corridors, Mississauga Official Plan is hereby amended by removing the "Corridor" identification of Mississauga Road between Dundas Street West and the CP Railway (just south of Streetsville).